

## Burgeoning Beauty vs. Proven Performer

By Josh Jacquot, Senior Road Test Editor [Email](#) | [Blog](#)

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The list of six-cylinder sport coupes that actually matter is a short one. Let's face it, until now it's been [BMW 335i](#) and [Infiniti G37](#). And then, about two weeks ago, Hyundai dropped a bomb. A big one.

It's called the 2010 Hyundai Genesis Coupe.

And all of a sudden, the Korean carmaker — whose previous attempts at "sporty" included machines like the unenviable [Scoupe](#) and the forgettable first-generation [Tiburon](#) — has thrust itself into the spotlight with a car that at once looks good and has the specs to do the deed. Three hundred horsepower. Six-speed manual transmission. Rear-wheel drive. Limited-slip differential. So put that in your Scoupe pipe and smoke it. Here comes a real car.

Sounds remarkably like the territory of the 2009 Infiniti G37, doesn't it? And it is. In every way except price. So there's your comparison test.

### It'll Run Ya

If you've read our [full test](#) of the 2010 Hyundai Genesis Coupe 3.8, then you know it's a solid machine with ample power, gorgeous styling and a low price. A *really* low price.

For \$29,500 you can have yours with a 3.8-liter V6 and the Track package, which adds a stiffer suspension, a Torsen limited-slip differential, Brembo brakes and 19-inch wheels. A six-speed manual transmission is standard equipment and our test car has one. Complete with its floor mats, iPod connector and destination fee, it costs \$30,375. This number, by the way, is \$6,625 less than the *base* price of the Infiniti G37.

But let's not rule the G37 out of the game just yet. It has proven itself to be a sufficiently bad-ass machine by winning multiple comparison tests in sedan form and remaining a favorite among editors here at *IL*.

Our G37 test car piled on the options: a \$3,200 Premium package added a Bose audio system, memory driver seat, Bluetooth and other amenities. The Navigation package added \$2,200, the rear spoiler \$550 and illuminated door-sill plates another \$330.

The grand total for the 2009 Infiniti G37, which also had a six-speed manual, totaled \$44,095 with destination. *Cha-ching*.

### Specs Face Off

Let's not mess around; the price of entry for both of these machines is considerable. The G37's is just far more considerable, that's all. But the Infiniti also has the more impressive specs of the two. Its 3.7-liter V6 is rated at 330 horsepower and 270 pound-feet of torque. It has huge 19-inch wheels and sticky Bridgestone Potenza summer tires, plus fixed four-piston brake calipers are matched with 14-inch front rotors.

But the Genesis holds its own on paper with 306 hp and 266 lb-ft of torque from its own 3.8-liter V6. It, too, comes with 19-inch wheels and the same Bridgestone summer tires, and four-piston Brembo calipers are up front with 13.4-inch rotors.

So are G37's extra amenities, power and proven platform enough to better a competitor which both in-person and on paper appears to have it covered in most critical arenas?

That's what we pondered as we drove both cars for two weeks. We slid them around wet roads, spun dyno rollers and sliced through slalom cones — we even squeezed into their cramped backseats. Before it all began, we decided price and performance would weigh equally on the outcome of this test (25 percent each). The rest would be down to feature content (15 percent), our subjective evaluation score (15 percent), fuel economy (15 percent) and editors' picks (5 percent).

### **On the Road**

If this contest were boiled down to the driving experience alone, the win would go to the 2009 Infiniti G37. It is the better driving car. Its suspension offers a better compromise between a comfortable ride and crisp handling, its engine is better suited to the character of a sport coupe, and all its controls provide better feel and response. Even its steering, which at first seems to be artificially cursed with too much effort, comes alive at speed to inform its driver precisely how much cornering grip remains at the front tires. It's a well-refined formula that Nissan has nailed on all its FM-platform cars.

