



More macho Acadia adds another engine

The latest tall-wagon trend is to market them as off-road capable machines, and in some cases actually equip them for such duty. The latest model to follow that route is the **2020 GMC Acadia**. The seven-passenger vehicle's mid-cycle makeover includes replacing the largely benign-looking front end with a more aggressive grille (similar to those attached to the brand's pickups). The Acadia also gets a new 230-horsepower turbocharged 2.0-liter four-cylinder engine option to supplement the base non-turbo 193-horsepower, 2.5-liter four-cylinder and the available 310-horsepower V-6. A new nine-speed automatic transmission comes with all three powerplants.



Maserati Alfieri greenlighted

This week's Geneva Motor Show is going on now, but it was five years ago in Geneva that the **Maserati Alfieri 2+2** concept was unveiled with a 4.7L, 460-hp V-8 under its sleek hood. The wait seems to be over. Maserati recently announced that "the first pre-series production cars of a totally new model, a characteristically Maserati sports car, will roll off these lines starting in the first half of next year." While Maserati once stated the production Alfieri would have a V-6 tuned to three different horsepowers (from 410 to 520 horses), all we know now is that this new vehicle will be offered as a plug-in hybrid and full-electric with all-wheel-drive. An aluminum space frame should offset the extra battery weight. Production will take place at the Modena, Italy, plant for the first customer-spec deliveries in 2020.



The 2020 Subaru Legacy's dash will be graced with a larger 11.6-inch tablet.

New motor, bigger tablet for Legacy

The latest all-wheel-drive **Subaru Legacy** sedan goes on sale this fall as a 2020 model. Along with the subtly tweaked sheetmetal that now looks more upscale, the most obvious change is an optional 11.6-inch tablet-style screen that absolutely dominates the dashboard.



Another notable change is the availability of a turbocharged 2.4-liter four-cylinder engine that replaces the non-turbo six-cylinder. The new engine makes about the same horsepower (260 versus 256) and peak torque increases to 277 pound-feet from 247.

Meanwhile, the mostly new non-turbo 2.5-liter four-cylinder base engine delivers 182 horsepower and 176 pound-feet (previously 175/174). A continuously variable transmission remains standard.



The Tesla Model Y should be available in late 2020, starting at \$47,000.

Tesla unveils new crossover

This Thursday at its design HQ in Hawthorne, California, luxury electric maker **Tesla** revealed its new **Model Y** crossover, with Elon Musk claiming the compact SUV would first be available in a long-range version with a 300-mile range and a starting price of \$47,000. A standard version at \$39,000 will be introduced in 2021.

Known for its luxury cars, Tesla has struggled for the last three years to meet demand for its more accessible Model 3 sedan (which retails for \$35,000). The Model Y, however, will be built on the same platform as its already existing Model X sport ute, so potential production lags might be avoided.

A production date of late 2020 has been pegged for the crossover. Musk told investors in a conference call that he expects demand for the Model Y to be anywhere from 50 to 200 percent more than that of the Model X's, which hasn't proved all that popular with buyers.

TEST DRIVE

2019 Kia K900

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on the dashboard, split screen capable, and serves as a widescreen display for the navigation system. While it lacks a CD player, the 17-speaker Lexicon audio

The motor has a smooth, refined feel that's in line with luxury expectations.

system doesn't lack for sound quality, or volume (900 watts). The system is Android Auto and Apple CarPlay compatible, and the Clari-Fi technology helps restore some of what's lost when music is digitally compressed.

The back window and rear passenger

windows have power operated sunshades. The rear seat center console has controls for said shades, as well as seat heaters and lumbar support and HVAC.

Add the VIP package (\$4,000) and the controls for reclining the rear seats are here as well. That bundle also includes a second, wireless charger (in back), premium headliner, added rear vents on the pillars, ventilated seats and a reclining function in back.

If you don't want to drive, the best seat in the house is the right rear. Especially if there's no one in the front passenger seat. Have the driver hit the chauffeur switch and the front seat will make way for you and your 12-way adjustable recliner. Trunk capacity is 15.3 cubic feet, with a center pass-through.

As you would expect in a premium vehicle, all manner of safety related technology is along for the ride. Highlights



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among the standard features include lane keep assist, forward collision avoidance, driver attention warning, safe exit assist and parking distance warning (front/rear).

Of particular interest to me are those safety technologies having to do with blind spots. K900 has both blind spot collision warning and blind spot view monitoring. The former is the familiar setup: lights embedded in the rear view mirror glow when something approaches from areas behind and alongside. The latter is a camera view of what's in the blind spot on the side that we've signaled to turn towards, which is projected on the instrument cluster. We've seen a variation of this before — Honda uses it in

many vehicles — though their system is limited to right side views only.

Taken together, Kia's two systems make for a nice belt-and-suspenders approach to the problem. Collectively, the visual safety aids — blind spot detection, rear cross traffic warning/avoidance assist, rear view monitor and top-down, bird's-eye camera — are an effective, important array.

Because, what gets us in trouble when we drive is, for the most part, what we don't see.

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.