

### Return of the rotary

And you'll never guess what Mazda's got it doing.  
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### Off road comfort

GMC announces the Sierra AT4.  
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### Flood warning

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## TEST DRIVE

# Balancing the Ticket

## 2018 Hyundai Elantra GT Sport

DAN LYONS | text  
Special to the Times Union

**E**lantra — Hyundai's five-door, compact sedan — was redesigned for 2017. A parallel line of Elantra hatchbacks are designated GTs, and this year, they follow up with their own redo.

lightly lower and wider than before, the GT is offered in two versions — base or Sport. Prices on the former model start at \$19,350, while the MSRP of the latter is \$23,250. Adding only a set of carpeted floor mats (\$125), my GT Sport test car had a sticker price of \$24,260.

Base and Sport are distinguished mainly by motor. The former gets a 2.0-liter four-cylinder engine, rated at 162 horsepower and 150 lb.-ft. of torque. It's matched to a six-speed manual transmission, and you can opt to a six-speed automatic for an additional \$1,000. The latter packs a turbocharged, 1.6-liter four-cylinder. The Sport engine posts 201 horsepower and 195 lb.-ft. of torque, and is



**THE ELANTRA GT** is Hyundai's five-door compact, competing in the same niche as the Honda Civic Si, Volkswagen GTI and Mazda3. The Sport trim gets a 1.6L, 201-hp engine and is offered in six-speed manual or seven-speed DCT automatic.

**2018 Hyundai Elantra GT Sport**  
MSRP: \$23,250 · As Tested: \$24,260

paired with a six-speed manual or seven-speed DCT automatic (for an additional \$1,100).

Yes, I did say "manual" gearbox. I've been carping in this column of late about the disappearance of stick shift cars. Since then, I've landed in more three pedal vehicles than you can shake a — well, you know. Not that I'm complaining, mind you! The GT's engine is a great application for a manual. The turbo four's peak horsepower arrives at 6,000 rpm and torque peaks at 1,500-4,500 rpm. The motor is a spinner, doing its best work high in



the RPM range. Get caught with your revs down, and the four takes time to rebuild momentum. However, rowing with the stick allows the driver to keep the turbo on the boil, and there it responds nicely, reaching 60 mph from a standstill in the high six-second range. While not the shortest throw from gear to gear, the shifter has a positive feel, and overall, the stick adds to the Sport's fun factor. Fuel economy is estimated at 26/32/28 with the DCT automatic, and 22/29/25 with the six-speed stick. The numbers lag most of its competitors.

All models are front-wheel-drive. Sport models get an upgraded rear suspension compared to base GTs. The Elantra has compact dimensions and corners compe-

tently, though it's not as agile as hatchback hot shoes like the Civic Si, VW GTI or the Mazda3. Ride quality is good; road noise is average.

Sedan and hatchback versions of Elantra have the same amount of front leg room (42.2 inches). GTs measure about an inch less in rear leg room (34.8 inches vs. 35.7 inches in the sedan).

Using my standard, six-foot yardstick (OK, maybe more like two yardsticks), those above that line aren't going to fit behind like size people up front, unless they get row one to do with a little less than full stretch.

Part of the appeal of hatchbacks is their ability to easily stow more gear than you might surmise, given their size. Cargo capacity in GTs ranges from 24.9 to  
*Continued on page 2*

Part of the appeal of hatchbacks is their ability to easily stow more gear than you might surmise.

## DEPAULA MASERATI

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