Land Rover launches a more Evoque-ative Range Rover

The second-generation **2020 Evoque** is expected to reach our shores in the spring. Although its signature sloping roofline is retained, the rest of the body appears more substantial, not unlike the larger and pricier **Range Rover Velar** that arrived for 2018.

Both look more like boulevard cruisers than all-out off-roaders, but don't that fool you. The Evoque comes with the latest Land Rover four-wheel-drive system that will allow it to go far afield, especially with 8.3 inches of ground clearance.

Engine choices essentially carry over, but with a bit more power. Pricing is expected to start in the mid-$40,000 territory.

A 1,900-horsepower hypercar

When Tesla announced its upcoming Roadster 2.0 would go from a standstill to 60 in two seconds flat, people took notice. Some of those people were at Automobili Pininfarina, the Italian design firm turned luxury supercar maker. They've had their electric **Pininfarina PF0** in the pipeline for some time, having showed it off at a private viewing during last August's Pebble Beach Concours d'Elegance. With a top speed of 250 mph, the PF0 is claimed to hit 62 mph (100 kph) in less than two seconds. Behind those times are a load-lightening carbon fiber body and chassis, along with a stated output of 1,900 horsepower. The PF0 boasts zero emissions and a range of 300 miles, but at an MSRP of $2.5 million, frugality isn't topping potential buyers' wish lists. Paolo Pininfarina — grandson of company founder Battista "Pinin" Farina — told that the firm is looking to officially debut it at next year's Geneva Motor Show. Pininfarina will build 150 PF0s in Cambiano, Italy by 2020.

Will battery-powered pickups catch on? The makers of the Rivian R1T hope so.

Rivian's electric pickup

With Ford teasing about electrifying the F-150 and Tesla with an e-pickup in the pipeline, we see a trend starting. And so does a certain start-up.
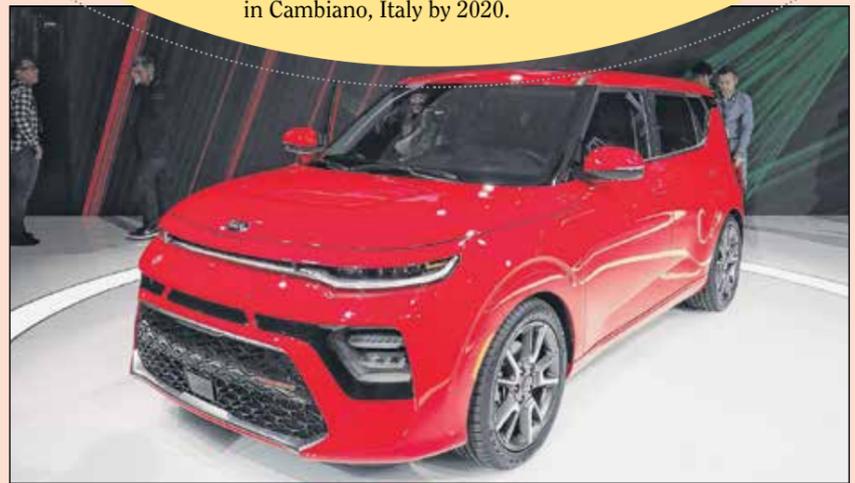
Last week, Michigan-based **Rivian** revealed its 2020-model-year all-electric lineup consisting of a pickup with a stated range of 400 miles.

The all-wheel-drive **Rivian R1T** truck boasts a nearly 1,800 lbs. payload and a towing capacity of 11,000 lbs. With a large battery pack, it can go from 0 to 60 in about three seconds, and cruise through more than three feet of water. And the lack of an internal combustion engine gives it that much more storage capacity: a lockable cargo space spreads from side to side just ahead of the rear wheels.

Even after the $5,500 rebate, the base price of $70,000 makes the R1T more of a luxury than a workhorse. But battery-powered pickups may catch on, since the instant-power of electric motors are naturally torque-heavy, and having a built-in generator with plugs makes for a perfect worksite companion.

Rivian also introduced its **R1S** SUV, riding on the same platform as the R1T.

The 2020 Kia Soul made an appearance at this week's Los Angeles Auto Show.

Kia renews its Soul for 2020

The Korean automaker's updated wagon was recently revealed, and we're delighted to see that it retains its unique character. Although the nose is stubbier than before, the opposite end is quite stunning.

The new **Soul** is about two inches longer than before and the distance between the front and rear wheels increases by more than an inch. There's also a better-than-25 percent gain in cargo room behind the rear seat. Both non-turbo and turbocharged four-cylinder engines return, but there's still no all-wheel-drive option.

The **Soul EV** returns with an electric motor that makes 201 horsepower. The output is identical to the Kia Niro hatchback's output. Range is also expected to mirror the Niro's 239 miles.

2019 Ford Edge

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Ford's Co-Pilot 360 Assist package makes pre-collision assist with automatic emergency braking, blind spot information system with cross traffic alert, lane-keeping system, rearview camera and automatic high beam headlights standard across the board — a useful collection of safety features.

An enhanced version of this package (Assist+; $795 on SEL, Titanium and ST) adds adaptive cruise control, lane centering, evasive steering assist and voice activated touchscreen navigation with Sirius XM Traffic and Travel Link.

The SYNC 3 infotainment system (standard on SEL, Titanium and ST) is compatible with Android Auto, Apple CarPlay, Waze and Ford+ Alexa. Ford's multimedia interface has been constantly evolving and improving over the years, and the current version is pretty straight forward in operation. However, response time to commands (especially touch-screen directives from a winter gloved hand) can very slow.

The 180-degree front camera (included in Titanium and ST) sticks its (virtual) neck out, to allow you to see what you can't see. This isn't as universally useful as a 360-degree bird's-eye camera is (which is available on Ford's F150, but not on Edge). But, it is handy when pulling out from between parked cars, for ex-
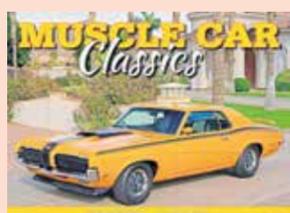
ample, or emerging from a parking garage onto a busy, urban street.

Notable among the many other available options are a panoramic sunroof ($1,595), a dual headrest entertainment system ($1,995), a hands-free, foot activated lift gate (standard on ST and Titanium, optional on SE/SEL), a remote start system (standard on Titanium, optional on SEL and ST), and an enhanced, active park assist feature (optional on Titanium and ST).

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.