

## Will next-gen WRX stun?

If anyone ever thought that the styling of some of Subaru's vehicles seem to fall short of the competition's, that could soon change when the next-generation **WRX** and its higher-performance **STI** offshoot arrive for the 2020 model year. The broad-



Will Subaru stick to the style of the Viziv concept for the upcoming WRX and STI?

shouldered **Viziv** concept car will reportedly form the basis for both Impreza-based versions. Our concern is that Subaru will alter the the Viziv's sleek sheetmetal in favor of more conservative

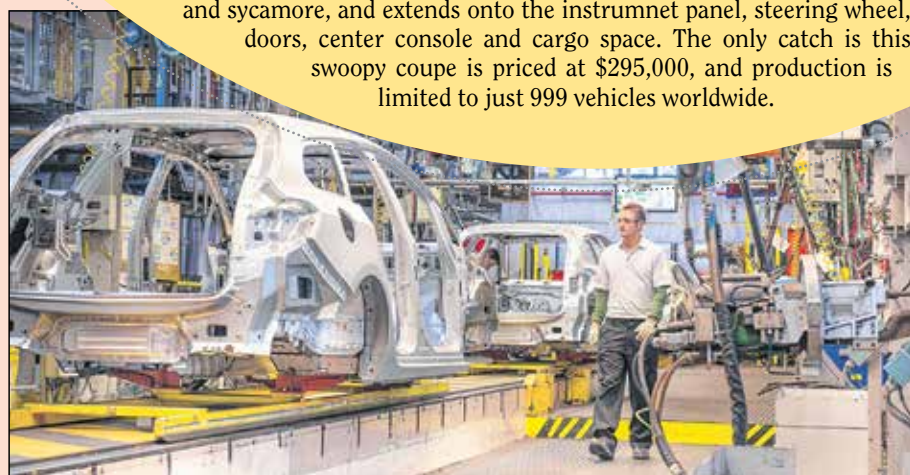
design, as it has done with previous concept-turned-production cars. One promise that apparently will be kept is that the WRX and STI will retain their base six-speed manual transmissions, with continuously variable automatics being optional.



Range Rover's two-door Evoque is out of production, but \$295k will get you this quick little SV Coupe.

## A two-door Range Rover line?

If you had your heart set on buying a new Range Rover Evoque two-door, but were saddened because that model is no longer in production, there's good news for you. Unveiled at this year's Geneva Motor Show, the **2019 Range Rover SV coupe** will be available loaded to the gills, and powered by a supercharged 5.0-liter V-8 that puts out 557 horsepower and 510 pound-feet of torque. The automaker claims that the four-wheel-drive SV will pounce to 60 mph (96 km/h) from rest in 5.0 seconds on its way to a 165-mph (265 km/h) top speed. But what about Range Rover luxury? The SV's interior has two rows of bucket seats that are covered in diamond-stitched leather — sourced from a single 113-year-old tannery — and separated by a full-length console. The interior is available in four two-tone options. The wood used in the cabin is a sandwich of walnut and sycamore, and extends onto the instrument panel, steering wheel, doors, center console and cargo space. The only catch is this swoopy coupe is priced at \$295,000, and production is limited to just 999 vehicles worldwide.



Boss 302—The Ground Groover!



Classic Mustang ad: Back in the day, there was only one way to be the boss.

## Buy a “new” Boss or Mach 1

For those without the expertise and patience to source and restore one of these classic Mustang models, Oklahoma-based Classic Recreations, which has previously produced Shelby GT350 and GT500 replicas, is offering recreations of the **Ford Mustang Boss 302**, **Boss 429** and **Mach 1** models.

Based on the 1969-'70 fastback body style, both the Boss 302 and Boss 429 replicas are constructed using new sheetmetal under license from Ford. Both of those original models were built by Ford to meet racing homologation rules, meant to ensure the production-spec racers on the track actually resembled the ones on dealers' lots, a big deal in the day when racing was a means for automakers to sell cars.

