

Will it text while driving?

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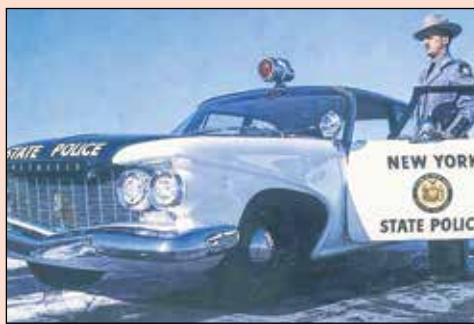
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Samsung EMX concept



A century of New York State Police

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New York State Police 1960 Plymouth Fury

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Car show calendar

Summer's not over yet.

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TEST DRIVE

Impreza, Upgraded

2018 Subaru Impreza Sport Sedan

DAN LYONS | text
Special to the Times Union

Impreza — Subaru's compact sedan/hatchback — was redesigned last year, and returns substantially unchanged for 2018. But since we didn't drive the 2017, it's all new to us.

This generation of Impreza is longer and wider than the previous version, and is the first Subaru model to be built on the company's new global platform.

As before, Impreza is offered in two body styles (four-door sedan, five-door hatchback), both of which are now offered in four trim levels (2.0i base, Premium, Sport and Limited).

All models are all-wheel-drive. My test drive car was a Sport level four-door sedan. With no options save the Continuously Variable Transmission (\$800), the car had an as-tested price of \$23,755.

Not too hot and rarely rainless, this summer hasn't felt much like a typical summer. Even so, four months

2018 Subaru Impreza Sport Sedan
Base MSRP: \$18,495 (base); \$22,095 (Sport)
\$23,755 (As Tested)

from now, we'll long for weather like this. The annual diet of snow and slush that winter brings is a big reason why all-wheel-drive has gained so much traction (so to speak) here in the northeast. AWD systems have become more refined over the years, and one of the ways they've improved is reduced drag, so that there's little mileage penalty to be paid for the added traction. That's evident



PHOTOS COURTESY OF THE MANUFACTURER

THE 2018 IMPREZA, Subaru's compact sedan/hatchback, is offered in two body styles (four-door sedan or five-door hatchback), and in four trim levels. All Impreza models are all-wheel-drive.

here, as the AWD Impreza's EPA estimates for fuel economy (27 city/36 highway) are mid-pack amongst a handful of competitors that I've checked (including Civic, Corolla, Mazda3 and Sentra) — all of which are front-wheel-drive.

The Subaru system employed in my CVT-equipped test car is an active torque split design. A continuously variable transfer clutch manages the power split front/back. Under normal conditions, the system has a front drive bias, but it can shift up to 100 percent to the rear wheels as needed for maximum traction. Coupled with standard, stability/traction control, this makes for increased winter driving confidence in a segment where the vast majority of cars are

front-drive only.

Weather/traction issues aside, The Impreza's added grip feels more planted when found in a low center of gravity vehicle (like a car), as opposed to a taller crossover or SUV. The unibody is over 70 percent stiffer in Subaru's new platform. Sport models get a specially-tuned suspension and active torque vectoring. The Impreza corners capably, and feels like if it had the option of more power, it would put it to good use. Thanks in part to its 18-inch wheels, Impreza's smooth ride belies its size, and it steps over pavement problems with a composed feel.

Subaru's 2.0-liter, horizontally opposed "boxer" engine produces 152 horsepower @ 6,000 rpm, and

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Going down the road feelin'...good!

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