The Infiniti's VQ-Series engine is the big selling point here. With a ripping 7,600-rpm redline, it's living large at high speed rather than just surviving (an impression we'd verify later at the dyno). This kind of power delivery is better suited for hard driving than the grunty mill in the Genesis. Start singing up a mountain road with the G-machine and you'll find yourself at high rpm early and often. And you'll want an engine that's comfortable there.

Perhaps the only area where the 2009 Infiniti G37 falls short relative to the Genesis is in the use of a viscous limited-slip differential. Slower reacting and therefore less predictable than the Torsen LSD in the Genesis, the G's viscous unit simply isn't as effective as it should be in a platform this capable.

Yet there's no denying that the Genesis is very, very good. Enough so, in fact, that most drivers wouldn't miss the G37's added dimension of communication unless they'd had a back-to-back run with the Hyundai. The steering and brakes of the Genesis coupe lack the G37's immediacy, but nonetheless offer ample confidence. Its shifter isn't as bolt-action precise, but we never missed a shift.

And its 3.8-liter engine, well, there's the heart of a minivan under the coupe's sloping hood and we can't pretend otherwise. We swear there's still a little [Kia Sedona](#) in its otherwise throaty intake note, which sounds far better than the G's raspy howl. But let's not forget, this Korean engine is fractionally bigger than the Infiniti's mill. The Genesis' V6 makes ample yank right off idle and equals or exceeds the G's engine in power and torque production until 4,800 rpm according to the Dynojet chassis dyno at [MD Automotive](#) in Westminster, California.

### **Where the BS Stops**

At the test track the 2010 Hyundai Genesis proves itself a worthy entry into the sport coupe segment by giving the pricier Infiniti a run in several categories. First, the Genesis tips the scales at just 3,488 pounds — 221 pounds lighter than the G37. Porkiness has long been a valid gripe about any car built on Nissan's FM platform and the G is no exception.

But being lightweight didn't help the Genesis coupe accelerate as quickly as we had hoped. The Genesis hit 60 mph from a standstill in 6.4 seconds (6.1 seconds with [1 foot of rollout like on a drag strip](#)) and went through the traps at the quarter-mile mark in 14.5 seconds at 97.9 mph. That's considerably slower than the G37's 5.7-second run to 60 mph (5.4 seconds with 1 foot of rollout like on a drag strip) and its quarter-mile performance of 13.9 seconds at 101.4 mph.

Accelerating the Genesis quickly can be tricky because of a drivetrain protection feature built into its engine calibration. Shift the Genesis coupe aggressively at redline and you'll occasionally experience a power cut in your target gear which lasts 3 seconds.

The problem is exacerbated by the car's tachometer, which doesn't keep up with the engine speed in the first few gears, so it's too easy to run the engine to its 6,800-rpm maximum speed (redline is 6,500 rpm). Hyundai says the drivetrain protection is triggered at 6,800 rpm, but once it intervened, we experienced a power reduction in the next gear at much lower engine speeds. Run this V6 to the rev limiter in any given gear and it will hang there comfortably. But if you shift hard and quickly at the indicated redline, you'll occasionally be punished with that cut in power.

Hyundai is considering a new calibration, but there are cars going on sale that incorporate this 3-second power intervention, a feature that can punish drivers at engine speeds well below redline. Some people won't notice it, but to others it could be a deal breaker in the purchase of a Genesis 3.8 coupe.

### **The Handling Story**

Throttle inputs can be used to adjust the cornering attitude of both coupes around the skid pad, but the Torsen differential in the Genesis makes these adjustments quicker and inspires more confidence while doing so. The Torsen diff also gives the Hyundai better lateral grip than the G37, with a 0.88g performance on the skid pad versus 0.85g for the G37.

Through the slalom, the G37's heavier steering offers high-resolution feedback, which helps making prudent decisions at speed easy. But the Genesis has better body roll control and provides more than enough feedback to sense its limits. The Infiniti is quicker at 69.7 mph vs. the Genesis coupe's 68.2-mph run.

