

Stylish@ \$18,750 By Joe Sage

Hyundai makes three flavors of the popular Elantra compact—a four-door sedan, a two-door coupe and this four-door hatch, the GT. The compact lineup starts with the Accent, at about \$2600 less, and the innovative three-door Veloster, at about Elantra's midpoint. The Elantra GT sits just above the midpoint of the full Elantra range. Thus your decision can be made by style, by budget, by specific needs or by specifications.

There is an Accent sedan and a hatch. Comparing the Accent hatch, Elantra GT hatch and Veloster, most interior figures are within fractions of an inch, other than rear headroom in the Veloster, predictably a couple of inches shorter. Elantra is some 7 inches longer than Accent overall, on a wheelbase 3 inches longer—providing about 3 additional cubic feet of cargo space and about 8 additional feet of interior volume. (Veloster is noticeably smaller on cargo, not too much smaller on interior.) Anticipated depreciation is about \$2300 more for Elantra than Accent, which can level out their prices at resale time.

Elantra is 600 pounds heavier than Accent. Fuel economy is 3-4 points lower for Elantra, also lev-

eling out the price difference over time. But Elantra is the big seller, with a lot more panache, as well as all that space. And at 34 MPG highway, differences in fuel economy can vary just as much between drivers.

The Elantra Coupe is a consistent head-turner. The GT hatch is perhaps less so from some angles, but its utility makes up for that. There are many appealing design cues in this car—the sweep of the grille into the headlights, creases that roll up into the A-pillar, a powerful arch over the front wheels, and so on. Hyundai drives the style of many other brands.

You can make a day of it, shopping this car. Take a look at the Accent, especially if every dollar counts. Take a look at Veloster, if it has that special appeal to you. And especially take a long look at the Hyundai Elantra—all three body styles, both transmissions (we love manuals, but didn't find this the smoothest into first gear), and all the trim level and engine variables. Odds are extremely high that you will find something you would happily take home. ■



SPECIFICATIONS

ENGINE2.0L DOHC 4-cylinder
POWER173 hp / 154 lb-ft torque
TRANSMISSION6-speed manual
DRIVETRAINfront-wheel drive
MPG24/34/28 (city/hwy/comb)

INCLUDED COMFORT/CONVENIENCE: Selectable steering mode, solar glass, front fog lights, rear wiper/spoiler, A/C w cabin air filter, body color door handles and mirrors, blind spot mirror, power heated mirrors, 6-speaker AM-FM-Sirius-CD-MP3 audio, iPod-USB-aux inputs, Bluetooth phone w voice recognition, keyless entry w alarm, extensive display and wheel mounted controls, tilt/telescope, heated front seats, 60/40 rear fold-down seat, map pockets, cupholders, map lights, sunglass holders, and more.

MANUFACTUREDUlsan, Korea
WARRANTY:
 New vehicle5 yr / 60,000 mi
 Powertrain10 yr / 100,000 mi
 Anti-perforation7 yr / unlimited mi
 Roadside assistance ...5 yr / unlimited mi

BASE PRICE**\$18,750**

STYLE PACKAGE: 17-in alloy wheels, sport suspension, side repeater mirrors, leather seat surfaces, wheel wrap and shift knob, power driver's seat w lumbar, aluminum pedals, auto up driver window, keyless entry/start, immobilizer, LED taillights, under floor storage, BlueLink telematics2550

TECH PACKAGE: Navigation w/ rear camera, auto headlights, dual auto climate, panoramic sunroof3250

CARPETED FLOOR MATS125

DESTINATION CHARGE8180

TOTAL**\$25,485**



If you want to be really aggressive with this Elantra, such as when heading up a freeway ramp, you have to really work its little guts out. However, it's very willing to work its little guts out for you. This may not have surprised us, but it seemed to surprise others on the road.

