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PAGE 5



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PAGE 5



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PAGE 4



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PAGE 4

TEST DRIVE

Small, Big and Sport-ish

2018 Honda Fit Sport

DAN LYONS | text
Special to the Times Union

Fit — Honda's subcompact hatchback — expands its lineup for 2018. The headline for the model year refresh is the inclusion of a new trim level. Sport tucks in between LX and EX, with EX-L topping off the choices. Prices start at \$16,190 for an LX with manual transmission, and range to \$21,520 for an EX-L with CVT (both plus an \$875 delivery charge). Sport models like my test car this week have a base sticker of \$17,500 with a six speed manual (it's \$18,300 with a CVT).



Sport models are set apart by the addition of some aero styling elements: front spoiler, side sill skirts and a rear diffuser. Fog lamps, a chrome exhaust finisher and glossy, black alloy rims complete the exterior visuals. Inside, Sport Fits get a black interior with cross-hatched fabric on door trim and seats. Orange stitching on said seats (as wheel as steering wheel, shift knob and arm rest) mirrors the orange pinstripe on the front splitter and rear diffuser. The infotainment interface is upgraded to a 7-inch touchscreen and it's compatible with Android Auto and Apple CarPlay. Your tunes will also sound better, thanks to a 6-speaker audio system, with SiriusXM satellite radio.

2018 Honda Fit Sport
MSRP: \$16,190 (base) \$17,500 (Sport w/manual)

The Sport package on Fit is cool, but cosmetic. Drivers seeking a little more sport in their Sport have one option at their disposal. The dealer-installed Honda Factory Performance package (price TBA) is also largely about looks — but not exclusively.



THE FIT, Honda's subcompact hatchback, expands its lineup for the 2018 model year with this Sport version. The trim level features aerodynamic features (spoiler, side sill skirts and black alloy rims) with black interiors accented by orange stitching. Like all Fits, the Sport is powered by a 1.5L four-cylinder engine generating 130 horsepower.

On the show side, HFP bundles a titanium shift knob, aluminum pedals and red floor mats for the cabin. Outside, there's HFP badging on the sides and hatchback door, side underbody spoilers, and 16-inch black alloy wheels with a graphics kit. Included too, however, are some functional bits: a lowered ride height with a stiffer sprung, sport suspension. My test car was so equipped. The titanium stick looks slick in the cabin as do the aluminum pedals. The side sill skirts complement the other aero work and offer a convenient place to park the low-profile, HFP badges. The amount the car is lowered is small enough that it

would be visible when parked alongside a non HFP Fit, but otherwise not. Similarly, the difference in handling is tough to tell, without an A/B comparison drive with/without the sport suspension. What is apparent is that ride quality doesn't suffer for the suspension tweaks, and Fit feels very agile. The tipping point for a truly sporty Fit Sport would be more power, but alas, it's not part of the package (perhaps a future Fit Si?). Beneath the skin, all Fit models have the same powertrain: a 1.5L four cylinder engine, which makes 130 horsepower and 114 lb.-ft. of torque with the manual transmission (CVT cars are rated at -2 and -1 vs. those numbers, respectively). This translates as runabout power in Fit; suitable for all normal driving requirements, and subject to the usual, small displacement engine caveat (Passing Takes Planning). If you are

This small economy car is surprisingly large inside.

Continued on page 4

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