The real story here is bigger than the numbers. Drive these cars back-to-back over the same section of road and you'll find them similarly capable. You'll squeeze more speed out of one exiting a corner yet find the other more confident going in. You'll learn to love the G37's instant brake response and then fall for the Genesis' more relaxed but equally confident pedal action. Going quickly in the 2010 Hyundai Genesis Coupe is a product of its guttural grunt, intuitive feel and textbook rear-drive balance. By comparison, the Infiniti is more anxious, more precise and more immediate.

In this case, both approaches work well. But if we were going to split hairs, we'd say that the 2009 Infiniti G37 makes a bigger sacrifice in daily driving where its heavy steering and immediate brake response seem unnecessary and, at times, awkward. But then we'd have to tell you that the Genesis coupe's engine mounts are too soft, so its big V6 flops around way too much during quick shifts or rapid throttle transitions, creating intrusive drivetrain lash. But we won't do that because we genuinely like the way both cars are tuned.

### **Living Inside and Out**

Hyundai's interior quality and design are a step up from many comparably priced cars, but when compared to a machine as costly as the G37 it's sometimes clear where the corners were cut.

The G37's center stack offers two additional knobs that are universally more expensive and offer more expedient, rapid control than buttons. In this case, there's another knob for the G37's passenger temperature, because dual-zone climate control is standard on the Infiniti and not available on the Genesis. There's also another knob for radio tuning. The radio and ventilation controls for both cars operate with quality feel, but with few exceptions, the Infiniti offers a slightly improved level of precision and damping from its knobs.

The Infiniti's \$2,200 Navigation package provides one of the best nav systems in the business as well as XM Nav Traffic, 9.3GB of hard-drive storage for music and a compact flash slot for MP3 playback. Navigation won't be available on the Hyundai until mid-model year.

Hyundai has cut no corners on the seats of the Genesis, however. In fact, the only way we can think to realistically improve them is to put a non-slip surface on the seat bottom. Otherwise, they are supportive, adjustable, even good-looking. And they're superior to the G37's seats in every way except there is no easy-entry release for either of the front seats, a feature the G offers.

Once in the backseat, passengers 5-foot-10 and taller will have to duck down in the Genesis but will still fit in the G37. Both cars make compromises in their rear seats, which is to say, don't plan on riding in the back of either one for very long.

And finally, the ability to make the Infiniti G37 look slab-sided and stodgy requires a car as aggressively styled as the Genesis coupe. This is truly a beautiful machine with lines and angles which literally stop traffic. If you're not a wuss, you'll get yours in Bathurst Black, which best shows off the coupe's gorgeous haunches and sculpted sides. Hyundai managed to knock off the G37's elegant proportions and then add some much-needed shape. And we love it.

### The Rest of the Story

It's the undeniable value equation that tips this test in the favor of the 2010 Hyundai Genesis 3.8. You simply get more car for your dollar with the Genesis coupe. Sure, it's not as much car as the 2009 Infiniti G37, but at two-thirds the cost, it doesn't have to be.

Plus the Hyundai effectively opens up the sport coupe arena to a new buyer — one who isn't prepared to drop the better part of \$50 large on a car but wants the looks and most of the performance of the big players. And that, friends, earns the 2010 Hyundai Genesis Coupe 3.8 a spot on anybody's short list of possible purchases

Integrating features into comparison test scoring is a means to illustrate what buyers get for their extra money when there is a significant price difference between cars competing for the same buyer. We picked options that we feel matter most to buyers shopping for a sport coupe.

Features		
	Hyundai Genesis Coupe V6 3.8 6MT	Infiniti G37 Sport 6MT
Bluetooth	S	O
Dual-zone climate control	N/A	S
Navigation system	N/A	O
Telescoping steering column	N/A	O
Torsen limited-slip differential	O	N/A

Key:

S: Standard

O: Optional

N/A: Not Available

**Bluetooth:** Hands-free phones are now mandatory in many states and laws requiring their use are spreading rapidly across the country. Bluetooth makes hands-free talk easier and more convenient than using a wire. It's standard on the Genesis and optional on the G37.

