Genesis G70 Shooting Brake – Road Test, plus Genesis Subscription service and new electric models news

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The Genesis G70 Shooting Brake Luxury Line gets a further airing…

In December last year we visited the new South Korean luxury brand's model line-up reviewing several models including their latest addition – the Genesis G70 Shooting Brake. Now Robin Roberts (and Miles Better News Agency) has had the opportunity for a much longer test drive period.

Britain is a very lucrative if sometimes specialist car market and that's what newcomer Genesis is counting on with a small model range which includes the G70 Shooting Brake.

This semi-estate designed for the European market and nowhere else appeared in late 2021 alongside a saloon and two larger SUVs with simple choice of petrol or diesel engines. The G70 Shooting Brake (SB) can be specified in any of three trims and the upper level with the most powerful engine get four-wheel-drive as opposed to the standard rear wheel drive transmission. All feature a spacious, easily-accessed load compartment.



The standard price of the G70SB is £40,700 but ours came with the Innovation and Comfort Packs, nappa full leather seats, electric sunroof, Lexicon audio and matt silver paint finish, adding nearly £10,000 to the list price.

Aimed squarely at the best semi-estates from premium brands in Britain and Germany, the Genesis G70SB is very sleek and head-turning especially in the matt grey finish.

This slideshow requires JavaScript.

While every other manufacturer has a hybrid in its range, it was strange for Genesis to launch only pure petrol or diesel engines as a newcomer and considering it’s the premium brand of the Hyundai Group they have not utilised the bigger V6 petrol engine from the Kia Stinger.

As it comes, the beefy 241 bhp 2.5 litre four cylinder petrol engine (as installed in the test car) gives it respectable performance, particularly two-up, but you have to work it to get that out and the downside is heavy consumption.



We never got over 30 mpg and with a heavy load it was making frequent automatic gearchanges hunting for the best of the eight ratios it could utilise, which possibly accounted for the low economy.

Unless you really floored the throttle, gearchanges were smooth and imperceptible and the driver has paddles on the column to explore the power potential for any situation.

Steering was a little dead to the touch but the turning circle was good and assistance was progressive as it diminished with speed so it was not twitchy or too light on motorways.

Underfoot, the brakes really hauled down speed in an impressive and unchallenged manner

with excellent control and feedback and the parking brake securely held the test car on slopes or in traffic.

The front strut and rear multi-link suspension is straight out of the good handling recipe book and kept the car firmly planted on the road over any surface and twisting section of tarmac however it was loaded. Near neutral handing kept us out of trouble and there was no undulating floating or wallowing on secondary roads.

The all-wheel-drive transmission means all available power is well distributed and put down on the road and inspires confidence on some very wet, wintry roads.

In sheer performance terms the Genesis G70 SB was safe and surefooted, with average acceleration and a higher top speed ratio for the unlimited German motorways. This meant it happily and easily cruised at the UK limit and really felt at home gobbling up the miles day after day.

So it was just as well the interior was a very comfortable place to be with excellent access through the four doors and automatic high opening tailgate, even if the rear legroom was a little short for taller passengers. Infront the seats adjustment range was good and their shape fully supported occupants while the heating and cooling features would be welcome alongside the heated steering wheel for a driver on a cold day.




GENESIS

The air conditioning was simple, with separate controls to the touchscreen function on the central display and it was highly effective and quick to change, supported by powered windows and an electric sunroof and screen on the test car.

The driver has a simple instruments' display directly ahead, a head-up display as well, and changes to the eco, normal, sport or sport+ modes of the powertrain are picked up by colour mapped dials to emphasise the settings.


BBC Radio 2

Every minor and major control fell straight to touch and the clarity of the driver's display and the selectable infotainment display in the centre was excellent. The Lexicon entertainment system was high quality, easy to navigate with superb output and clarity. Phone integration was straightforward and quick.

Excellent cameras and sensors all round the G70 SB provided unobstructed vision when parking or simply driving along and headlights and wipers were high performance and very effective.

The sophistication inside was relaxing and made all the better with very low noise levels from the powertrain, suspension or airflow around the car at speed.

