

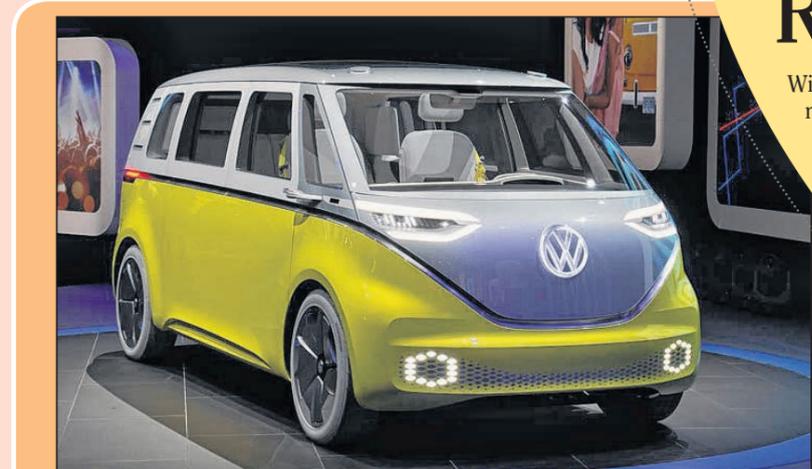
Hyundai's new Santa Fe

Sources are reporting that the Korea-based automaker will make a bold move with its next-generation (2019-model-year) **Santa Fe** tall wagon. Word is that, size-wise, the seven-passenger Santa Fe (not to be confused with the five-seat Santa Fe Sport) will grow to



2017 Hyundai Santa Fe

match the capacity of vehicles such as the Ford Explorer and Honda Pilot, along with newcomers Volkswagen Atlas and Subaru Ascent. The Santa Fe's overall looks will have nothing in common with the current



Flashback: Volkswagen will build a production version of this strangely familiar-looking I.D. Buzz electric vehicle concept and name it the Microbus.

VW resurrects the Minibus

Although not unexpected, we're nonetheless pleased to hear that the **Volkswagen I.D. Buzz** compact minivan concept that was first shown in 2016 will enter production for the 2020 model year. The **Microbus**'s drive system will consist of two electric motors and a lithium-ion battery pack that will produce the equivalent of 369 horsepower.

VW states that the Microbus will have a range of up to 270 miles, which should be acceptable for most folks for commuting and errand running. Perhaps the van's biggest advantage is that it will be set up to operate autonomously. We hope the I.D. Buzz's contemporary living-room-style interior (below) and panoramic glass roof make it to the production Microbus.



TEST DRIVE

2017 Cadillac CTS 3.6L V-Sport

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wheel allows the driver to customize the format of the readouts. A head-up display is standard equipment on Premium Luxury trim levels, and the contents, brightness and location are adjustable.

Compared to the last generation CTS sedan, the new models are longer (4.2 inches), lower and lighter. The net dividend inside is a slight increase in front headroom and legroom, and indeed, the front row suits most anyone comfortably. However, despite the increase in CTS length, rear legroom loses .7 inches, and space in back runs short, if those in front are tall. The trunk is long, narrow, and — at 13.7 cubic-ft. — small, by segment

standards.

CUE (Cadillac User Experience) is Cadillac's information and media control system. The system is compatible with Android Auto and Apple CarPlay. You connect with the system via voice controls, or an 8-inch touchscreen, along with a deck of HVAC and sound system switchgear located just below. Many of the controls are touch-sensitive; navigated by swipes and pokes familiar to anyone who owns a tablet or smart phone. However, it frequently takes more than one try to get the desired result, and some controls are indifferent to input from a gloved hand. Overall, the system's



TEST DRIVE
this vehicle at these preferred dealerships:

D'ella Cadillac Buick GMC, Inc.
293 Quaker Rd., Queensbury, NY 12804
518-793-3871 www.dellacars.com

Otto Cadillac, Inc.
1730 Central Ave., Albany, NY 12205
518-869-5000 www.ottocars.com

sluggish response time can be frustrating, and potentially distracting.

