

ON TOP OF ITS GAME

BY JOE SAGE

If you skim the list of awards to the right, you may conclude that the 2015 Hyundai Genesis can do no wrong. And you'd be about right.

Our logbook gushed: performance is spectacular, we noted. Steering is rock solid. Handling is rock solid, atop performance gas shocks and 5-link fully independent front and rear suspension. Acceleration is remarkable—the electronic 8-speed transmission is very responsive, prompt and smooth, even if you never play with its very capable Shiftronic or paddle shift features. At parking lot or U-turn speeds, it turns incredibly tightly. Launching from metered freeway ramps, we easily dusted such foes as a 911 Carrera 4S and BMW X5 (they may have been slow-witted, but still). We chose and nailed freeway spots at will.

The included feature set is just about endless—auto headlights, rain-sensing wipers, heated/folding mirrors, keyless entry and start, navigation and rear camera, 12-way power seats, leather everywhere, dual climate controls, the works. Where the standard list ends, a few packages easily add the rest, and then some (see sidebar). Even those, none of them cheap, keep the car's total price just below \$50 grand.

Little features also mean a lot. We disliked the car's "easy access" seats and incessant chimes. It required the manual to locate these, but once off, all was bliss. We loved the car's implementation

of heads-up display, including its presentation of posted speed limit signs. Convenience lights under the side mirrors shine a crisp Genesis logo on the ground, bat-signal-like. Change simple settings like lights or wipers and never look down, as there is a quick confirmation screen between your primary gauges. Classy and useful touches.

Hyundai has two other flavors available: a 420-hp 5.0-liter V8, and an all-wheel-drive version of this 3.8-liter V6. We've driven them all and could love owning any. The V8 is rear-drive only, and it does drop your fuel mileage (also requesting though not requiring premium fuel, while the six runs on regular). Highway mileage drops from 29 MPG for the rear-drive V6 to 25 MPG with AWD, or to 23 MPG with the V8. All-wheel drive adds just \$2500 to the V6, worth considering depending on your travels (the car's traction and handling are still tops without it on dry pavement). The V8 raises your base price by \$13,500. The cars look pretty much the same, so with the hidden powers of the V8 (and anticipated volume sales of the V6), you could have yourself a real sleeper with that one.

Hyundai Genesis competes with the German premium brands, plus Lexus and Cadillac. At a price point below the range-topping Equus, Genesis has become a halo car for the brand. This fine sedan is more than in the game. At this price, it may be king. ■

2015 HYUNDAI GENESIS AWARDS

ROCKY MOUNTAIN CAR OF THE YEAR FINALIST

KIPLINGER'S BEST VALUE AWARD
Best New/Redesigned Car \$50,000 and Over.

GOOD DESIGN™ AWARD
Quality design, function and aesthetics—Chicago Athenaeum: Museum of Architecture and Design, and European Centre for Architecture Art Design and Urban Studies.

AUTOGUIDE.COM CAR OF THE YEAR

NORTH AMERICAN CAR OF THE YEAR FINALIST

ESQUIRE SEDAN OF THE YEAR

POPULAR MECHANICS LUXURY CAR OF THE YEAR

ALG RESIDUAL VALUE AWARD

Projected to retain highest percentage of original price after three years' ownership, Premium Full-Size Car.

RUEDAS ESPN "BEST LUXURY SEDAN" AWARD

From the leading Spanish automotive radio show in the US.

JD POWER INITIAL QUALITY AWARD

IIHS TOP SAFETY PICK+

The first and only rear-wheel-drive vehicle in its class to receive the highest honor as a TOP SAFETY PICK+ when equipped with optional front crash prevention.

TOP FAMILY CHOICE AWARD

Greater Atlanta Automotive Media Association.

"CAR OF TEXAS" PLUS TWO OTHER AWARDS

Also Best Mid-size Luxury Car and Best New Interior.

"MOST LOVED" BY STRATEGIC VISION

With five "loved" cars including the 2015 Genesis, Hyundai has more than any other brand.

BEST OF CONSUMER ELECTRONICS SHOW

Best Car Tech at CES, from both TechHive and PCWorld.

SPECIFICATIONS

ENGINE3.8L DOHC dual-CVVT aluminum GDI V6
TRANSMISSION8-spd auto w Shiftronic/paddles
DRIVETRAINRWD (AWD available)
POWER/TORQUE311 hp / 293 lb-ft
STEERINGrack-mounted electric, variable
WHEELS/TIRES18x8.0 / P245/45R18
BRAKESfront: 13.6" four-piston vented disc
.....rear: 12.4" one-piston solid disc
WEIGHT4138 lb (AWD 4295 lb)
FUEL CAPACITY20.3 gal
TURNING CIRCLE36.2 ft
MPG18/29/22 (city/hwy/comb) (AWD 16/25/19)

BASE PRICE (3.8 V6 RWD)\$38,000

SIGNATURE PACKAGE: Power tilt/slide sunroof, memory/vented front seats, power tilt/tele wheel, HID heads, auto-dim mirrors, blind spot and rear cross traffic, parking guides, power rear sunshade, manual side sunshades4000

TECH PACKAGE: Ultra leather, 7" cluster display, power driver seat extender/bolster, lane departure, lane keep, smart cruise w stop/start, haptic steering wheel, pre-safety seatbelt, auto emergency brake, electronic park brake w auto vehicle hold, front/rear park assist3500

ULTIMATE PACKAGE: Matte wood & aluminum trim, heads-up display, power trunk lid, premium 9.2" hi-def nav, Lexicon 17-speaker audio, dual-mode climate with CO2 sensor3500

DESTINATION CHARGE:950

TOTAL\$49,950



There really is no "base model" Genesis. Unless you have a specific need for AWD, you will almost surely find your sweet spot right here with the rear-drive V6 model. At a starting point of \$38,000—or under \$50k all tricked out—this is very tough to beat.

Where the roads are dry and the cars are slick.



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