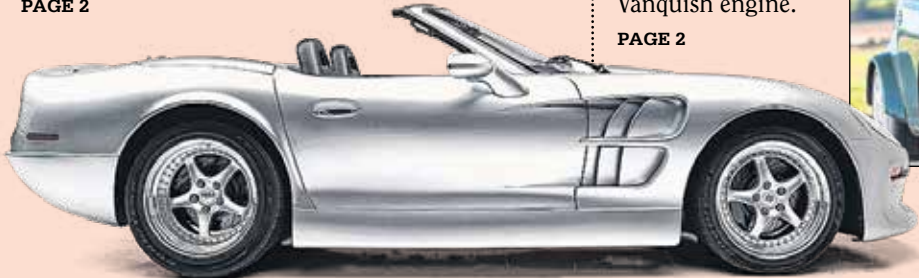


Take Two

The Shelby Series-1 roadster returns for another run.

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Little big man

Aston Martin's tiny Cygnet races with a Vanquish engine.

PAGE 2



Water log

Should disclosing flood damage to used cars be mandatory?

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TEST DRIVE

Continental Connection

2018 Buick Regal TourX Essence AWD

DAN LYONS | text and photos
Special to the Times Union

The last Buick wagon seen on American roads left quite an impression. Stretching more than 18 feet long, and tipping the scales at nearly 4,600 pounds, the 1996 Roadmaster Estate Wagon was a vehicle of Biblical proportions.

Different times call for different cars, as witnessed by Buick's new wagon — the Regal TourX. The path that TourX took to arrive in Buick showrooms is a familiar one. Borrowing from GM's continental cousins, TourX is based on the Opel Insignia Country Tourer. Offered here in three trim levels — TourX, Preferred and Essence — the Euro-flavored midsize has standard all-wheel-drive, a single powertrain offering and an MSRP range from

\$29,070-\$35,070.

"Crossover" is a term with an elastic definition. Every year, the variety of vehicles so labeled grows larger, and

2018 Buick Regal TourX Essence AWD
MSRP: \$29,070 (base) • As tested: \$39,760

the label has less meaning. Buick calls TourX a crossover, but it looks like a wagon to me, and a sporty one at that. Starting with the sleekly styled Insignia Tourer, Buick raised the ride height a skosh and "ruggedized" the look with ute-flavored cladding on fascia's and fender moldings. It's clearly more car than ute, and (happily) less car than the block-out-the-sun Roadmas-



THE 2018 BUICK REGAL TOURX ESSENCE is marketed as a crossover because all-wheel-drive is standard, but the midsize feels more like the wagons of Buick's past. The single powertrain option is a 2.0L four-cylinder with 250 h.p.

ter. Compared to its distant heir, the Regal wagon is relatively svelte — 21 inches shorter, 7 inches narrower, 286 lb. lighter — and shows no traces of the vinyl wood siding favored by its forebear.

TourX has a different drivetrain than its Euro counterpart. The Buick version gets a 2.0-liter four-cylinder engine, linked to an Aisin eight-speed automatic transmission. Turbocharged and direct injected, the GM four generates 250 horsepower @ 5,400 r.p.m. and 295 lb.-ft. of torque @ 3,000 r.p.m. EPA estimates for fuel economy are 21 mpg's city, 29 highway. A consult with Mr. Peabody's Wayback Machine (today's musty reference) reminds us how different things were on the other side of the

millennium. The '96 Roadmaster packed a 5.7L V-8, good for 260 horsepower, 330-lb.-ft. of torque, and mileage estimates were 15/24.

The sleek looking TourX underscores the fact that you needn't drive a boxy vehicle to have roomy cargo capacity.

The turbo four in TourX is smooth and quick, ushering the Buick to 60 from a standstill in about 6½ seconds. That number is all the more impressive because the transmission feels like it's programmed to up shift quickly, in the interest of max economy, when more space would allow greater pace. TourX doesn't offer selectable driving modes, and this is a case where they would come in handy, allowing you the option to short shift for economy or wind it out for speed.

Continued on page 4



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