

# Sharp by Joe Sage

**M**eet the seventh-generation 2021 Hyundai Elantra, introduced to us by livestream in spring 2020, after its in-person reveal was one of the first to go virtual. Now it has arrived at our office in person, and it has been worth the wait.

Immediately recognizable by its completely redesigned, crisply angled sheet metal—a styling theme they call “Parametric Dynamics”—it’s more than two inches longer, an inch wider and almost an inch lower, with leg, head and shoulder room all increased, the rear by a generous 2.3 inches.

The interior is clean and complete. Setup—seats, mirrors, interface—is quick and easy, including screen-access audio and climate.

The new Elantra piles on technology beyond its price point, including segment-first wireless Android and Apple with Bluetooth support for two devices at once, available twin 10.25-inch screens, optional Digital Key via phone or NFC, enhanced natural-language voice recognition and more. Standard SmartSense includes a wide range of driver assist. Additional features are optional.

Our first impression was how large this car is inside, for a compact—or period. The rear is surpris-

ingly generous. This small car feels as spacious as a full-size sedan from the golden age.

Elantra starts under \$20 grand (see full lineup).

Built on Hyundai’s K3 third-gen platform, the new Elantra is stronger, lighter and has a lower center of gravity, together delivering higher fuel economy and road-hugging performance. A multi-load path structure enhances collision safety. Fully independent rear suspension improves handling and rough road feedback. The drivetrain is smooth, with prompt, consistent acceleration and power.

One thought stuck with us through the week: despite a wealth of alternatives, many far more expensive, if there were just one model of car in the world, could this be it? If so, would people clamor for it to be bigger? Doubtful. Fancier? Unnecessary. More expensive? Extremely doubtful. Faster? Already a peppy daily performer with this base powertrain, an Elantra N-Line offers more power, and arriving this year will be a full N model, as Hyundai continues to expand its performance line.

The new Hyundai Elantra is a solid contender for cost, size and performance. They’ve done a new version of what they’ve done for years: apply an attractive, innovative skin to the exterior. And a simple lineup offers a wide range of alternatives.

The 2022 Elantra will carry over unchanged. ■

## SPECIFICATIONS

<b>ASSEMBLY PLANT</b> .....	Montgomery, Alabama
<b>ENGINE / TRANSMISSION</b> .....	USA / Mexico
<b>ENGINE</b> .....	2.0L MPI Atkinson DOHC 16v 4-cyl
<b>HP/TORQUE</b> .....	147 hp / 132 lb-ft
<b>COMPRESSION RATIO</b> .....	12.5:1
<b>DRIVETRAIN</b> .....	FWD
<b>TRANSMISSION</b> .....	Smartstream Intelligent Variable (IVT)
<b>SUSPENSION</b> .....	<b>F:</b> MacPherson strut, hydraulic twin tubes, 2.3mm coils, 22mm hollow stblzr bar; <b>R:</b> coupled torsion beam axle, gas monotubes, 2.1mm coils
<b>STEERING</b> .....	motor-driven pwr rack & pinion
<b>BRAKES</b> .....	<b>F:</b> 11.0" vented; <b>R:</b> 10.0" solid
<b>WHEELS / TIRES</b> .....	17x7.0J alloy / 225/45 R17
<b>LENGTH / WHEELBASE</b> .....	184.1 / 107.1 in
<b>GROUND CLEARANCE</b> .....	5.3 in
<b>TURNING CIRCLE</b> .....	35.44 ft
<b>HEADROOM (F/R)</b> .....	40.6 / 37.3 in
<b>LEGROOM (F/R)</b> .....	42.3 / 38.0 in
<b>CARGO CAPACITY</b> .....	14.2 cu.ft
<b>WEIGHT</b> .....	2725-2868 lb
<b>FUEL / CAPACITY</b> .....	reg unl / 12.4 gal
<b>MPG</b> .....	31/41/35 (city/hwy/comb)
<b>BASE PRICE (Limited)</b> .....	<b>\$25,450</b>
<b>CARPETED FLOOR MATS</b> .....	155
<b>DESTINATION CHARGE</b> .....	995
<b>TOTAL</b> .....	<b>\$26,600</b>

## 2021 HYUNDAI ELANTRA LINEUP

<b>2.0L</b> .....	147 hp / 132 lb-ft	
<b>SE</b> .....	IVT (intelligent var)	<b>\$19,650</b>
<b>SEL</b> .....	"	<b>20,900</b>
<b>Limited ▼</b> .....	"	<b>25,450</b>
<b>1.6L TURBO</b> .....	201 hp / 195 lb-ft	
<b>N-Line</b> .....	6-spd MT	<b>\$24,100</b>
.....	7-spd DCT	<b>25,200</b>
<b>1.6L + HYBRID</b> .....	201 hp / 195 lb-ft	
<b>SEL HEV</b> .....	6-spd EcoShift DCT	<b>\$23,550</b>
<b>Limited HEV</b> .....	"	<b>28,100</b>
<b>2.0L TURBO</b> .....	276 hp* / 289 lb-ft	
<b>Elantra N</b> .....	N Wet 8-spd DCT	<b>(MY 2022) TBA</b>
.....	*286 hp for 20 seconds w N Grin Shift	