The Boss 429 was designed so it could certify the huge 429 cu. in. V-8 for NASCAR racing, and only 1,400 were built. Last January, an original sold for \$330,000 at a Barrett-Jackson auction, which makes the Classic Recreations price tag seem like a bargain.

Each of Classic Recreations comes with its respective engines, while buyers choosing the Mach 1 tribute model can pick from current Ford turbo V-6 or non-turbo V-8 engines. Starting prices range from \$170,000 to \$210,000, depending on model.

1969-70 Mustang Boss 429 rendering



## Tariffs on foreign autos?

Just when the domestic automotive industry was wrestling with how tariffs on steel and aluminum would affect their manufacturing processes (and prices), along comes another curve ball: On Wednesday, President Donald Trump tweeted for tariffs on imported cars, trucks and parts.

Angling to position the domestic auto industry as a national security issue, Trump announced Wednesday he had tasked Commerce Secretary Wilbur Ross with ascertaining whether imports are a threat to national security. Quick to please the boss, Ross has already said that “for decades, imports from abroad have eroded our domestic auto industry.”

John Bozella, CEO of Global Automakers, which represents more than a dozen foreign nameplates manufactured in the U.S., sounded the alarm, citing the move as “a bad day for American consumers,” and predicting that the imposition of any tariffs “leads inevitably to fewer choices and higher prices for cars and trucks in America.”

How will this pan out for BMWs made in South Carolina, or Americans building Toyotas in Alabama, Indiana, Kentucky, Mississippi, Texas or West Virginia? Will any imposed tariffs eventually have so many carve-outs — like the exemptions from the steel tariffs for Canada, Mexico and Europe, or the reversal of sanctions on Chinese phone-maker ZTE — that it won't even matter? Stay tuned.

### TEST DRIVE

## 2018 Ford Fusion

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Fusion will fit six-footers in the back seats, though it's a snug fit if those in front are similarly long of leg. Rear seat headroom/legroom measures 37.8 inches/38.3 inches, which compares with 37.3 inches/40.4 inches in Accord, and 38 inches/38 inches in Camry.

Trunk volume is usably large at 16 cubic feet. That compares with 16.7 cu. ft. in Accord and 14.1 in Camry. Split, rear seatbacks fold to provide a pass-through for longer items. The trunk's utility is hurt less by its size than its shape, which has a two-level load floor, when the rear seatbacks are dropped.

Up front, drivers will find visibility to

be generally good in all directions. To fill in the gaps, a rear view camera is standard, while blind spot monitoring is bundled with cross traffic alert, SYNC connect and a lane keeping system in the \$1,625 Driver Assist Package. Blind spot/cross traffic information is always useful, though it's surprising to find this still being optional on a car at this price point.

The available SYNC3 system is more user friendly than most such infotainment interfaces, allowing you to use the same, pinch/swipe moves familiar to tablet and smartphone owners, to interact with various systems. And, the system is compatible with Android Auto and Apple CarPlay.

V6 Sport models build on SE/Luxury



TEST DRIVE this vehicle at these preferred dealerships:

**DEPAULA FORD**  
799 Central Ave, Albany, NY 12206  
(518) 336-0979 [www.depaulaford.com](http://www.depaulaford.com)

**JACK BYRNE FORD**  
1003 Hudson River Rd., Mechanicville, NY 12118  
(518) 664-9841 [jackbyrneford.dealerconnection.com](http://jackbyrneford.dealerconnection.com)



package trim levels, adding the aforementioned turbo V6 and AWD, as well as a continuously controlled damping suspension, and a cross-section of appearance and luxury items. The interior picks up leather trimmed seats and an sound system upgrade. Exterior distinctions include a different grille and model-specific 19-inch rims. The rear view improves with a deck spoiler above and quad exhaust tips below.

Though they're fairly well equipped,

even V6 Sport models have an option list. Beyond the Driver Assist Package, the menu items added on my test car were: active park assist system (\$995), adaptive cruise control (\$1,190), touch screen navigation system with voice control (\$795), and rear inflatable seat belts (\$225).

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