

Road Beat: 2018 Genesis G80 – value in a luxu ride



Hyundai continues to be a leader in the luxury car market. Photos/Larry Weitzman

By Larry Weitzman

Genesis is talking of becoming a stand-alone brand. It is no longer a Hyundai. That happened with the introduction of its super luxury ride the G90 about a year ago. Not much has changed since the Road Beat last visited the G80 three years ago. It's hard to believe its been three years, but it was time to see how the G80 stands up to the competition, if there is any.

When introduced, its design was ground breaking and it still is. From the aggressive, powerful front end, the svelte window line to the slightly kammed tail, the G80 is still a looker.

It's a big midsize or a smaller full size. Wheelbase is huge at 118 inches and it stretches out a full 196 inches, but it is only 3 inches longer than some other midsize entry level luxu models. G80's narrow 74-inch width make tight places a breeze. Inside are large car volumes and dimensions with almost 110 cubes in the cabin and another 15 cubes in the well-shaped trunk.

And at a 0.26 co-efficient of drag, it is slick to the wind as you will see later.

Under the expansive hood lies a standard 3.8L DOHC, 24 valve, direct injected V-6 that belts out 311 hp at 6,000 rpm plus a stout 293 pounds of twist peaking at 5,000 rpm. Behind this longitudinally mounted unit is a slick eight speed auto cog swapper that comes with standard paddle shifters. The result is world class performance knocking down an average 0-60 mph acceleration elapsed time of just 5.74 seconds which is a tenth and a half quicker than my previous tester. That is quick, very quick.



Specs and Techs

Price \$39,450 to about \$55,000

Engines

3.8L DOHC 24 valve V-6 311 hp@ 6,000rpm

293 lb.-ft. of torque @ 5,000 rpm

5.0L DOHC 32 valve V-8 420
hp @ 6,000 rpm
383 lb.-ft. of torque @
5,000 rpm

Transmission

Eight-speed automatic

Configuration

Longitudinal front
engine/Rear Wheel Drive/All
Wheel Drive

Dimensions

Wheelbase 118.5 inches

Length 196.5 inches

Width 74.4 inches

Height 58.3 inches

Track (f/r) 64.1/65.3 inches

Ground clearance 5.3 inches

Weight (RWD/AWD/5.0L)

4,138/4,295/4,541 pounds

Trunk capacity 15.3 cubic
feet

Fuel Capacity 20.3 gallons

Steering lock to lock 2.55
turns

Turning circle 36.2 feet

Wheels (3.8/5.0)

18X8/19X8.5f; 19X9r inches

Tires (3.8//5.0)

245/45X18//245/40X19f;

275/35X19r

Cabin volume 107.7 cubic
feet

Coefficient of drag 0.26

Performance

0-60 mph 5.74 seconds

50-70 mph level 2.64

seconds, uphill 3.47 seconds

Top speed electronically limited to 149 mph
Fuel economy EPA rated at 18/27/22 mpg combined. Expect 23-25 mpg in suburban/rural driving. 32-33 mpg on a level highway at 70 mph.

If that doesn't get your attention, passing performance is also world class with a 50-70 mph simulated passing run of just 2.64 seconds backed up with an uphill run of 3.47 seconds. All these times are an improvement over my original test (5.89/2.97/3.86 seconds). While it appears to be the same car, maybe some beneficial tweaking was performed. And it is a great sounding V-6 with the smoothness and sounds emulating a V-8. This G80 flat out rocks, so much so its hard to stay out of the responsive, delicious throttle, yet it's so easy to drive lightly.

Even with all my aggressive driving, in 400 miles of flogging the G80 averaged 23.8 mpg with almost no miles on a freeway.

While the EPA rates the G80 at 18/27/22 mpg city, highway, combined expect better. On the highway with the cruise control set at 70 mph with the engine spinning just 1,800 rpm, in a two-way run the G80 averaged 33 mpg. In a 200-mile round trip from Placerville to Carson City, the G returned 26.7 mpg and overall in 400 miles of driving including all testing meaning about two dozen full throttle runs, the G averaged 23.8 mpg. Zero to 60 mph in well under six seconds and 24 mpg overall. Pretty amazing.

Suspension is a sophisticated five-link system in all four corners with coils and high-performance gas shocks. Solid stab bars are at both ends. Steering is a quick 2.55 turns lock to lock and standard 18X8 inch wheels are shod with meaty 245/45 series rubber. While you may think the ride is soft, body roll

is well controlled and it is truly amazing how well the G80 blasts through the twisties. Those meaty tires have excellent predictable grip and it goes through transitions quickly and smoothly. Genesis handles well and is a pleasure to drive aggressively, even this base model that came with no optional equipment. As you will read later, you will want for nothing as the standard equipment list is long and complete.

Genesis could be used in place of the word smooth. The ride is about "as good as it gets," an almost perfect blend of softness with just the right amount of solid. The body and structure are bank vault solid. It is a wonderful thing about modern cars as exemplified by this Genesis. Quiet is also another word synonymous with Genesis. With the engine spinning a low 1,800 rpm at 70 mph, the Genesis is inaudible and wind and tire noise are nonexistent.

Safety is standard with Genesis. Besides the compliment of usual safety gear and acronyms, is auto emergency braking. Lane Keep Assist is standard. Headlights are fab with Bi-xenon and auto high beams. Brakes are strong and powerful. As I wrote, safety is standard.

Inside is a luxu leather interior. The driver's seat is great for long distance, but the passenger seat wasn't as good. Instrumentation is perfect with three separate trip computers and a big tach and speedo flanking. The center stack was easy to use. Simple and elegant and no college course necessary to learn. It's like plug and play.

As mentioned above, Genesis has a huge interior with the rear seat legroom of a limo. And the trunk is also huge, an easy four golf bagger.

Now to the coup de grace, this G80 stickers for \$41,750, plus \$975 for the boat from Ulsan, Korea. Imagine \$42,725 for a complete world class performing luxu ride that even looks better. I could go on with the superlatives, but I think you

already get that. This is a fabulous car for an even better price. It's called value extraordinaire.

Larry Weitzman has been into cars since he was 5 years old. At 8 he could recite from memory the hp of every car made in the U.S. He has put in thousands of laps on racetracks all over the Western United States.