**Dual-zone climate control:** Married readers will appreciate the nod to accommodation (less so the actual effectiveness) provided by allowing a significant other to control his or her own temperature. The Genesis offers climate control, but it's not a dual-zone setup.

**Navigation system:** Convenience, convenience, convenience. Navigation systems allow for poor planning and ease your life in the modern world. They are, put simply, invaluable. The Genesis won't have a navigation option until halfway through its first model year. Plus the G37's nav system gives you real-time traffic information, voice recognition and 9.3 gigabytes on the hard drive for music storage among other niceties.

**Telescoping steering column:** A telescoping steering column allows for precise adjustments to driving position, a measure that can make or break a perfect fit for some drivers. The G37 has it; the Genesis does not.

**Torsen limited-slip differential:** Although both cars come with a limited-slip differential (LSD), only the Hyundai offers a Torsen type LSD. Torsen limited-slips react quicker, are more predictable and are more durable than the G37's viscous-

## Dimensions

### Exterior Dimensions & Capacities

	Hyundai Genesis Coupe V6 3.8 6MT	Infiniti G37 Sport 6MT
Length, in.	182.3	183.1
Width, in.	73.4	71.8
Height, in.	54.5	54.9
Wheelbase, in.	111.0	112.2
As Tested Curb Weight, lb.	3,488	3,709
Turning Circle, ft.	37.4	36.1

### Interior Dimensions

	Hyundai Genesis Coupe V6 3.8 6MT	Infiniti G37 Sport 6MT
Front headroom, in.	39.2	37.7
Rear headroom, in.	34.6	34.5
Front shoulder room, in.	56.7	53.7
Rear shoulder room, in.	52.8	52.7
Front legroom, in.	44.1	43.8
Rear legroom, in.	30.3	29.8
Cargo volume, cu-ft.	10.0	7.4
Max cargo volume, cu-ft.	N/A	N/A

## Engine & Transmission Specifications

### Engine & Transmission

	Hyundai Genesis Coupe V6 3.8 6MT	Infiniti G37 Sport 6MT
Displacement (cc / cu-in):	3800 (232)	3700 (226)
Engine Type	V6	V6
Horsepower (SAE) @ rpm	306	330
Max. Torque, lb-ft @ rpm	266	270
Transmission	6MT	6MT
EPA Fuel Economy <b>City</b> , mpg	17.0	17.0
EPA Fuel Economy <b>Hwy</b> , mpg	26.0	25.0
Observed Fuel Economy <b>combined</b> , mpg	17.9	18.3

## Warranty


### Warranty Information

	Hyundai Genesis Coupe V6 3.8 6MT	Infiniti G37 Sport 6MT
Basic Warranty	5 years/60,000 miles	4 years/60,000 miles
Powertrain	10 years/100,000 miles	6 years/70,000 miles
Roadside Assistance	5 years/Unlimited	4 years/60,000 miles
Corrosion Protection	7 years/Unlimited	7 years/Unlimited

## Performance

### Performance Information

	Hyundai Genesis Coupe V6 3.8 6MT	Infiniti G37 Sport 6MT
0-60 mph acceleration, sec.	6.4	5.7
Quarter-mile acceleration, sec.	14.5	13.9
Quarter-mile speed, mph	98.0	101.4
60-0-mph braking, feet	111.0	110.0
Lateral Acceleration, g	0.90	0.90
600-ft slalom, mph	68.2	69.7

