

Nissan head arrested

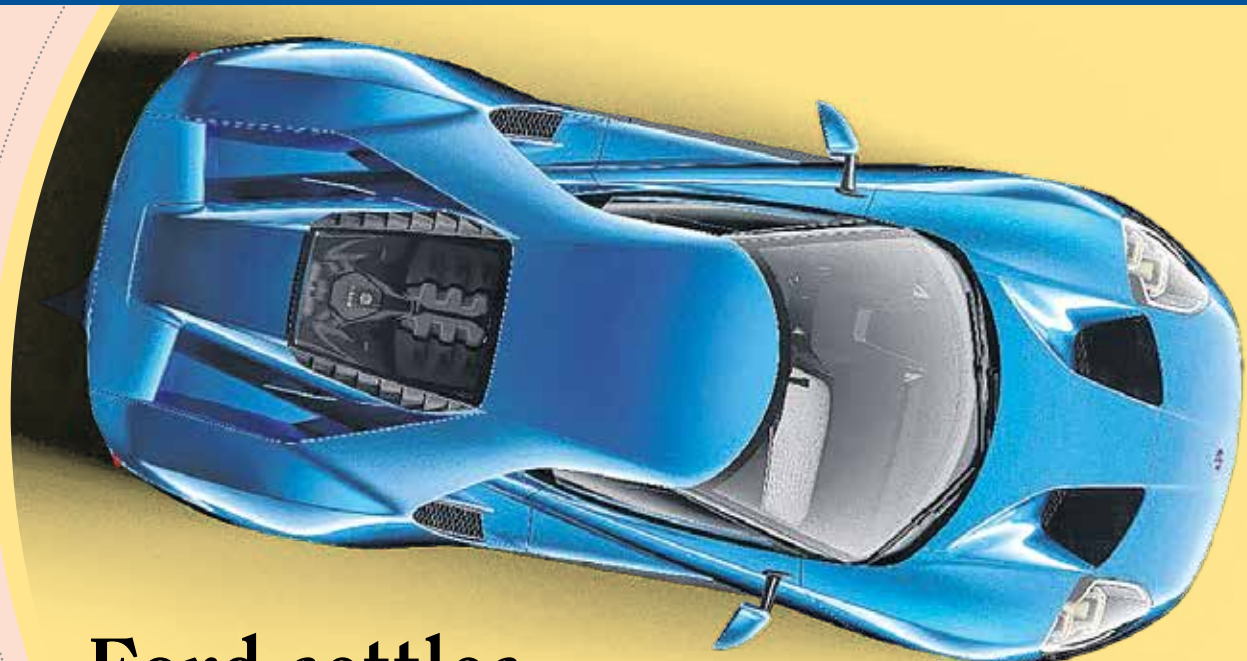
Nissan chairman **Carlos Ghosn** was arrested in Japan on Monday after an investigation uncovered “significant acts of misconduct” by him and another upper level Nissan exec. As the CEO of the Renault–Nissan–Mitsubishi Alliance, Ghosn oversees the largest automaker alliance, which sells one out of every nine cars globally and employs more than 470,000 workers in nearly 200 countries.

Known as “Mr. Fix It” and “Le Cost Killer,” the Lebanese–Brazilian–French businessman has been credited with saving Nissan and birthing the world’s first affordable electric car (Nissan Leaf). The first person to simultaneously head two global Fortune 500 firms, the 64-year-old has been hailed as one of the world’s most respected executives.

Ghosn was arrested by Japanese authorities for violating financial laws by filing false statements, after an investigation suggested he had under-reported his income by 5 billion yen (\$44 million) over five years.



Nissan chairman Carlos Ghosn



Ford settles suit over GT resale

Even before Ford had finished its supercar, it realized the coveted vehicle’s potential for speculative resale. The maker actually has an application process to make sure the coveted 647-horsepower, carbon fiber **Ford GT** winds up in the hands of those who truly want to drive it (and, of course can afford the \$450,000 price tag) and out of the hands of speculators looking to cash in. And so when a 2017 Ford GT appeared on the Mecum Auction in May for \$1.7 million — more than triple the MSRP — Ford took legal action. It seems fine print in the purchase agreement precludes customers from reselling the vehicle for 24 months after taking delivery. That suit was settled earlier this month in an Indiana court for (as they say) an undisclosed sum. Ford also settled a suit against professional wrestler (and former Ford GT owner) John Cena for an undisclosed amount, which it said will be donated to charity. With 500 select buyers of the supercar out there, and the 24-month window still open on the first 2014 deliveries, you can expect suits will continue.



