

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

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Genesis GV70

VEHICLES • EQUIPMENT • TECHNOLOGY • PEOPLE • EVENTS • DESTINATIONS • ATTRACTIONS



GENESIS GEM

BY JOE SAGE

Genesis has been winning J.D. Power awards for years in a row now, just taking the top trophy for best premium brand for the fifth year, as well as tops in US Tech Experience for 2021. The new GV70 continues this trend, winning its category at the Texas Truck Rodeo, tops overall at the Northwest Outdoor Vehicle of the Year Awards (both in this issue), Motor Trend SUV of the Year, Top Safety Pick+ and many more. You could say we knew this before we knew it, finding it to be a very special vehicle during our first short off-road drive on a specialized course in Texas. We have now affirmed it during a week back home in Arizona. Fifth in a new lineup, GV70 has been preceded in rapid order by new G70, G80 and G90 sedans (see our July-August 2020 issue) and a new GV80 SUV (see July-August 2021), with the

promise of a sixth vehicle yet to join the fleet. We expected a GV90 full-size SUV, but see our News Update pages in the front of this issue for a peek instead at the upcoming GV60, an EV due in early 2022. (Their first EV, the Electrified G80, was revealed in Shanghai last spring.) This generation is instantly recognizable by its Crest Grille—a prominent V-shape at front bottom center—which we took to right away, making the prior grille look sliced off by comparison. The newest models are also recognizable by distinctive “Quad Lamps” clusters up front, with this design ethos echoed in the rear lights of the GV70, creating a comprehensive “Two Lines” effect tip to tail. The lights’ trimless flush fit adds to the magic. It’s a standout in an era when tail ends of many vehicles are almost indistinguishable.

GV70 brings a best-of-both feel to the matrix, as well, via a coupelike swoop to the side window line, yet with full SUV height for cabin and cargo. These style points will help you spot a GV70 immediately, from every angle, but this vehicle’s plus points go well beyond skin deep. Crosshatching in the grille, other inlets and even the wheels carries inside, from quilted leather in most (our package has suede inserts) to stylish and functional knurled cylindrical controls for many features. Precision geometry is balanced by ovaloid shapes, rich leather and carbon fiber finishes, and a tastefully small but wide screen up top that leaves a full-function center stack optimal. (If we changed one thing, it’d be the similar size, shape and location of the shifter and screen controller—way too easy to mistake in motion.) Features are many. While most instrument displays will vary by drive mode—mundane for comfort, racy for sport, informative for eco—the GV70 lets you choose different looks independently of this, one more example of user-centric thinking applied throughout. We played with the screen just to enjoy its subtle animated transformations. A



Key to the styling of the GV70 are its immediately recognizable Quad Lamps up front, now echoed in the rear, tying things together tip to tail in ways few do. These cues also reminded us of a Mandalorian helmet—Boba Fett’s gear when new—a pretty cool bonus. While paint is **Savile Silver** (a magical metallic that varies with light); the interior is a deep **Seville Red** (akin to the deep leather chairs in some very exclusive club).

right rear side camera contextually appears in the binnacle when changing lanes. Everything is precise, cleanly functional and offers a little extra. Although we had driven the GV70 at off-road comparos, this was our first time on pavement. We were in comfort mode with medium sound effects, by default, and found the ride quite sporty and its acoustics pleasing. Not always fans of drivetrain acoustic settings—just give us the real sound—in this, the options were all appropriate. The ride, handling and sound effects were so enjoyable, in fact, that we turned our first simple errand into an eight-hour drive up US 60 through

the Salt River Canyon and Apache nations, most of the way to Show Low. We would’ve completed a full Beeline Highway loop, but it was about to get dark for the elk stretch across the Mogollon Rim, so we doubled back via Miami and Superior. What a drive. Comfortable, sporty and with a great audio system to underscore it all. It’s clear the Genesis design and engineering teams gave extra thought to every detail in the GV70—and best of all, it’s from the owner’s point of view. Many of its individual elements may be found elsewhere, or not, but here the synthesis is quite complete—it all just clicks. ■



SPECIFICATIONS

| | |
|--------------------------|---|
| ASSEMBLY | Ulsan, South Korea |
| ROWS/PASSENGERS | two / five |
| ENGINE | 3.5L twin-turbo 24v DOHC V6 T-GDI |
| HP/TORQUE | 375 hp / 391 lb-ft |
| DRIVETRAIN | AWD, electronic limited slip |
| TRANSMISSION | 8-spd auto w paddle shift |
| SUSPENSION | F/R: multi-link, electronically controlled, with road preview |
| STEERING | R-MDPS rack-mounted electric motor-driven w variable gear ratio |
| BRAKES | front/rear disc; monobloc front |
| WHEELS | 21" sport alloy wheels |
| TIRES | 255/40 R21 102W Michelin Primacy Tour A/S |
| LENGTH / WHEELBASE | 185.6 / 113.2 in |
| HEADROOM (F/R) | 39.6 / 39.1 in |
| LEGROOM (F/R) | 41.3 / 37.2 in |
| TURNING CIRCLE | 37.8 ft |
| GROUND CLEARANCE | 7.3 in |
| CARGO CAPACITY | 28.9 / 56.9 cu.ft |
| WEIGHT | 4354 lb |
| TOW CAPACITY | 3500 lb |
| FUEL / CAPACITY | 91 prem rec'd / 17.4 gal |
| MPG | 19/25/21 (city/hwy/comb) |

| | |
|---|----------|
| BASE PRICE | \$52,600 |
| SAVILE SILVER (SSS) PAINT | 500 |
| SPORT ADVANCED PKG: Nappa leather w sport pattern quilting (note: superseded in Sport Prestige pkg below), layered edge backlit trim, leatherette upper instrument & door panels, suede headliner, heated steering wheel, Lexicon 16-sprk premium audio, digital key, surround view monitor, blind spot view monitor, remote smart park assist, parking distance warning front, parking collision avoidance assist rear | 5000 |
| SPORT PRESTIGE PKG: 21-in sport alloy wheels, electronic limited slip differential, Nappa leather w suede insert (note: Vanilla Beige not on ours retains Sport Advanced Pkg quilting), carbon fiber trim, 3-zone climate, heated 2nd row, manual rear side sunshades, 12.3-in 3D digital cluster, heads-up display | 4900 |
| DESTINATION CHARGE | 1045 |
| TOTAL | \$64,045 |

2022 GENESIS GV70 LINEUP

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|----------------------------|----------|
| 2.5T AWD .. Standard | \$41,000 |
| Select | 45,000 |
| Advanced | 49,150 |
| Sport Prestige | 52,750 |
| 3.5T AWD .. Standard | \$52,600 |
| Sport Advanced | 57,600 |
| Sport Prestige | 62,500 |