VEHICLE	2010 Hyundai Genesis Coupe <a href="#">Top</a> 
<b>Model Year:</b>	2010
<b>Make:</b>	Hyundai
<b>Model:</b>	Genesis Coupe
<b>Style:</b>	3.8 Track 2dr Coupe (3.8L 6cyl 6M)
<b>Base Price:</b>	\$30,250
<b>Price as Tested:</b>	\$30,375
<b>Options on Test Vehicle:</b>	Floor mats (\$95), iPod connector (\$30).
<b>Drive Type:</b>	Rear-wheel drive
<b>Transmission Type:</b>	6-speed manual
<b>Transmission and Axle Ratios (x:1):</b>	I = 3.848, II = 2.317, III = 1.623, IV = 1.233, V = 1.000, VI = 0.794, R = 3.985, FD = 3.538
<b>Engine Type:</b>	V6
<b>Displacement (cc / cu-in):</b>	3,778cc (231cu-in)
<b>Block/Head Material:</b>	Aluminum/Aluminum
<b>Valvetrain:</b>	Double overhead camshaft, 4 valves per cylinder, variable intake and exhaust valve timing
<b>Compression Ratio:</b>	10.4:1
<b>Redline (rpm):</b>	6,500
<b>Horsepower (hp @ rpm):</b>	306 @ 6,300
<b>Torque (lb-ft @ rpm):</b>	266 @ 4,700
<b>Brake Type (front):</b>	13.4-inch ventilated disc, 4-piston fixed caliper
<b>Brake Type (rear):</b>	13-inch ventilated disc, 4-piston fixed caliper
<b>Steering System:</b>	Engine-speed-sensitive, power-assisted rack-and-pinion steering
<b>Steering Ratio:</b>	14.9:1
<b>Suspension Type (front):</b>	Independent MacPherson strut, 25mm antiroll bar
<b>Suspension Type (rear):</b>	Independent multilink, 22mm antiroll bar
<b>Tire Size (front):</b>	225/40R19 89Y
<b>Tire Size (rear):</b>	245/40R19 94Y
<b>Tire Brand:</b>	Bridgestone
<b>Tire Model:</b>	Potenza RE050A
<b>Tire Type:</b>	Summer performance
<b>Wheel Size:</b>	19 X 8.0 front - 19 X 8.5 rear
<b>Wheel Material (front/rear):</b>	Aluminum alloy
<b>Manufacturer Curb Weight (lb):</b>	3,389
<b>Curb Weight As Tested (lb):</b>	3,488
<b>Weight Distribution, F/R (%):</b>	54.9/45.1
<b>Recommended Fuel:</b>	Regular unleaded
<b>Fuel Tank Capacity (gal):</b>	17.2
<b>EPA Fuel Economy (mpg):</b>	17 City / 26 Highway

**Edmunds Observed (mpg):** 17.9, 13.2 mpg worst, 21.4 mpg best

#### CONDITIONS FOR TESTING

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**Temperature (Fahrenheit):** 55.8

**Humidity:** 40%

**Elevation (ft):** 421

**Wind:** Calm

#### PERFORMANCE

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**0 - 30 (sec):** 2.4

**0 - 45 (sec):** 4.3

**0 - 60 (sec):** 6.4

**0 - 75 (sec):** 9.0

**1/4 Mile (sec @ mph):** 14.5 @ 97.9

**0-60 with 1-ft Rollout (sec):** 6.1

**30 - 0 (ft):** 28

**60 - 0 (ft):** 111

**Braking Rating:** Good

**Slalom (mph):** 68.2

**Skid Pad Lateral acceleration (g):** 0.88

**Handling Rating:** Very Good

**Db @ Idle:** 42.9

**Db @ Full Throttle:** 83.5

**Db @ 70 mph Cruise:** 70.8

**Acceleration Comments:**


Wildly erratic power cut when shifted at redline is almost a deal breaker. It's completely unpredictable and seemingly unrelated to rev limit. Perhaps some combo of hard shifts at redline triggers it? Either way, it's bad.

