

When we secured the Hyundai Elantra N as our wheels to, from and between the airport, hotel and event site during the TAWA Texas Truck Rodeo, we already had experience with it.

We had driven the Elantra N at its launch, on track at Atlanta Motorsports Park in north Georgia two years ago, along with Kona N and Veloster N (see our May-June 2022 issue).

And we had just driven the Elantra N briefly at the NWAPA Drive Revolution comparo two weeks prior, elsewhere in this issue. While it didn't win there (bigger sedans and SUVs prevailed), we had noted it as perhaps our favorite among a handful of otherwise similar two-door sport coupes—despite, or very possibly because, although it had less power than the others, it had performance aplenty for that face-off, its fuel mileage numbers are commendable and its price was lowest by far.

That makes one track session and one public road session as points of reference. The irony in Texas was that we'd be taking it straight to a club track—although just to park it while partaking in an off-road event. (We asked permission to run the Elantra N around the track once, at normal speeds, since the opportunity seemed obvious. Permission was granted—and who knows, maybe they would have allowed track speeds, too, had we not limited that, ourselves, right up front. But as it turns out, there was no time for such a thing, anyway. Truck Rodeo, like all comparos, is a nonstop-busy event.)

The Elantra lineup is complex, with four powertrains (see chart). Compared to base, the N delivers about 88 percent more power for a 63 percent

**HYUNDAI ELANTRA LINEUP** 2024 2025

147 hp standard	SE	\$21,625	\$21,875
	SEL	23,575	--
	SEL Sport	--	23,000
	SEL Convenience	--	25,575
	Limited	27,065	26,525
139 hp hybrid	HEV Blue	26,250	25,100
	HEV SEL Sport	--	27,075
	HEV Limited	29,450	29,450
201 hp N Line	N Line	28,465	28,725
276 hp N	N: 6-SPD MT	33,700	33,950
	N: 8-SPD DCT	35,200	35,450

higher price—a solid formula of bang for the buck. It's a lot of performance car for just mid-\$30s.

A drive session such as this is fairly brief, yet fairly comprehensive—fly in one day, out the next evening, but in between tackling the gnarliest of greater Dallas-Fort Worth's freeway systems, then wide-open Interstates heading out of the most developed region, and on to refreshing two-lanes through the hills. We don't always use nav, but we did here, to great effect (especially with various sudden instructions to grab express lanes).

The Elantra N is a front-driver, for reasons of weight, complexity and price. Transmission is a choice of six-speed manual or a sophisticated eight-speed wet dual-clutch unit (DCT) with rev-matching for quick response. We had already learned, in both track and road conditions, that the front-drive layout works fine. And while we prefer manual transmissions (or at least like having the choice), we had also already learned, on autocross and race-track in Georgia, that the dual-clutch is an incredible piece of machinery, strong and precise, and we

**SPECIFICATIONS**

ASSEMBLY	Ulsan, S Korea
CONTENT	80% S Korea / 0% US/Canada
ENGINE	2.0L "Flat Power" 4-cyl turbo, dir inj, 16-valve swing arm M LA, TIS+VIA intake, large bore exhaust
HP/TORQUE	276 hp (286 w/NGS) / 289 lb-ft
COMPRESSION RATIO	9.5:1
TRANSMISSION	(opt) N 8-spd wet dual-clutch (standard: 6-speed manual)
DRIVETRAIN	FWD
	N Corner Carving Diff (limited slip w electronic control)
SUSPENSION	ECS (electronic controlled susp):
	F: MacPherson strut, 23mm stblzr bar;
	R: multi-link indep, 24mm stblzr bar
STEERING	rack-mtd motor-driven rack & pinion
BRAKES	F: 14.2 x1.2 vented, 13.6-in rotors;
	R: 12.4 x0.8 vented, 12.4-in rotors;
	11-inch single brake booster (8:1)
WHEELS/TIRES	19x8.0 alloy / 245/35R19 Michelin Pilot Sport 4 S summer
LENGTH / WHEELBASE	185.4 / 107.1 in
GROUND CLEARANCE	5.5 in
TURNING CIRCLE	38.4 ft
HEADROOM (F/R)	40.6 / 37.3 in
LEGROOM (F/R)	42.3 / 38.0 in
CARGO CAPACITY	14.2 cu.ft
WEIGHT	3069 lb
FUEL / CAPACITY	premium / 12.4 gal
MPG	20/27/23 (city/hwy/comb)
BASE PRICE	\$35,200
DESTINATION CHARGE	1150
TOTAL	\$36,350

had in fact had actively chosen it there.

The N model goes light on options—ours had none (other than the moonroof that comes hand-in-hand with its DCT transmission). Weight is prioritized, along with its competitive price ceiling.

Hyundai Elantra is solid proof that the sedan is still with us, and whether for general daily use or weekend track mania, the N is enticing. ■

**N-ticing**

BY JOE SAGE

