

Test Drive of the Hyundai Sonata 2.0 Turbo Limited Edition

(From a Consumer Point of View)

Like everyone else, when the news came out in the 2011 North American Auto Show that the Sonata had won car of the year, a loud “WHAT???” arose from the fathoms of my chest. When I went to test drive the car, I immediately saw why and was so impressed, I did not lease, I bought it. Now I understand what fun to drive meant. This car is fast, very fast, quick and nimble, and with all of that going for it, it has one of the smoothest rides for a car in this category. I went around traffic like to was standing still, I even out ran the po-po one day with some tricky driving skills I did not know I even had.

This car made me a safer driver. How? Due to the speed of the 2.0 274hp GDI engine, you become more aware of your surroundings before making any moves. I do double takes on checking what is around me now, because when I'm gone, I'm gone. Vehicles that I see in the mirror quickly become dots as I rocket down the road. Few 2.0 turbos spit out more power and it ain't by much, maybe the Audi with its 292 hp 2.0, but not many else.

Trim line Limited 2.0T

Drivetrain 274-hp, 2.0-liter, four-cylinder turbocharged engine; six-speed automatic transmission; front-wheel drive

Highs Acceleration, handling, fuel economy, transmission, controls, crash-test results

Lows Road noise



I discovered that the road noise is from the tires. These are Korean low profile Hankook tires. This explains the smoothness in the ride and due to the material and cut of the tread, the road noise as well. The noise is not deafening. Simply turning on the stereo will eliminate the sound. Riding with the stereo off, the tires will certainly be in the background. Compared to issues that I have had with other vehicles, this would have been a welcome issue to have.

My Sonata is quick, the steering is tight and I can go around cars with such efficiency, they are turning their head looking behind when I am already in front. The navigation system screen is not the biggest on the market because it does not need to be. It is so bright (especially at night), I end up turning the display off when not needed. The dimmer does not go low enough for me. My biggest praise is that GDI engine. Those engineers were on the good weed when they came up with this fella. This is a work horse speed demon that does not care about weight of oil. As long as it meets Federal (SAE, API, etc http://www.motoroilmatters.org/Become-A-Licensed-Member/Overview/?utm_source=adcenter&utm_medium=cpc&utm_term=motor%20oil%20specifications&utm_campaign=B2B)

Then the weight does not matter.

I plan on keeping this car. It satisfies 95% of what I was looking for. In comparison in price for other similar vehicles, it was worth every penny.