**Handling Comments:**


Slalom: Good roll control and enough feedback to comfortably sense limits. Ultimately, not as sharp as the Infiniti G37 tested the same day, but still plenty engaging. Steering is lighter than I'd like but offers enough weight and feedback to make prudent decisions at speed. Skid pad: Balance is good here as throttle transitions nicely change the coupe's attitude.

**Braking Comments:**


Pedal is almost too soft, and effectiveness is not as good as expected for a brake system bearing the Brembo name. Luckily, distance is OK.

SPECIFICATIONS		<a href="#">Top</a> 
<b>Length (in):</b>	182.3	
<b>Width (in):</b>	73.4	
<b>Height (in):</b>	54.5	
<b>Wheelbase (in):</b>	111.0	
<b>Front Track (in):</b>	63.0	
<b>Rear Track (in):</b>	63.6	
<b>Turning Circle (ft):</b>	37.4	
<b>Legroom, front (in):</b>	44.1	
<b>Legroom, rear (in):</b>	30.3	
<b>Headroom, front (in):</b>	39.2	
<b>Headroom, rear (in):</b>	34.6	
<b>Shoulder room, front (in):</b>	56.7	
<b>Shoulder room, rear (in):</b>	52.8	
<b>Maximum Seating Capacity:</b>	4	
<b>Cargo Volume (cu-ft):</b>	10.0	
<b>Maximum Cargo Volume, rear seats down (cu-ft):</b>	N/A	

WARRANTY INFORMATION		<a href="#">Top</a> 
<b>Bumper-to-Bumper:</b>	5 years/60,000 miles	
<b>Power Train:</b>	10 years/100,000 miles	
<b>Corrosion:</b>	7 years/Unlimited miles	
<b>Roadside Assistance:</b>	5 years/Unlimited miles	
<b>Scheduled Maintenance:</b>	Not available	

SAFETY INFORMATION		<a href="#">Top</a> 
<b>Front Airbags:</b>	Standard	
<b>Side Airbags:</b>	Standard dual front	
<b>Head Airbags:</b>	Standard front and rear	
<b>Knee Airbags:</b>	Not available	
<b>Antilock Brakes:</b>	4-wheel ABS	
<b>Electronic Brake Enhancements:</b>	Braking assist, electronic brakeforce distribution	
<b>Traction Control:</b>	Standard	
<b>Stability Control:</b>	Standard	
<b>Tire Pressure Monitoring System:</b>	Tire-pressure monitoring	
<b>Emergency Assistance System:</b>	Not available	

<b>NHTSA Crash Test Driver:</b>	Not tested
<b>NHTSA Crash Test Passenger:</b>	Not tested
<b>NHTSA Crash Test Side Front:</b>	Not tested
<b>NHTSA Crash Test Side Rear:</b>	Not tested
<b>NHTSA Rollover:</b>	Not tested
<b>IIHS Offset:</b>	Not tested

VEHICLE	2009 Infiniti G37 Coupe <a href="#">Top</a> 
<b>Model Year:</b>	2009
<b>Make:</b>	Infiniti
<b>Model:</b>	G37
<b>Style:</b>	S Sport 2dr Coupe (3.7L 6cyl 6M)
<b>Base Price:</b>	\$37,815
<b>Price as Tested:</b>	\$44,095
<b>Options on Test Vehicle:</b>	Illuminated Kick Plates, Navigation Package, Premium Package, Rear Spoiler.
<b>Drive Type:</b>	Rear-wheel drive
<b>Transmission Type:</b>	6-speed manual
<b>Transmission and Axle Ratios (x:1):</b>	I=3.794, II=2.324, III=1.624, IV=1.271, V=1.000, VI=0.794, final drive=3.692
<b>Engine Type:</b>	V6
<b>Displacement (cc / cu-in):</b>	3,699cc (226cu-in)
<b>Block/Head Material:</b>	Aluminum/Aluminum
<b>Valvetrain:</b>	Double overhead camshaft
<b>Compression Ratio:</b>	11.0:1
<b>Redline (rpm):</b>	7,500
<b>Horsepower (hp @ rpm):</b>	330 @ 7,000
<b>Torque (lb-ft @ rpm):</b>	270 @ 5,200
<b>Brake Type (front):</b>	Ventilated disc
<b>Brake Type (rear):</b>	Ventilated disc
<b>Steering System:</b>	Speed-proportional power steering
<b>Steering Ratio:</b>	14.7:1
<b>Suspension Type (front):</b>	Double wishbone
<b>Suspension Type (rear):</b>	Multilink
<b>Tire Size (front):</b>	P245/40R19 W
<b>Tire Size (rear):</b>	P245/40R19 W
<b>Tire Brand:</b>	Bridgestone
<b>Tire Model:</b>	Potenza RE050A
<b>Tire Type:</b>	Performance
<b>Wheel Size:</b>	19 X 8.5 front - 19 X 9.0 rear

