

## Last of the front-engine 'Vettes

We were blown away by the news that the much-touted **ZR1 Corvette** is a real thing and will arrive in early 2018 as a 2019 model. It will also mark the final bow for the front-engine



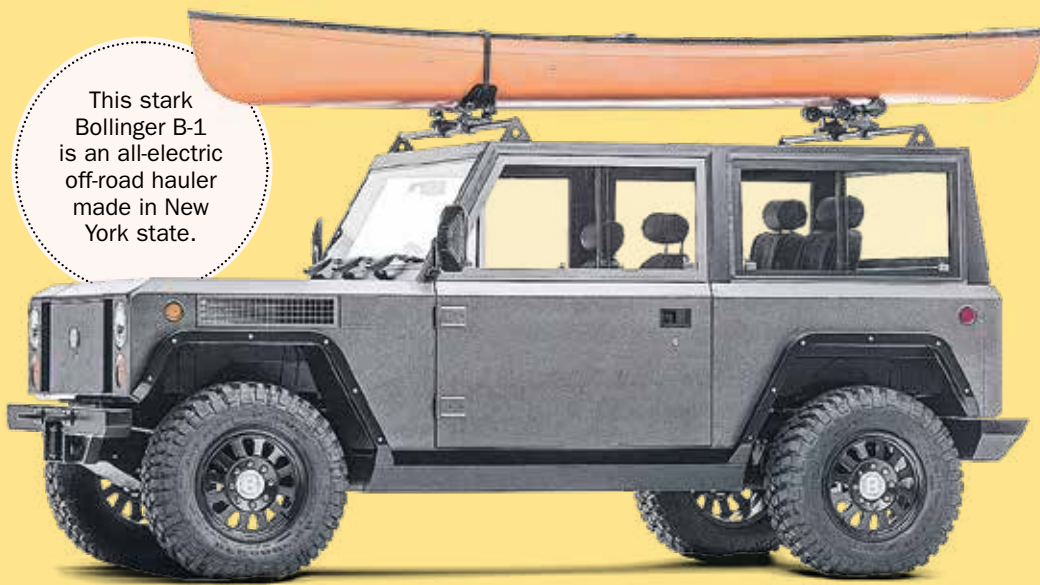
2019 Chevrolet Corvette ZR1

sports car before the switch is made to a mid-engine placement (behind the cockpit and ahead of the rear wheels).

The ZR1 will be fitted with a 755-horsepower supercharged LT5-designated V-8 engine. Physically, the two-door will come with a unique grille and hood, along with a carbon-fiber roof and large rear wing that can provide hundreds of pounds of downforce.

There's no word on pricing, but we expect this low-volume Corvette will likely sticker in the \$125,000 range.

This stark Bollinger B-1 is an all-electric off-road hauler made in New York state.



## A New York-made off-road electric

A lot of folks might not consider an all-electric for off-roading. But then, a lot of folks haven't heard of the **Bollinger B1**. This two-door off-roader (built in Hobart, New York, from mostly American-made parts) looks like a 1950s-era Land Rover, only much plainer. But the beauty of the Bollinger B1 — aside from being a heavy-cargo truck with the off-road capability of a Jeep — is that it doesn't burn fossil fuel. Instead, the B1 uses twin electric motors (one for each axle) that are claimed to generate a combined 360 horsepower and 472 pound-feet of torque through a two-speed (high- and low-range) controller. The battery pack is located beneath the body. A maximum range of up to 200 miles is claimed, with a towing capacity of 6,000 pounds. And for tackling the rough stuff, there's 15.5 inches of ground clearance. The B1 is expected to enter production in early 2019 at an estimated base price in mid-\$40,000 range.



The Dubai-made Devel Sixteen makes a claimed 5,000 horsepower in racing trim.

## 2018: Year of the Supercar

These peach-colored pages see the upcoming year as the beginning of a bumper crop of exotic and expensive sporting machinery for the rich and famous to park in their garages.

In no particular order, they include the mid-engine **2019 Corvette**, **2019 Saleen S1**, **2019 Aston Martin Vantage**, **2019 Ferrari 488 GTO**, **2019 McLaren P15**, **2019 BMW i8 Roadster**, **2018 Hennessey Venom F5** and the **2020 Tesla Roadster**. Added to this list are a few improbables such as the **Apollo Intensa Emozione**, **Dallara Stradale** and a car called the **Devel Sixteen** from Dubai that the manufacturer says its quad-turbocharged V-16 engine produces 5,000 horsepower in full race trim.



Apollo Intensa Emozione

Street-legal Devels will be rated at a (relatively) tame 2,000 horsepower. There are many other niche supercars supposedly coming to market, but only time will tell if they actually see the light of day in some rich guy's garage.

