

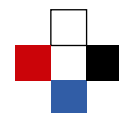
★ ASIAN RIVALRY: LANCER EVO VS. GENESIS COUPE ★

MOTOR TREND

DECEMBER 2011 ★ ★ ★ ★ ★ MOTORTREND.COM

HYUNDAI'S EVO'S NEW ALL NEW FLAGSHIP RIVAL?

IS THE RELEASE OF THE GENESIS COUPE
MAKING OTHER MAKERS SWEAT?
WHO WOULD HAVE EXPECTED THIS...
FROM **HYUNDAI**



MOST EXPENSIVE
car accident
8 FERRARIS
2 MERCEDES
+ 1 LAMBORGHINI
1 TOYOTA PRIUS?
\$8,000,000.00



HYUNDAI GENESIS COUPE

PERFORMANCE: 9/10
APPEARANCE: 10/10
COMFORT: 8/10
OVERALL: 28/30



The Hyundai Genesis Coupe is available with either a 2.0-liter turbocharged four-cylinder engine or a 3.8-liter V6. The turbo ("2.0T") makes 210 horsepower and 223 pound-feet of torque, while the V6 cranks out 306 hp and 266 lb-ft of torque.

For the base 2.0T, Hyundai offers either a six-speed manual or five-speed automatic with manual shift control. The R-Spec trim is manual only, while the Premium level is automatic only. The V6 models follow suit: a choice of six-speed manual or five-speed automatic with manual shift control for the Track trim, manual only in the R-Spec, and six-speed automatic only for the Grand Touring.

Hyundai's reputation for generous standard equipment continues with the Genesis Coupe, which offers features like 18-inch wheels, a sunroof, a leather steering wheel, power driver seat, an Infinity audio system, Bluetooth and USB/iPod connectivity and a navigation system on 2.0 models. Moving up to 3.8 trim levels unlocks additional niceties like xenon headlights, heated outside mirrors, leather upholstery, heated front seats and rear parking sensors. The performance-minded R-Spec models add a sport-tuned suspension, 19-inch alloy wheels, Brembo brakes and a limited-slip rear differential.

In testing both Hyundai Genesis Coupe Track models, we found about a second's difference in the 0-60-mph sprint, with the 2.0T engine requiring 6.9 seconds to the V6's 5.9 seconds. The 2.0T's lighter weight makes for a slightly more balanced driving experience, but driving dynamics for both levels are a study in classically sporty rear-wheel-drive behavior. Steering response is quick and crisp, balance is excellent and body roll is kept nicely in check. The ride is nonetheless agreeable, and non-Track trims are even more compliant. Inside, the Hyundai Genesis Coupe has relatively high-quality materials with good fit

Engine Type: V6
Displacement (liters): 3.8
Horsepower @ RPM: 291 @ 6000
Torque @ RPM (lb.-ft.): 226 @ 4000
Transmission: 6-speed manual
Curb Weight (lb.): 3389
Wheelbase (in.): 111.0
Length (in.): 182.3
Width (in.): 73.4
Height (in.): 54.5
Wheels: 19-inch alloy wheels
Passenger volume (cu. ft.): 88.8
EPA Mileage Estimate (city/highway): 17/26
Warranty: 10-year/100,000 miles

and finish. The driver seat has ample bolstering and provides a low, cockpit-like driving position, ensuring a snug and secure fit. The tilt steering wheel doesn't telescope, however, which can be an issue for shorter drivers, and the backseat is strictly for children. Overall, though, the Genesis Coupe is a great leap forward for the South Korean carmaker, helping define it as a value leader in both luxury and performance cars

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MITSUBISHI LANCER *EVO*



PERFORMANCE: 9/10
APPEARANCE: 9/10
COMFORT: 8/10
OVERALL: 27/30

SPORT TREND

Engine Type: MIVEC I4 Turbocharged

Displacement (liters): 2.0

Horsepower @ RPM: 269 @ 6000

Torque @ RPM (lb.-ft.): 300 @ 4000

Transmission: 5-speed manual

Curb Weight (lb.): 3605

Wheelbase (in.): 104.3

Length (in.): 177.0

Width (in.): 71.3

Height (in.): 58.3

Wheels: 18-inch aluminum alloy wheels

Passenger volume (cu. ft.): 93.2

EPA Mileage Estimate (city/highway): 17/23

Warranty: 5-year/60,000 miles

Today's Mitsubishi Lancer Evolution, technically known as the Lancer Evolution X, offers a superb level of performance typically found in European sports cars and sport sedans that cost considerably more. Only a few cars, in and outside of its class, can provide comparable engine power, precision handling and driving intensity. As a bonus, the Lancer Evolution X looks the part of a legitimate high-performance car as well.

The sole available power plant is a turbocharged 2.0-liter four-cylinder engine that generates 291 horsepower and 300 pound-feet of torque. Power is sent to all four wheels through an advanced all-wheel-drive system. There are two available trim levels -- GSR and MR. The GSR is intended to attract traditional driving enthusiasts, as it offers more aggressive suspension settings and a slick five-speed manual transmission. The pricier MR features a marginally softer suspension and Mitsubishi's new automated twin-clutch manual transmission, which is operated via paddle shifters and also functions as a traditional automatic when not in manual mode. Mitsubishi has done its homework with this transmission, it's one of the quickest in the business when you're firing off full-throttle upshifts. The MR's Touring package tacks on even more creature comforts, with a sunroof, rain-sensing wipers, leather seating, heated front seats and additional sound insulation.

Although the Evo's exterior styling has taken a significant step forward, the interior can't hide its humble econocar roots. The control layout is functional, but there's no getting around the fact that you can get essentially the same interior in a base Lancer sedan. Second-generation refinements notwithstanding, the point of the Evo is to transport you from point A to point B more quickly than just about anything under \$40K. In reviews, we've been impressed with the Evo X's sports-carlike handling and responsiveness. Its ability to go around tight corners quickly and securely is rivaled by only a handful of cars on the road today. Acceleration, too, is top-notch, as the Evo can give far more expensive cars a run for their money. The trade-off, however, is in refinement, as the Evo X is leaps and bounds ahead of the Evo VI by this measure. Yet it remains one of the most capable cars in existence for the money.