<b>Wheel Material (front/rear):</b>	Alloy
<b>Manufacturer Curb Weight (lb):</b>	3,662
<b>Curb Weight As Tested (lb):</b>	3,709
<b>Weight Distribution, F/R (%):</b>	54/46
<b>Recommended Fuel:</b>	Premium unleaded (required)
<b>Fuel Tank Capacity (gal):</b>	20.0
<b>EPA Fuel Economy (mpg):</b>	17 City / 25 Highway
<b>Edmunds Observed (mpg):</b>	18.3, 21.4 best, 14.9 worst

### CONDITIONS FOR TESTING [Top](#)

<b>Temperature (Fahrenheit):</b>	53
<b>Humidity:</b>	44%
<b>Elevation (ft):</b>	421
<b>Wind:</b>	SE @ 2.3 mph


### PERFORMANCE [Top](#)


<b>0 - 30 (sec):</b>	TC on=2.7/ TC off=2.4
<b>0 - 45 (sec):</b>	TC on=4.4/TC off=3.9
<b>0 - 60 (sec):</b>	TC on=6.3/TC off=5.7
<b>0 - 75 (sec):</b>	TC on=8.9/TC off=8.2
<b>1/4 Mile (sec @ mph):</b>	TC on=14.3@100.6/TC off=13.9@101.4
<b>0-60 with 1-ft Rollout (sec):</b>	TC on=5.9/TC off=5.4
<b>30 - 0 (ft):</b>	28
<b>60 - 0 (ft):</b>	110
<b>Braking Rating (Excellent, Good, Average, Poor or Very Poor):</b>	Excellent
<b>Slalom (mph):</b>	Stab on=66.2/stab off=69.7
<b>Skid Pad Lateral acceleration (g):</b>	Stab on=.85g/stab off=.85g
<b>Handling Rating (Excellent, Good, Average, Poor or Very Poor):</b>	Very Good
<b>Db @ Idle:</b>	42.4
<b>Db @ Full Throttle:</b>	77.4
<b>Db @ 70 mph Cruise:</b>	67.5
<b>Acceleration Comments:</b>	G's honking 7,600-rpm redline defines it as a true sport coupe. It might not be silky smooth up there, but it is effective. Drive it hard and it pays off with ample speed.


**Handling Comments:** Good at-limit chassis balance is somewhat hampered by slow-reacting LSD on skid pad. Heavy steering, which is burdensome in normal driving offers more at-the-limit feel and feedback than Genesis.

**Braking Comments:**

Solid, consistent pedal at every stop. Effectiveness comes early in travel. Overall, this brake pedal inspires confidence.

