

There are many reasons Genesis is doing so well, and distinctive good looks are a great starting point. Driven here is the smallest of their three sedans, the Genesis G70, the smaller sibling of G80 and G90 (which until eight years ago were the Hyundai Genesis and Hyundai Equus).

The G70 arrived in 2017 for model year 2018, its build having the most in common, perhaps surprisingly, with corporate cousin Kia Stinger. The production Stinger was very different from its original low-slung sports tourer concept, and though a hot performer, its production personality pushed it into a family already well-populated by sedans, and it was discontinued last year. The G70, however, is a natural addition to the simpler Genesis lineup.

Restyled in 2020, the newest G70 is instantly recognizable, as with the rest of the lineup, by its fully pointed crest grille and front-to-rear two-line light treatment. For 2023, it received a handful of refreshed features, such as heated rear and cooled front seats, while its base trim received a stronger

engine and Brembo brakes.

At its launch, Hyundai Genesis (now Genesis G80) had two engine offerings—a 311-hp V6 and a 420-hp V8. The V6 came with a choice of rear- or all-wheel drive, but the V8 was rear-drive only, a painful devil's bargain to those who would have preferred the bigger engine and AWD (a build that did work its way into the lineup later).

The G70 base engine is now a 300-hp 2.5-liter turbo-4. The upper trim, driven here, has a 365-hp 3.3-liter twin-turbo V6. Though horsepower is now lower, and much as we love the distinctive soundtrack of a powerful V8, the 3.3T twin-turbo V6 has its own awesome engine note—and delivers plenty of precision power. Both offer a choice of rear- or all-wheel drive, and both are automatics (a prior manual G70 was discontinued two years ago).

Each offers a Sport Prestige package—upgrade options, not separate trims, \$4,200 on the 2.5T or \$4,400 on our 3.3T. This adds such things as staggered 19-inch sport alloy wheels, dark chrome and

sport aluminum trim, a wide sunroof, leather interior with vented seats, Lexicon premium audio, alloy pedals and a range of tech features.

We typically have a great many voice memos to transcribe from our vehicles, usually with a number of snarky notes about ill-conceived features or interfaces. When we don't, it generally indicates smooth sailing. The G70 was smooth sailing.

Drive mode variables are not always very noticeable, which can be a plus, but on the G70 they are significant, also a plus. Our growing appreciation of these kicked in as we popped the G70 into sport-plus for a freeway ramp, easily taking top spot even against a high-torquing EV. On surface streets, it was a bit much, though, so we toned it down to just sport. Even that was a bit much in town, so we reverted to basic comfort mode. We have philosophically dismissed modes, thinking a vehicle should give its best performance, period. However, the G70's significant performance ceiling benefits from a noticeable difference.

This can work to your benefit in both directions, as intended. Already sweet and powerful on a beautiful freeway sweeper, we popped it back into sport and appreciated its noticeable boost.

We had dramatically heavy rainstorms at times during our week, and the G70—despite our example being a rear-driver (AWD is \$2,100 more and to us desirable)—handled it superbly via its well-tuned electronics and mechanicals.

The Genesis G70 is a great driver's car. And as a sedan, it's a relative rarity now. Looming on the

horizon is the brand's rapid replacement of gasoline models with EVs—and with a heavy emphasis on SUVs (see New York show callout). In fact, the G70 assembly line was diverted to EV SUV production a few months ago, to last for an unknown period of time. Rumors abound that this handsome, quick sport sedan will be discontinued. However, as the EV push is now hitting headwinds all around the globe, they are surely hedging their bets.

Either way, this is a great vehicle and a strong value. You might want to grab it while you can. ■



GENESIS CONCEPTS AT NYIAS: Genesis unveiled two new concept vehicles at the New York International Auto Show. • The Genesis Neolun Concept for their first full-size electric SUV has B-pillarless coach doors, seamlessly retracting electric side steps and radiant heating inside. • The Genesis GV60 Magma Concept brings high performance to EVs within a wider Magma program. Three other Magma program vehicles displayed were a GV80 Coupe Concept, G80 Magma Special and X Gran Berlinetta Concept.

Glorious sunset?

BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	.....Ulsan, S Korea
ENGINE/TRANS BUILD	.....S Korea / S Korea
PARTS CONTENT	.....S Korea 80% / US/Can 2%
ENGINE	.....3.3L Twin Turbo V6, DOHC 24v, alum, dual CVTT, GDI, tuned intake system
HP/TORQUE	.....365 hp / 376 lb-ft
COMPRESSION RATIO	.....10.0:1
TRANSMISSION	.....8-spd auto, paddles
DRIVETRAIN	.....ours: RWD (opt avail AWD)
MODES	.....(Intelligent Drive Modes): comfort, smart, eco, sport, sport+, custom
SUSPENSION	.....F: MacPherson strut, hollow stblzr bar, high-performance gas shocks; R: five-link multi-link, solid stblzr bar, high-performance gas shocks
STEERING	.....rack-mtd motor-driven power rack & pinion, variable gear ratio
BRAKES	.....F: (opt Brembo), 13.8 vented, 4-piston monoblock; R: Brembo, 13.4 vented, 2-piston monoblock; red Brembo callipers
WHEELS	.....F: 19x8.0J; R: 19x8.5J sport alloy
TIRES	.....F: P225/40R19 / R: P255/35R19 summer
LENGTH / WHEELBASE	.....184.4 / 111.6 in
OVERHANG (F/R)	.....31.7 / 41.2 in
GROUND CLEARANCE	.....5.1 in
TURNING CIRCLE	.....36.3 ft
HEADROOM (F/R)	.....39.8 / 38.7 in
LEGROOM (F/R)	.....42.6 / 34.8 in
CARGO CAPACITY	.....10.5 cu.ft
WEIGHT	.....3911 lb
FUEL / CAPACITY	.....prem unl / 15.8 gal
MPG	.....18/27/21 (city/hwy/comb)

BASE PRICE	.....\$49,950
PAINT: Bond Silver Satin Metal Metallic	.....1500
SPORT PRESTIGE: electronically controlled suspension, limited slip diff, Nappa leather seats, microfiber suede headliner & pillars, heated steering wheel, heads-up display, surround view monitor, blind-spot view monitor, power trunk	.....4400
DESTINATION CHARGE	.....1250
TOTAL	.....\$57,100

2024 GENESIS G70 LINEUP

	RWD	AWD
2.5T Standard	\$41,500	\$43,600
+ Sport Prestige	+4,200	+4,200
3.3T Sport Advanced	▼ 49,950	52,050
+ Sport Prestige	▼ +4,400	+4,400



G70 SHOOTING BRAKE (EURO)

The Genesis G70 Shooting Brake had its world premiere at the Goodwood Festival of Speed in England in July 2021, as a strategic model for the European market. With the general exterior of the G70, it brings expanded cargo space. ■