

Bring On the Curves

Genesis G70 Puts the Driver at the Center of Luxury

By Derek Price
CARGAZING.COM

BMW should be paying attention to this one.

The 2026 Genesis G70 is one of the most driver-focused cars I've tested in a long time, the kind of sports sedan that reminds me why people fell in love with BMWs in the first place.

It's firm, responsive and eager to let you feel what the road is doing. After a week behind the wheel, that connection is what I remember most.

The seats hold you securely, and the handling is excellent. There's a satisfying physical quality to driving it, with the pavement and the car's movements coming through clearly.

Genesis seems to understand that some luxury buyers actually want those sensations.

My tester was the new Prestige Graphite version, which gives the G70's sporty personality some additional hardware. It has electronically controlled sport suspension, a ride height lowered by 10 millimeters and Michelin Pilot Sport 4 summer tires on 19-inch wheels.

That helps explain the emphasis, but you don't need to study the equipment list to understand this car. You feel its priorities from the driver's seat.

You also need to agree with them.

If your idea of luxury is



The 2026 Genesis G70's low stance, sculpted sides and distinctive split lighting give the compact sports sedan an elegant appearance with enough athletic character to draw attention.

wafting down the road in silence, barely aware that pavement exists, this isn't the experience you're looking for. The G70 I drove puts sharpness and involvement well ahead of that cushioned, quiet sensation.

I like that about it. Still, buyers hoping for soft, isolated transportation should take a careful test drive before assuming the fancy interior tells the whole story.

The engine is another reason to pay attention.

My car's 3.3-liter twin-turbocharged V6 produces 365 horsepower and 376 pound-feet of torque, delivered through an eight-speed automatic transmission and all-

wheel drive.

The power feels almost extravagant. It has the muscular shove I associate with a big V8, and it suits a sedan this eager to entertain.

But I wouldn't consider the upgraded engine essential.

The standard 2.5-liter turbocharged four-cylinder makes 300 horsepower. I didn't test that engine this week, but I'd expect that to be plenty for enjoying a car like this without feeling underpowered.

The V6 is a temptation, not a prerequisite.

I'd be tempted by the styling either way. The G70 has the proportions and ele-

gance I associate with classic sports sedans, interpreted with enough freshness to give Genesis its own identity.

It's modern and sharp, and it looks expensive without becoming ostentatious. This is a car I'd be proud to have in the driveway.

My tester's Vatna Gray paint and dark exterior trim kept the appearance restrained. Inside, Ultramarine Blue Nappa leather with orange stitching added some welcome personality.

The cabin looks every bit as upscale as the exterior suggests.

There's plenty of technol-

ogy, too. This version includes a 12.3-inch digital instrument cluster, a 10.25-inch navigation screen, a head-up display and cameras that show the surroundings and blind spots.

Heated and ventilated front seats, a heated steering wheel and Lexicon premium audio round out an equipment list that makes the car feel thoroughly contemporary.

The back seat is a little tight, though. If adults regularly ride behind you, give them a vote during the test drive.

Fuel economy is another compromise. The EPA rates this V6 AWD model at 17 mpg city and 23 highway, so the extra muscle comes with an ongoing cost.

Even so, the overall value impresses me.

The G70 lineup starts at \$43,450 before destination. My Prestige Graphite AWD carried a \$60,295 sticker including delivery, with no extra-cost options.

That's substantial money, but the combination of performance, equipment and rich cabin materials makes a persuasive alternative for someone shopping the BMW 3 Series.

I'd happily put this Genesis on my own list. The firm ride and snug rear seat narrow its audience, but the G70 gives an enthusiastic driver plenty to appreciate every time the road bends.

AT A GLANCE

WHAT WAS TESTED?

2026 Genesis G70 3.3T Prestige Graphite AWD (\$58,900). Options: None. Price as tested (including \$1,395 destination charge): \$60,295

BY THE NUMBERS

Wheelbase: 111.6 in.
Length: 184.4 in.
Width: 72.8 in.
Height: 55.1 in.
Engine: 3.3-liter twin-turbocharged V6 (365 hp, 376 lb.-ft.)
Transmission: Eight-speed automatic
MPG: 17 city, 23 highway

RATINGS

Style: 9
Performance: 9
Price: 9
Handling: 9
Ride: 6
Comfort: 7
Quality: 9
Overall: 9

WHY BUY IT?

Drivers who enjoy feeling the road will find sharp handling, muscular acceleration and an impressively furnished cabin for the money in the G70.



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Inside, the G70 surrounds the driver with supportive seating, carefully finished surfaces and contemporary technology in a snug, sporty cabin.

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A CLOSER LOOK



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FACTS, FIGURES AND RATINGS

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