The roster of technology grows for 2017. All trim levels get a Teen Driver app to help promote safe driving for your kids. It's a 'trust but verify' approach, that can be configured to limit top speed and reports back to you on their performance/compliance. (This feature notwithstanding, I wonder how many parents out there would toss their kids the keys to their brand new Caddy).

A rear camera mirror (standard on CTS Premium Luxury) can be switched from a conventional, electrochromatic rearview mirror, to a streaming, panoramic video display projected in the

mirror. The high resolution image screen gives you a four times greater field of vision than the conventional mirror, unobstructed by passengers, headrests, or roof pillars. As mentioned in my recent Chevy Bolt review, in pano video mode, you literally can't see anyone in your back seat, but you can still hear them. This technology, while impressive, has yet to reach its full fruition. That day will come when GM figures out a way to incorporate a mute function for passengers.

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.

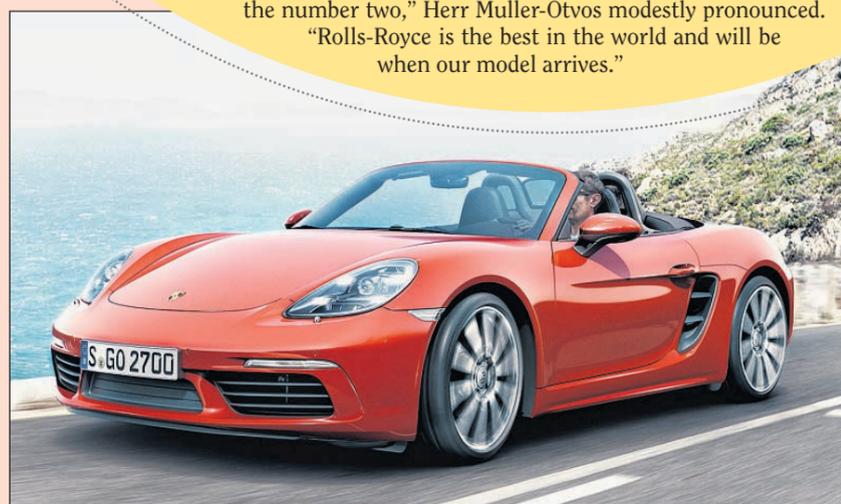


Top, the Cullinan, or Star of Africa, the world's largest diamond. Will this Rolls-Royce Cullinan (below), be the world's most expensive SUV?

Rolls-Royce's off-road gem

With so many other uberluxury marques making forays into the profitable SUV segment, we now hear that the posh British motorcar company is getting ready to launch the **Rolls-Royce Cullinan** sport utility vehicle — named for the world's largest diamond — later in 2018. The off-road-capable all-wheel-drive tall wagon will share platforms with the all-new Phantom sedan that's also due out shortly. The Cullinan will come with its own special "carpet ride" suspension and will be powered by a V-12 engine, presumably the same one that's available in the BMW 7 series sedan. (The venerable Rolls-Royce company is owned by BMW.) A covered-up version was recently spied on Germany's famed Nurburgring test track. There's no word yet as to pricing, but it should cost somewhat less than the actual Cullinan diamond. Company boss Torsten Muller-Otvos seems unconcerned that luxury rival Bentley's **Bentayga** SUV is due out around the same time next year. "The Bentley SUV is clearly the number two," Herr Muller-Otvos modestly pronounced.

"Rolls-Royce is the best in the world and will be when our model arrives."



Even though this current Porsche Boxster 718 has only one season under its belt, changes are coming for it and the Cayman coupe in 2018.

Porsche refreshes 718 for 2018

It has been only one model year since the **Porsche Boxster** roadster and the **Cayman** coupe were given the "718" numerical addition to their names. Both were also updated with potent turbocharged four-cylinder engines that replaced the previous non-turbo six-cylinder engines.

Word has reached these peach-colored pages that more adjustments are in store for 2018, including revised front and rear designs, along with minor changes to the dashboards and control panels.

For more performance, Porsche will introduce **GTS** models that push output past the existing Boxster/Cayman S's 350 horsepower, by about 20-25 horses. You can also expect the optional Sport Chrono and active-suspension packages to be standard for the GTS models.