

# Substance By Joe Sage

**H**undai styling was very eye-catching in its previous generation—distinctive creases and curves really helped the brand make its mark. The Sonata toned down in 2015, and now Elantra has taken that path. With a little less swoop and a stately Genesis-style grille, the car's essence is preserved, but has evolved. The brand has proven itself in both style and substance for years. This subtle change in styling lets the focus fall on substance. And there is plenty of that.

The Elantra lineup starts at \$17,150. At \$22,350, this line-topping Limited includes hill assist, blind spot and rear cross traffic alerts, dynamic rear camera, gorgeous 17-inch alloys, LED lighting, door handle vanity lights, 7-inch touchscreen, 6-speaker audio, USB, Bluetooth, BlueLink, dual climate, well-executed wheel controls and binnacle interface, heated leather and power seats, keyless entry and start, even a hands-free smart trunk.

We had driven the new Elantra at launch a few months earlier and had noted that if you compare

specifications, you will find that all the technology of a \$50k-plus Genesis from just a year and a half earlier is now in the \$20k-plus Elantra. We recently drove a premium German car which, at almost \$40k, didn't have keyless entry and start or such a simple feature as two-side sync for dual-zone climate control. In the Elantra Limited, for just over \$20k, you have all that and more. And the inclusions in two reasonably priced option packages—see sidebar—take it straight to the top.

Door height was a little tight for a tall driver, but inside, it's pretty indistinguishable from a mid-size. You could live with this car for a long, long time. There is no coupe in this sixth generation. But there will be an Elantra GT joining the lineup, which we're guessing will have the 2.0L twin scroll turbo available in the Sonata and pumping out 245 hp in that configuration. (Note that this Sonata is still priced in the \$20s.) Quicker in the daily freeway ramp faceoff, a Hyundai Elantra GT is likely to prove just about totally irresistible. ■

## SPECIFICATIONS

ENGINE / DRIVETRAIN .....	2.0L 4-cyl DOHC / FWD
HP/TORQUE .....	147 hp / 132 lb-ft
TRANSMISSION .....	6-spd automatic w/Shifttronic drive mode select (normal/sport/eco)
<b>BRAKES</b> .....	FR: 11.0 vent; R: 10.3 solid disc
<b>STEERING</b> .....	rack and pinion, motor-driven power
<b>SUSPENSION</b> .....	FR: indep MacPherson strut, coils, hydraulic twin-tube gas shocks, 22mm stabil bar; R: coupled torsion beam, mono gas shocks, coils
<b>WHEELS</b> .....	17" alloy
LENGTH / WHEELBASE .....	179.9 in / 106.3 in
<b>CARGO VOLUME</b> .....	14.4 cu.ft
<b>TURNING CIRCLE</b> .....	34.78 ft
<b>WEIGHT</b> .....	3924 lb
<b>MPG</b> .....	22/32/25 (city/hwy/comb)

<b>BASE PRICE</b> .....	<b>\$22,350</b>
<b>TECH PACKAGE:</b> Navigation AVN 4.0 8" touchscreen, Android & Apple, Infinity 8-spkr premium audio w/center channel & subwoofer, Clari-Fi music restoration tech, 4.2" color TFT cluster display, power sunroof, heated front/rear seats, auto-dim mirror/HomeLink/compass .....	2500
<b>ULTIMATE PACKAGE:</b> HID headlights w/dynamic bending, auto emergency braking w/ pedestrian detect, smart cruise, lane keep, driver's seat & outside mirrors memory .....	1900
<b>CARPETED FLOOR MATS</b> .....	125
<b>DESTINATION CHARGE:</b> .....	835
<b>TOTAL</b> .....	<b>\$27,710</b>

