

### Car show calendar

Where will all the cool cars be hanging out this week?

PAGE 5



### Crash dummy

Why texting while doing 60 mph isn't the smartest idea.

PAGE 4



### Sporster on a budget

The Veloster's back with a little more power.

PAGE 4



The area's most complete automotive resource and listings.

1,501 vehicles for sale inside — plus more than 7,000 online at timesunion.com/cars

# Automotive

timesunion.com/cars

**Congrats**  
Goldstein Chrysler Jeep Dodge Ram picks up another award.  
PAGE 5

## TEST DRIVE

# Entry Level Makeover

## 2018 Hyundai Accent Limited

DAN LYONS | text  
Special to the Times Union

**H**igh on the ever-growing list of Things That I Don't Understand (subcategory: About This Country, subsection: Automotive Matters) is this. Why don't more Americans buy hatchbacks?

Despite their inherent practicality, we have, as a country, long eschewed the breed. And while this trend has shown some signs of reversing in recent years, sales weren't sufficient for Hyundai, who decided to drop the hatchback version of the entry level Accent.



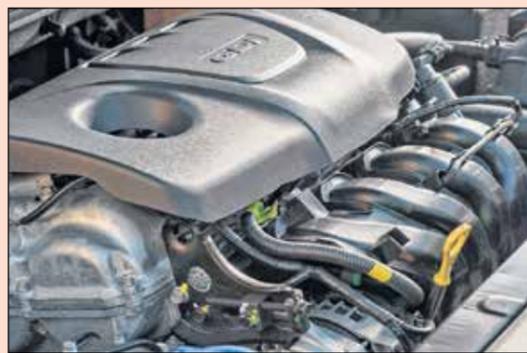
Hence, Accent is all new for 2018, and all sedans. The four-door subcompact is slightly longer (.6 inch), wider (1.2 inches) and the exact same height as the previous version. Three trim levels are available: SE, SEL, Limited. Prices start at \$14,995. That gets you an SE with a manual transmission (the only stick offered in the

### 2018 Hyundai Accent Limited

MSRP: \$14,995 (SE); \$17,295 (SEL); \$18,895 (Limited)

lineup) and top off at an MSRP of \$18,895 for a Limited, like this week's test car.

Slide inside and you will find controls that are generally easy to reach and use. A deck of buttons and rheostats in mid-dash handles the HVAC adjustments. Media matters are mainly managed via touchscreen above, with accompanying knob and buttons. A 5-inch touchscreen display is standard on SE, along with a four-speaker sound system. SEL and Limited trims get a 7-inch touchscreen and a s-speaker sound system



THE 2018 ACCENT LIMITED is Hyundai's subcompact, four-door sedan, available in three trim levels. The 1.6L four-cylinder engine checks in with 130 horsepower and 119 lb.-ft. of torque.

(which is compatible with Android Auto and Apple Car-Play). The larger display size is more legible, though it won't take touch input from a gloved hand. The sound system is of average fidelity, and I think Hyundai is misjudging its market by not offering a more premium tune making upgrade.

Front passenger seating is comfortable. The steering column tilts (SE) or tilts/telescopes (SEL and Limited). Accent's 42.1 inches of front seat leg room is nearly the same as that offered in the Honda Fit (41.4 inches), and trails others in its class like the Nissan Versa (41.8 inches) and the Ford Fiesta (43.6 inches). While there are some notable

outliers (Fit Sport at 39.3 inches, Versa at 37 inches), Accents' rear seat leg room (33.5 inches — average for the class), is such that if those up front are tall, they consume most of the available leg room behind them. Trunk capacity is 13.7 cubic-feet.

The rear seatbacks fold forward, through you must first slide the front seats up, and when folded, the load floor has two levels, rather than being flat.

The cargo space is more than Fiesta, less than Versa and less than Fit Sport (which, being a hatchback, ranges from 16.6-52.7). Accent's corporate cousin is the Kia Rio, which has a hatchback option in its lineup. While it also has a

*Continued on page 4*

The Accent is an economy car, not a sports car, but it's agile enough to feel comfortable cornering.

# GO AHEAD. OPEN IT UP.



The Times Union Auto section indulges your need for all things fast and furious.

timesunion.com/cars

TIMESUNION

PHOTOS COURTESY OF THE MANUFACTURER