2018 Hennessey Venom F5



The Polestar 1 foreshadows a halo model from Volvo with a body made mostly of carbon fiber. The 600-hp hybrid sports coupe has a 93-mile EV range.

## Polestar: Volvo's new flagship?

**Volvo** — controlled by Geely of China — recently stated it would launch a new sub-brand that will focus on plug-in-hybrids and pure electric propulsion. Now, we believe that we're seeing the birth of the brand's flagship model.

The made-in-China **Polestar 1** 2+2 GT coupe's body is primarily made of lightweight carbon fiber. The four-cylinder gas engine will be teamed with an electric motor powering the rear wheels to make an estimated 600 net horsepower. When fully charged, it will be capable of operating for 90-plus miles on battery juice alone.

Polestar will be built at a new plant under construction in Chengdu, China, which is scheduled to begin production in mid-2019. Though only 500 of the two-door, 2+2 seat Grand Tourer Coupe will be made, this is not strictly a numbered limited edition, so if the demand is there, more will be made, according to Polestar COO Jonathan Goodman. No price had been announced yet, but expect it to hover around \$100,000.

The Polestar 1 will be followed by an all-electric sedan and utility model following its 2019 debut. The "Polestar" name is taken from Volvo's official racing team.

### TEST DRIVE

## 2018 Jeep Wrangler

*Continued from page 1*

Longer range, the addition of a diesel to the mix in 2019 is intriguing. The engine in question is FCA's 3.0 EcoDiesel, which I've driven in Grand Cherokee. In that application, the turbo diesel made 240 h.p. and 420 lb.-ft. of torque. The estimated fuel economy in the Grand Cherokee was 21/28, and it had a max tow rating (in 4x4 trim) of 7,400 lb. Translated to the Wrangler, the prospect of all that torque and better mileage is intriguing.

While Wranglers made their bones in the Boonies, these days, they're as likely to be found in urban canyons as they are in the outback. So it is that the suspension in this generation of Wrangler has been tuned to optimize road manners while keeping its off-road chops. Ride and handling are more refined than in previous versions, though with its short wheelbase (at 96.8 inches, it's 21.6 inches less than the four-door) two-door Wranglers have noticeably more jiggle in them than the four doors.

Off-road, a wide menu of available hardware allows you to make your Jeep as bad as you wanna be. Command Trac and Rock-Trac 4x4 systems for off-road adventurers and a new Selec-Trac setup that allows drivers to set it and forget it, as the Jeep channels continuous power to both axles. With up to 30 inches of water fording capability, a 44 degree approach angle, 10.9-inches of ground clearance and a crawl ratio of 84.2:1 (manual)/77.2:1 (auto), it seems that Wrangler has raised the bar on capability once again.

I drove two- and four-door Rubicons on trails that were technically demanding and studded with sections of flat out rock crawling. The capability of Jeep's most trail worthy models is hard to overestimate. On and off road, Wrangler's improved turning radius is evident.

Adults fit comfortably up front in two or four door models. Back seats on the latter will also hold adults, but not the former. Cargo access is via side-swinging



TEST DRIVE this vehicle at these preferred dealerships:

**ARMORY CHRYSLER DODGE JEEP RAM SRT FIAT**  
926 Central Ave., Albany, NY 12206  
518-641-7777 [www.armoryauto.com](http://www.armoryauto.com)

**GOLDSTEIN CHRYSLER JEEP DODGE RAM**  
968 New Loudon Rd., Latham, NY 12110  
518-785-4156 [www.goldsteinchryslerjeep.net](http://www.goldsteinchryslerjeep.net)



The Wrangler also comes in four-door Sahara trim.

rear door. It's hinged on the right side, which is the wrong side, in terms of clear access to the curb, when off-loading a parked vehicle. Out in the sticks, it's a non-issue. But, as more and more Jeeps migrate to urban areas, the day to day practicalities of city life become more relevant.

The interior design retains its function-first layout, but with upgraded refinement. The 4th generation Uconnect infotainment system is center stage on Wrangler's distinctly horizontal dash; it's offered with a range of screen sizes (5.0, 7.0 and 8.4-inches). A new, programmable LED information display (3.5 or 7-inches) is centered in the instrument cluster, in easy view of the driver. Parking spots for multiple phones have

been added, as well as below deck hidden storage behind the rear seat. Glove box and center console are now lockable.

An infusion of available technology keeps the Jeep in step with the market. Apple CarPlay and Android Auto compatibility allow access to favorite apps through the touchscreen or via voice controls.

A rear backup camera is standard on all models and the list of optional safety related tech includes blind spot monitoring, rear cross-path detection and electronic stability control with roll mitigation.

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.