

VOICE AUTOMOBILE



The 2018 Subaru Crosstrek

By Nauman Farooq

Subaru got a lot of things right, when it launched the (XV) Crosstrek model in 2012, but it was far from perfect.

For 2018, Subaru has launched a second-generation model of the Crosstrek – question is, is it better than the original?

From a styling point of view, the looks have evolved, although I'm not sure they are better. Now based on the fifth-generation Impreza model, the new Crosstrek looks a bit sleeker at the front, and features slimmer taillights at the back. As always, the styling of the Crosstrek is not risky or challenging, but Subaru wasn't



going for that, anyway.

Step inside, and things get a lot more interesting! The quality of the materials, the fit and finish, and features have all im-

proved over the previous model. The feeling you get behind the wheel, is very much that of sitting in a premium class vehicle – I certainly wasn't expecting for

it to be as nice as it is. Among the improvements, the infotainment system is leagues better than it used to be. Otherwise, comfort and interior volume is roughly

the same as before, which is no bad thing. What is bad, is the way the doors close, as they require a fair amount of force to close properly. I have witnessed this issue with many Subaru models, and it certainly hasn't improved with the 2018 Crosstrek.

Things are very familiar under the hood, as it is powered by the same 2.0L, boxer-four cylinder motor as before, with just a wee bit more power – now rated at 152 hp and 145 lb-ft of torque. Power is fed to all-wheels via a symmetrical all-wheel drive system, connected to either a six-speed manual gearbox, or a CVT automatic.

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