



A new supercar from a former F1 champ

Two-time Brazilian Formula One champion Emerson Fittipaldi, who now calls Florida his home, has a plan to launch an ultra-expensive two-seat mid-engine sports coupe. Only 39 examples of the **Fittipaldi EF7 GTR** are planned. Under the hood is a 4.8-liter V-8 supplied by Ford that makes 600 horsepower. The track-only car will carry a price tag of \$1.5 million when it goes on sale next spring.



Lynk & Co.'s new vehicle, the 02, appears headed to North America in late 2018. The company is an offshoot of Geely in China, which also owns Volvo.

No longer the missing Lynk

Incredulous as it seems, scuttlebut has it that **Lynk & Co**, an offshoot of Geely of China (which owns Volvo), is quickly proceeding with plans to bring what is dubbed the **02** to market in Geely's home country later this year and to Europe and North America by late 2018. It's all part of an aggressive plan to sell half a million Lynk & Co vehicles a year by 2022.

The 02 compact four-door hatchback will use the same platform that was originally created for the upcoming Volvo V40 and XC40 wagons. The 02 will reportedly come with advanced connectivity features, including vehicle-to-vehicle communications and permanent Internet connectivity. As with Tesla, Lynk & Co plans to establish company-owned retail stores instead of selling through a dealer network.

Kia's rolls out the Stonic

Kia's joined crossover fever with the impending launch of the **2018 Kia Stonic**. The small, tall wagon with the odd name will follow the usual formula for such carry-alls; the platform is borrowed from Kia's Rio small car and so is the base 138-horsepower four-cylinder engine. Manual and automatic transmissions will be available as will all-wheel-drive. Among the crop of competitors the Stonic will certainly butt heads with is the 2018 Ford Fiesta-based Ecosport.



2018 Kia Stonic rendering



The 2018 Dodge Challenger SRT Demon comes with 840 horses, special drag-racing tires and no front passenger seat. Buyers can add that back in for \$1.

Taking on all Challengers

One-upping the mighty 707-horsepower **Dodge Challenger Hellcat** probably seemed impossible, but there is another Challenger. Literally. The new **2018 Dodge Challenger SRT Demon** uses a similar supercharged 6.2-liter V-8, but with 840 horsepower and 770 pound-feet of torque (on 100-octane racing fuel). The internal components have been strengthened to accommodate the extra grunt, while a larger supercharger produces additional boost. A "Power Chiller" also directs cool air from the air conditioning system to help reduce the power-robbing heat soak that occurs between runs down the track.

The Demon loses, among other things, the front passenger seat and rear bench, for a 200 lb. weight reduction (to 4,250 lbs.). Zero-to-60-mph takes 2.3 seconds and a quarter-mile time is 9.65 seconds at 140 mph. Expect a \$70,000-plus price tag when the limited-production Demon arrives this summer. And yes, it's covered by factory warranty.



Who else but Vin Diesel would Dodge choose to introduce the Challenger SRT Demon at last month's New York Auto Show.

TEST DRIVE

2017 Dodge Charger Daytona 392

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are rear wheel drive, but here in the northeast, it's worth remembering that SE and SXT trims can be had with AWD. The obvious traction boost on wintry roads makes these cars four season drivable. And while the blacktop-bruising Hemi's are off the table with this option, the 3.6L V-6 posts a respectable 292 horsepower (300 with Rallye Group); responsive enough to be fun to drive. The AWD system has an active transfer case and a front axle disconnect system to boost fuel economy (EPA estimates 18 city/27 highway/21 combined).

Badges and special, Satin Black graphics on hood, roof, decklid and spoiler set the Daytona's apart from what is becoming an impressively prolific array of Mopar muscle in Dodge showrooms. Speaking of visuals, Charger's paint charts for 2017 show some additions and revisions. New color choices include Yellow Jacket, Octane Red, Destroyer Grey and — as found on my test car — Green

Go. Beyond this, two hues were rebadged, so say hello to White Knuckle and Blue Contusion.

Unique interior finishes, "Daytona" embroidered headrests and a performance steering wheel with die-cast paddle shifters round out the visual differences for the new models. Charger-wide cabin changes for the model year are highlighted by the rollout of the 4th generation, Uconnect system. The 8.4-inch touchscreen (standard in all but the base SE cars) is the interface for many onboard functions. Uconnect is compatible with Android Auto and Apple CarPlay, so smartphone users of the respective systems can access maps, messages and music with their favorite apps. The screen itself is large and legible, and the controls are better than average for user friendliness. Nav equipped models have pinch/swipe/tap capability.

The trunk is good sized — 16.8 cubic feet — and rear seatbacks fold forward (though not flat) if you've got to carry



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TEST DRIVE
this vehicle at this preferred dealership:

ARMORY CHRYSLER DODGE JEEP RAM SRT FIAT
926 Central Ave., Albany, NY 12206
518-641-7777 www.armoryauto.com

GOLDSTEIN CHRYSLER JEEP DODGE RAM
613 Loudon Rd., Latham, NY 12110
518-785-4156 www.goldsteinchryslerjeep.net



something long in back. The 40.1 inches of rear seat legroom make Charger noticeably larger than Challenger in back (33.1), and it seats six footers behind six footers. At least at the corners. The middle back position is still best occupied by shorter folk or kids.

Two of Charger's most attractive features are something that the original Chargers never had — back doors. That feature makes all of its models more practical for more drivers than cars with

just two. It allows a man or woman to consider a muscle car as a family sedan, and in so doing qualify as the coolest parent in the neighborhood. Imagine that; your kids may actually ask you to drop them off at school!

A regular contributor to the Times Union for more than 25 years, Dan Lyons is the award-winning author of six books, and photographer of 180 calendars.