

1,000,000



Miata memories:
The first 1989 MX-5 (top) and the current 2016 model (right).

One million Miatas served

Mazda has now produced its one millionth **MX-5 Miata**, a Soul red convertible that rolled off the assembly line at Ujina Plant No.1 in Hiroshima on April 22. The first one was made in Japan in 1989, and the model became an immediate hit, combining British roadster fun with Japanese reliability. The milestone MX-5 will embark on a world tour that ends in October at the annual Miatas at Mazda Raceway gathering at Laguna Seca, Calif. Since the year 2000, the MX-5 has frequently been named one of the most influential production cars of the past 25 years. Sure, some other models have sold more — Ford’s produced more than 34 million F-Series pickups and Toyota’s sold around 40 million Corollas — but for a niche, two-seat roadster, an even million is a very impressive number.



Look quickly. This may be the only time you see bicycles in these peach-colored auto pages. The exception: this Tour de Cure team’s being sponsored by one of the area’s major auto dealerships.

Team Lia gears up for Tour de Cure

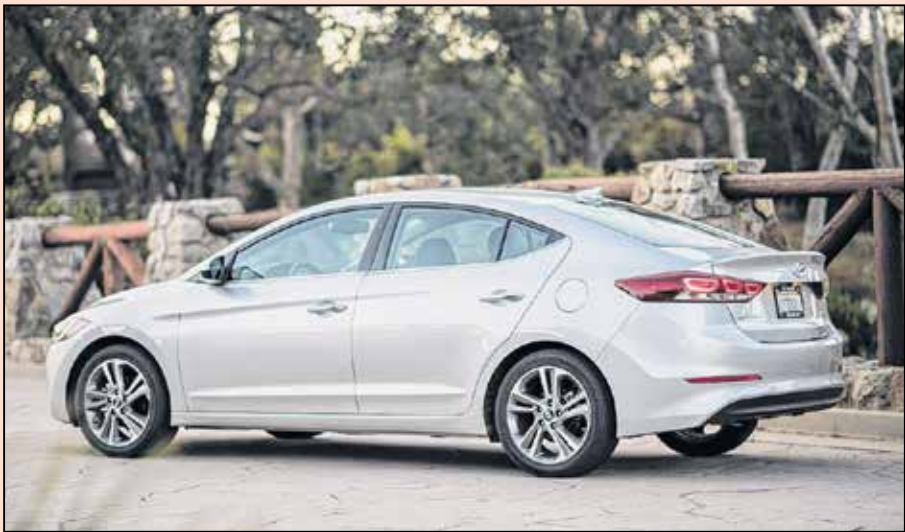
The American Diabetes Association’s **2016 Tour de Cure** fund-raising bicycle event takes place Sunday, June 6, and the **Lia Auto Group** is marking its seventh year participating. Team Lia has contributed more than \$40,000 to the cause, and is looking to raise \$20,000 more. If you’d like to bike and raise funds in this year’s Tour de Cure, the Lia Auto Group will waive the event’s normal \$25 registration fee. Visit <http://main.diabetes.org/goto/TEAMLIA2016> to register and use the promo code LiaCars2016 to sign up under Corporate TEAM LIA. The event takes place at Saratoga Springs High School, Blue Streak Blvd., Saratoga Springs, NY. For more information, contact team co-captains Sarah DeJohn at sdejohn@liacars.com or Dana Calderone at dcalderone@liacars.com, or visit www.diabetes.org/liacars.

TEST DRIVE

2017 Hyundai Sedan Limited

Continued from page 3
mounted. The repositioning is said to improve ride quality, though it also results in a .4 cubic foot reduction in trunk capacity. Another mixed move concerns brakes, which are four wheel disc on Limiteds, but front disc/rear drum elsewhere. This contrasts with 2016 editions, which were shod with four-wheel disc across the board. Elantra corners competently and offers a smooth ride, even fully loaded. The driver selectable steering mode offers three choices — Normal, Sport or Comfort. I found Normal to be the best, all-around setting; Sport, if you like a heavier steering wheel feel. Switching between the three modes results in a difference in steering heft, but not much in terms of feedback to the driver. The settings also change throttle response and transmis-

sion shift mapping. Elantra’s interior is functionally sound; the layout of the dash and controls is logical. Hard plastics abound, though, and the overall look of the cabin is rather restrained for a top-ranging trim. Front seats suit adults comfortably, but when pushed back to accommodate six-footers, the amount of space remaining in back makes for a snug fit for like-size passengers. Trunk capacity, as mentioned earlier, is now 14.4 cubic feet, down from 14.8 previously, but it’s still usably large, and able to swallow a pair of large rollboards with some room left for smaller, soft bags. Though the top-ranging Limited models are well stocked with standard features, options are there for the asking. In the case of my test car, the extras in question were the Technology (\$2,500) and Ultimate (\$1,500) packages. The Tech



Audi’s mid-engine sports car for the masses

We would love to get our driving gloves on a new-for-2016 **Audi R8**, but at about \$175,000 a copy, that’s not likely to happen soon. But now comes whispers that the automaker (part of the Volkswagen Group) is seriously considering a much more affordable mid-engine model that would sell for roughly have the R8’s tariff. Code-named the **R4**, the car is expected to be powered by a turbocharged 2.0-liter four-cylinder engine producing in the vicinity of 300 horsepower. Apparently, the idea has been floating around Audi’s boardroom for a number of years, but is now at the critical go/no-go stage.



Audi R4 concept rendering



This Explorer-based Ford Police Interceptor Utility is almost completely camouflaged in civilian clothing... that is until the hidden lights go on. And then it’s too late.

Undercover Explorer

Ford has developed a factory-installed light bar for its **Police Interceptor Utility vehicle** that doesn’t rest on the roof. Instead, the “no profile” light bar is discreetly attached inside the upper portion of the windshield and remains virtually hidden from view. “This extremely low-profile unit is fully integrated where the headliner and top of the windshield meet, for tremendously improved driver visibility versus aftermarket alternatives,” said Stephen Tyler, Ford’s police marketing manager for North America. The unit can flash the usual color combinations, or can also be set to a produce a solid white light so it can be used as a spotlight. Based on the Explorer SUV, the Police Interceptor Utility is quickly becoming a favorite with agencies across the country.



PHOTOS COURTESY OF THE MANUFACTURER

TEST DRIVE
this vehicle at this preferred dealership:
LIA HYUNDAI
945 Central Ave., Albany, NY 12205
518-458-2277 www.liahundaiofalbany.com

bundle includes a navigation system with 8-inch touchscreen, Android Auto and Apple CarPlay, an Infinity sound system with eight speakers, a 4.2-inch color instrument cluster display screen, power moon roof, heated front and rear seats and an auto-dimming rear view mirror. The “Ultimate” (which requires that you also buy the Technology package) adds articulating HID headlights, auto-

matic emergency braking with pedestrian detection, smart cruise control, lane keep assist, and an integrated memory system for driver’s seat and outside mirrors. A regular contributor to the Times Union for more than 20 years, Dan Lyons is the award-winning author of six books, and photographer of 165 calendars. Read Dan’s recent reviews online anytime at Timesunion.com.