

Luxury is standard in the MKZ

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First seen earlier this year on the Lincoln Continental Concept, the grille is an ovoid shape, not unlike the Jaguar XKF, but with a prominent Lincoln badge in the middle, similar to the Maserati Quattroporte.

Another problem was the slider controls for the climate and audio controls, which were impossible to use with gloves on and required taking your eyes off the road to find.

Now it has proper knobs and toggles. It works far better and I rarely had to avert my attention from the road ahead during the drive.

In the interior, the stitching on the leather seats and door panels is laser straight plus finishes were chosen to blend with the aluminum trim.

The seats have Bridge of Weir leather from Scotland that is a brand mark, and imperfection-free.

A knockout optional feature is the segment exclusive fully retractable panoramic sunroof.

There are two models, the MKZ and the MKZ Hybrid and two trim levels Select and Reserve.

Interestingly the MKZ and MKZ Hybrid Select models are both priced at \$42,000 and the MZZ and MKZ Hybrid are both priced at \$46,000 with a \$1,900 shipping fee.

The MKZ is powered by a 2.0-litre single turbo inline four-cylinder producing 245 hp and 275 lb/ft of torque, which is almost the same torque as the 3.7-litre V6 in the outgoing model.

With all-wheel-drive and a six-speed automatic transmission with manual shift mode, fuel consumption is rated at 11.8/8.4L/100 km city/highway.

The Hybrid is equipped with a 2.0-litre Atkinson Cycle inline four-cylinder producing 129 hp and 188 hp when combined with the electric motor/battery.

Available in front-wheel-drive and a CVT transmission, fuel rating is 5.7/6.1L/100 km.

Coming later will be a twin turbo 3.0-litre V6 with AWD and a potent 400 hp and 400 lb/ft of torque.

Cargo volume is 436 litres (15.4 cu ft) on the MKZ and 314 litres

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