

DETROIT AUTO SHOW HIGHLIGHTS

NORTH AMERICAN INTERNATIONAL AUTO SHOW
DETROIT, MICHIGAN | JANUARY 2016



• Kia Telluride concept



• Acura Precision concept



• Audi H Tron concept



• 2016 BMW M2



• Buick Avista concept



• 2017 Chevrolet Bolt EV

The North American International Auto Show—loosely known as the Detroit auto show—is the second of the major international shows in the annual cycle, following Los Angeles in November, and the first on the calendar in the new year. Here are some of this year's highlights:

- Developed by the Acura Design Studio in California, the **Acura Precision concept** is a sleek high-performance four-door that looks as ready to devour a road as something half its size. It forecasts the brand's styling direction, with a new "diamond pentagon" grille we think will be a significant and overdue improvement. The concept, sitting on wide 22-inch wheels under aggressive rear haunches, has no powertrain. Its interior, via wide-opening suicide doors and with no B-pillar, shows off a design theme Acura calls "quantum continuum," a seamless transition of materials and structure from the exterior to the interior.

- The **Audi H Tron concept**—a technology study—has a hydrogen fuel cell powering all-electric drive up to 110 kW, plus a battery for a 100 kW quick boost. Front and rear axle motors create an evolution: the electrified quattro. The front motor develops 90 kW and the rear 140 kW, for zero-to-62-mph times under seven seconds. Its hydrogen tanks can be refueled in just four minutes, and range is over 370 miles. The concept also has piloted driving features due in the production 2017 Audi A8, which can take over the car for parking or for stop-and-go freeway driving. Audi also revealed a new A4 sedan and A4 allroad quattro.

- Due to an unrelated "M1" in its past, BMW briefly had a "1 Series M Coupé." When 1 Series coupes became 2 Series, we had an "M235i" trim. Finally, we have what those had danced around: a straightforward M this size, in fitment and name, the **2016 BMW M2**. Its new 3.0L M TwinPower Turbo six produces 365 hp and 343 lb-ft of torque,

with a 26 lb-ft overboost from 1,450 to 4,750 rpm, for zero-to-60 in 4.2 seconds and top speed of 155 mph. Starting price is \$51,700. The BMW M2 has been named the official car of MotoGP and will perform as its safety car this season. BMW also introduced the BMW X4 M40i at Detroit.

- If you see the **Buick Avista concept** and think "Buick Camaro," you won't be the first, and they won't be particularly offended. This sleek coupe concept has a 400-hp twin-turbo V6 and an open greenhouse with no B-pillars. Buick Avista went home with the Detroit show's prestigious EyesOn Design Award for Design Excellence Concept Car and *The Detroit News*' Reader's Choice award for Best Future Concept. Attendees went home with their ideas about Buick having been given another strong nudge in the brand's new direction. They have not said the car will go into production, but we would put very good odds on it.

- Joining the innovative electric-with-gasoline-range-extender Volt in the lineup is the new **2017 Chevrolet Bolt EV**, a pure electric subcompact. Going into production later this year, Bolt expects to have over 200 miles of range. GM wants its overall driving experience to be so transparently normal, their reveal emphasized other features—advanced GPS routing, car sharing via mobile app, rearview mirrors replaced by cameras, along with surround vision, and a 10.2-inch MyLink touchscreen. The Bolt starting price is expected to put purchase under \$30,000 after a \$7500 tax credit.

- This year's new model is so comprehensively redone, Chrysler, inventor of the minivan, has renamed it. Meet the **2017 Chrysler Pacifica and Pacifica Hybrid**. (Town & Country is no more; and an unrelated prior Pacifica is long gone.) An all-new platform emphasizes ride and handling, while the hybrid version forecasts up to 80 MPGe

KEEP RIGHT >>



• Lexus LC 500 concept

city. Driving and feature tech include surround cameras, parking assist, an 8.4" touchscreen and premium audio, a new Uconnect Theater system for rear passengers, hands-free sliding doors and liftgate, new tech access to third row seats and much more—even a built-in vacuum. The new Pacifica includes almost 40 minivan firsts overall.

• The new **2017 Ford F-150 Raptor**, always a crowd-pleaser, has an all-new high-output 3.5-liter EcoBoost V6 engine and 10-speed transmission, all-new torque-on-demand transfer case and beadlock-capable wheels within its SuperCrew four-full-size-door layout. With enhanced suspension and use of aluminum and other advanced materials, the new Raptor has taken off about 500 pounds. The new Raptor is already on its way to prove itself in off-road competition, in the 2016 Best in the Desert off-road racing series' new factory stock class, on the production platform.

• This year, Hyundai spins off Genesis as its own brand, a move partly earthshaking and partly not, as Genesis and Equus have been built without a Hyundai badge all along. The **2017 Genesis G90** full-size luxury sedan displaces Equus at the top of the lineup, where it will continue to compete against top premium brands, still at a very competitive price, while adding new technologies and creature comforts. There is a choice of either a 365-hp 3.3L twin-turbo V6 or a 420-hp 5.0L direct-injected V8, both with 8-speed automatic and both with H-TRAC all-wheel-drive, which can send 100 percent of power to the rear.

• Acadia always struck us as an appealing entry in the GM lineup, but not everyone needs a seven-seater (we see this same situation with several brands). An all-new **2017 GMC Acadia** solves this—and then some. The new Acadia is smaller—slotting better between the Terrain and Yukon—and 700 pounds lighter, yet is available in five, six- and still seven-seat configurations, in regular,

Denali and All Terrain models. Engines range from a 2.4L four rated at 28 MPG to a 310-hp 3.6L V6 with up to 4000 tow capacity. The new something-for-everybody Acadia starts at \$29,995.