SPECIFICATIONS	<a href="#">Top</a> 
Length (in):	183.1
Width (in):	71.8
Height (in):	54.9
Wheelbase (in):	112.2
Front Track (in):	60.8
Rear Track (in):	61.4
Turning Circle (ft):	36.1
Legroom, front (in):	43.8
Legroom, rear (in):	29.8
Headroom, front (in):	37.7
Headroom, rear (in):	34.5
Shoulder room, front (in):	53.7
Shoulder room, rear (in):	52.7
Maximum Seating Capacity:	4
Cargo Volume (cu-ft):	7.4
Maximum Cargo Volume, rear seats down (cu-ft):	N/A

WARRANTY INFORMATION	<a href="#">Top</a> 
Bumper-to-Bumper:	4 years/60,000 miles
Power Train:	6 years/70,000 miles
Corrosion:	7 years/Unlimited miles
Roadside Assistance:	4 years/60,000 miles
Scheduled Maintenance:	Not available

SAFETY INFORMATION	<a href="#">Top</a> 
Front Airbags:	Standard
Side Airbags:	Standard dual front
Head Airbags:	Standard front and rear
Knee Airbags:	Not available
Antilock Brakes:	4-wheel ABS
Electronic Brake Enhancements:	Braking assist, electronic brakeforce distribution

<b>Traction Control:</b>	Standard
<b>Stability Control:</b>	Standard
<b>Tire Pressure Monitoring System:</b>	Tire-pressure monitoring
<b>Emergency Assistance System:</b>	Optional
<b>NHTSA Crash Test Driver:</b>	Not tested
<b>NHTSA Crash Test Passenger:</b>	Not tested
<b>NHTSA Crash Test Side Front:</b>	Not tested
<b>NHTSA Crash Test Side Rear:</b>	Not tested
<b>NHTSA Rollover:</b>	Not tested
<b>IIHS Offset:</b>	Not tested

## Final Rankings

	Item Weight	Hyundai Genesis Coupe V6 3.8 6MT	Infiniti G37 Sport 6MT
Personal Rating	2.5%	83.3	66.7
Recommended Rating	2.5%	100.0	50.0
Evaluation Score	15%	76.8	80.1
Feature Content	15%	33.3	60.0
Performance	25%	86.0	99.0
Fuel Consumption	15%	100.0	100.0
Price	25%	100.0	54.8
<b>Total Score</b>	<b>100.0%</b>	<b>82.6</b>	<b>77.4</b>
<b>Final Ranking</b>		<b>1</b>	<b>2</b>

**Personal Rating (2.5%):** Purely subjective. After the test, each participating editor was asked to rank the vehicles in order of preference based on which he or she would buy if money were no object.

**Recommended Rating (2.5%):** After the test, each participating editor was asked to rank the vehicles in order of preference based on which he or she thought would be best for the *average consumer shopping in this segment*.

**28-Point Evaluation (15%):** Each participating editor ranked every vehicle based on a comprehensive 28-point evaluation. The evaluation covered everything from exterior design to cupholders. Scoring was calculated on a point system, and the scores listed are averages based on all test participants' evaluations.

**Feature Content (15%):** Editors picked the top 5 features they thought would be most beneficial to the consumer shopping in this segment. For each vehicle, the score was based on the features it had versus the total possible (five). Standard and optional equipment were taken into consideration.

**Performance Testing (25%):** Both cars underwent our full complement of performance tests, including 0-60 and quarter-mile acceleration, 60-0 braking as well as standardized slalom and skid pad handling tests. All tests were performed by the same driver at the same location on the same day.

**Fuel Consumption (15%):** Using the EPA combined fuel-economy ratings as the basis for the fuel-consumption comparison (or an estimate based on EPA city and highway fuel-economy scores in the case of

a new car), we awarded a score of 100 percent to the more fuel-efficient vehicle. The less efficient vehicle was scored proportionally based on how close it came to the better-performing vehicle's fuel consumption.

**Price (25%):** The numbers listed were the result of a simple percentage calculation based on the least expensive vehicle in the comparison test. Using the "as tested" prices of the actual evaluation vehicles, the least expensive vehicle received a score of 100, with the remaining vehicle receiving a lesser score based on how much it costs.