Saudi Arabian activist Manal al-Sharif — who started the #women2drive movement and was arrested for driving a car in Saudi Arabia — holds up photos of other right-to-drive activists who were imprisoned by the conservative kingdom.

Tortured for the right to drive

Saudi Arabia made headlines last June when it lifted a ban on women driving for a select few applicants, but several of the activists who pushed for that freedom are still in prison and have been beaten and tortured during interrogations, according to Amnesty International.

At least 10 women and seven men have been detained for their human rights advocacy in the staunchly conservative kingdom, including three women who publicly campaigned for women’s right to drive.

Their plight may be overshadowed by the grisly assassination of U.S.-based Saudi journalist Jamal Khashoggi, but Amnesty International reports the advocates have been flogged, given electric shocks, hung from the ceiling, kept in solitary confinement for long periods and subjected to sexual harassment.

One of the women, Loujain al-Hathloul, had been jailed for 70 days in 2014 for attempting to drive from the UAE to Saudi Arabia. After being arrested last May, she spent three months in solitary confinement.

Some of those initially detained — who range in age from their 20s to 70s — have been released, but others still remain in custody.



Morgan Aero 8



Venerable Morgan Motor Company’s Aero 8 will give way to an entirely new model.

A new Morgan on the way

According to Britain’s *Autocar* magazine, in a rare move, Malvern, Worcestershire, UK-based **Morgan Motor Company** will introduce a new-from-the-ground-up sports car in coupe and roadster form. It will reportedly replace the retired **Aero 8** as Morgan’s flagship model when it arrives in the next four to five years.

The 110-year-old automaker crafts a little more than 1,300 cars per year, all assembled by hand. Most still employ some wood in their construction. Introduced in 2000, the Aero 8’s wooden body substructure is Ash, while the chassis is aluminum.

Wait times for Morgan car deliveries vary from six months to up to a decade.

TEST DRIVE

2019 Acura RDX

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20-inch alloys, LED fog lights, simulated suede inserts for the ventilated front seats, ELS 16-speaker studio sound system, and other, model specific, interior/exterior styling cues).

In the Tech package, the blind spot/rear cross traffic alert are near necessities for drivers and especially useful on SUVs, which are more visibility challenged than many car categories. The A-Spec additions are mainly visual and tactile, though the 710-watt, 16-speaker ELS sound system will definitely please your ears.

The top spec ELS surround sound system is tuned by famed recording producer/engineer Elliot Scheiner.

Particularly in A-Spec trim, the interior presents well, with a blend of handsome materials and trim. The panoramic moon roof — standard on all levels — is a nice luxury touch. RDX is a compact class vehicle, and there’s enough leg room for a pair of six-footers to (just) fit in behind like-size front passengers.

Cargo capacity ranges from 31.1-79.8 cu.-ft., with a low lift over height and a nearly-flat load floor (with rear seatbacks lowered). Those numbers include a good sized stowage bin, hidden below deck in the cargo bay.

Midway up the center stack is a bank of buttons for accessing HVAC controls. They’re straight forward in operation and



Particularly in A-Spec level, the 2019 Acura RDX’s interior is a blend of handsome materials and trim, with dash controls that are straight forward and minimally distracting.

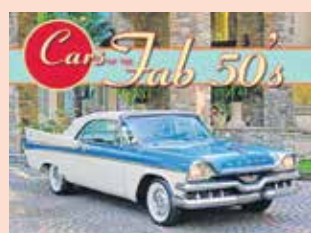
minimally distracting. Directly below is a large knob, used to select driving modes, and below that, an electronic gear selector. It’s laid out in a vertical line, with buttons of various shapes, positioned at varying heights.

Here as elsewhere in Acura products, I see no benefits to this design. At the bottom of the center stack is a two-piece touchpad. It’s used to interact with various infotainment systems (navigation, some audio and phone functions, as well as system settings/updates) as displayed

on the 10.2-inch HD display screen. The screen is bright and legible, but the touchpad interface is problematic: too fussy in operation, and distracting for the driver.

The system is currently compatible with Apple CarPlay, with Android Auto integration under development.

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.



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