• When Honda set out to “reinvent the pickup” in 2005, the resultant unibody Ridgeline was indeed a different beast, a niche apart from traditional pickups. A decade later, and with its sibling Pilot SUV recently redone, the new **2017 Honda Ridgeline** keeps its unibody build while moving to a new ACE body structure, with a bit longer and wider bed. A 3.6L V6 and 6-speed automatic power a new choice between front-wheel or all-wheel drive. As the Pilot has shed its boxiness, so the Ridgeline looks more carlike to us—in fact, a bit like the VW Amarok from Mexico Arizonans lust after. That could bode well for the new Ridgeline.

• The **Kia Telluride concept** (top of first page) would bring full size and premium amenities—the K900 sedan formula—to the Kia utility lineup. Not just an upsizing of the familiar (this three-row seven-seater is 9.5 inches longer, 4.4 taller and 4.7 wider than Sorento), Telluride takes a new direction, square and rugged, while carrying familiar cues like its tiger nose grille. There are fold-away footrests, and center seats fold almost flat, providing spacious flexibility for both cargo and passengers. Second row passengers have a new Kia Swipe panel for controlling media, with available Harman Kardon wireless headphones. A plug-in hybrid, the concept combines a 3.5L gasoline V6 and an electric motor to send 400 hp to all four wheels, while still topping 30 MPG.

• The stunning **Lexus LC 500** (top of this page) is a long-sSpeculated production 2+2 flagship performance coupe based on the LC-LF concept introduced in Detroit four years earlier. Style and technology merge throughout, from new thinnest-ever triple projector beam headlamps that allow for a lower, sleeker hood, to rear diffuser and active



• 2017 Chrysler Pacifica



• 2017 Ford F-150 Raptor



• 2017 Genesis G90



• 2017 GMC Acadia



• 2017 Honda Ridgeline



• Nissan Titan Warrior concept

rear spoiler. Built on a new global rear-drive platform, it's powered by the 467-hp 5.0L V8 found in the RC F and GS F, with a 10-speed automatic, and riding atop 20- or 21-inch aluminum performance wheels and run-flat tires. An LC 500h hybrid is being shown at the Geneva show in March.

• It could be challenging for a carefully understated brand new luxury car to make a splash, but the **2017 Lincoln Continental**—a long-anticipated flagship for the luxury marque officially spun off from Ford three years ago—did just that. This same refined but potent balance is seen throughout the car, which reveals endless refinements and details as you spend time with it. An all-new Lincoln-exclusive 3.0-liter twin-turbo V6 has an estimated 400 hp and 400 lb-ft of torque, plus available all-wheel drive with torque vectoring. Lincoln is tackling the market by promoting the car as “designed to appeal to culturally progressive clients who define luxury on their own terms.”

• The familiar SLK *small-light-kwik* roadster of the past two decades is now becoming the **2017 Mercedes-Benz SLC** under the company's completely new but somewhat overlapping-the-past naming scheme. The C honors the little sports car's high degree of commonality with the C-Class. The base SLC300 has a 241-hp 2-liter inline-4 (zero-to-60 in 5.7 seconds), while a Mercedes-AMG SLC43 has a 362-hp 3-liter V6 (zero-to-60 in 4.6 seconds). Both have the company's proven 9-speed automatic. Mercedes-Benz also revealed a new E-Class at the Detroit show.

• The **Nissan TITAN Warrior concept** (top of this page) recalls Project Titan, a crowd-sourced customization of the smaller prior-gen Titan, which with Wounded Warriors sent two US veterans on a once-in-a-lifetime Alaska adventure. The new Warrior concept—built off the new full-size Titan XD pickup—also pays homage to Nissan's off-road race and rally heritage, from Baja Hardbody

competition pickups to Paris-Dakar rallies. The truck was lifted nearly three inches to accommodate 37-inch off-road tires on custom 18x9.5-inch aluminum-alloy wheels. Machined wheel surfaces have a dark matte finish and reflect the production Titan XD's “precision tool” design theme.

• New lineup-topping **2017 Porsche 911 Turbo** and **911 Turbo S** models are both available as either a coupe or convertible. There's a 20-hp bump from the prior year, with the 911 Turbo's 3.8L twin-turbo six now hitting 540 hp via modified intake ports in the cylinder heads, new fuel injectors and higher fuel pressure, while the 911 Turbo S now makes 580 hp via new turbochargers with larger impeller. Turbo S redline moves from 7000 to 7200 rpm. Porsche says they are the only manufacturer to combine turbochargers with variable turbine geometry in gasoline engines.

• Modernized VW microbus ideas have made the rounds for years—some just in pixel form, created by fans, some in physical form, created by VW. The **Volkswagen Budd-E concept**, first introduced at CES in Las Vegas, builds upon VW's Modular Electric Toolkit (MEB) platform, showcasing capabilities due in production vehicles by the end of this decade—233 miles of pure electric range and an 80 percent recharge time of just 15-30 minutes. Occupants enjoy personal connectivity and expanded touchscreen controls.

• On the heels of the XC90 utility, which has taken home one trophy after another since its release last year, we have the **Volvo S90**, a new flagship premium full-size sedan. As with the XC90, the S90 has an optional T8 Twin Engine Plug-In Hybrid powertrain delivering up to 410 hp of high-torque performance, cable of running in gasoline, electric or hybrid modes. The S90 builds toward autonomous driving, with a suite of IntelliSafe Assist features including adaptive cruise control, distance alert and steering assist to 80 mph. ■



• 2017 Lincoln Continental



• 2017 Mercedes-Benz SLC300



• 2017 Porsche 911 Turbo, Turbo S



• Volkswagen Budd-E concept



• Volvo S90