VERDICT

Everything about the Genesis G70 SB oozed refinement and class and for a first attempt at the UK market it's a very strong entrant.

Once they take a serious pitch at slashing the engine's emissions and extending its economy the brand will have a winner on their hands backed up by their Genesis Flexibility unique retailing subscription service where they come to the customer and deliver good old fashioned service. Remember that?

For: Smooth ride, comfortable seats, sophisticated cabin, excellent major and minor controls, superb vision up front.

Against: Thirsty engine, indecisive gear-changes, short on rear legroom, expensive to tax and run, restricted rear/rear quarter visibility.

Mini Milestones and Wheels-Alive Tech. Spec. in Brief:

Genesis G70 Shooting Brake Luxury Line



Price: £50,020 as tested

Mechanical: 241 bhp 4 cyl 2.0L petrol, 8 sp AWD

Max Speed: 146 mph

0 – 62 mph: 6.9 sec

Combined MPG: 29.8 on test

Insurance Group: 38

CO2 emissions: 212 g/km

Bik rating: 37%, VED First Year road tax £1,345 then Standard rate, £490SR annually for 5-years

Warranty: 5-years/ 60,000 miles

Size: L 4.69 m (15.39 ft), W 2.09 m (6.86 ft), H 1.40 m (4.59 ft)

Bootspace: 465 – 1535 litres (16.42 – 54.21 cu.ft)

Kerbweight: 1787 kg (3,940 lb)

Late Genesis News by Robin Roberts

Genesis Flexibility is a new dedicated subscription service from the executive car brand.

It is a common-sense subscription plan providing peace of mind, short term flexibility and a luxury experience at every step.

Starting from £599 a month with a minimum six-month term, Genesis Flexibility is an 18-months contract and covers the G70 and G80 saloons, the GV70 and GV80 SUVs and the designed-for-Europe G70 Shooting Brake which are all available to order from the website on Genesis Flexibility to be delivered direct to the customer in as little as two weeks' time.

The Genesis Flexibility package includes all scheduled servicing, whilst also offering the same scope of services provided when purchasing a Genesis vehicle, including home delivery and collection, all the benefits of the comprehensive Genesis Care Plan, such as roadside assistance, and a dedicated Genesis Personal Assistant. The model can be changed after six months for another in the range.

Customers will be able to contact their Genesis Personal Assistant at their convenience to arrange vehicle servicing, including free pick-up from the customer's home or place of work, and a courtesy car provided as standard; all part of the brand's promise, 'we come to you'.

Andrew Pilkington, Managing Director for Genesis Motor UK, said, "At Genesis, we strive to deliver a customer-first luxury experience, and the launch of Genesis Flexibility builds on this, as we are simply responding to both customer demand and changing customer needs by providing our own vehicle subscription service that offers a convenient and stress-free introduction into the world of Genesis.

"At Genesis, we believe that you don't need to own a premium luxury vehicle to be able to drive one. We want our subscription customers to have the same first-class Genesis service, on their own terms and to suit their lifestyle."

All electric GV60 model announced...

...Robin Roberts reports.



Genesis has officially confirmed that the GV60, the brand's first electric car (above) for Europe, will be available to pre-order soon.

The GV60 is the sixth model in the European line-up and the first dedicated electric car from the premium luxury Korean brand, which will be available later this year.

The GV60 is based on the dedicated Electric-Global Modular Platform (e-GMP), allowing up to 321 miles of range with the Premium model, signalling the brand's commitment to maximising driving range and premium performance on its journey towards premium

electrification.

GV60 will be available with three options:

Premium– powered by a 168 kW single motor and focused on range capability

Sport– all-wheel drive and powered by 160 kW + 74 kW motors

Sport Plus– a punchy 160 kW + 160 kW dual motor AWD with a unique Drift Mode and a Boost Mode which adds a 10-second power boost of 20 kW + 20 kW, offering the most dynamic GV60 experience

As standard, GV60 will come packed with next-generation technology providing a unique electric car experience such as advanced driver safety technology, a stunning dual 12.3” infotainment screen and wireless phone charging. Like all Genesis vehicles, customers will be able to add a variety of different packages that come with extras such as heated seats, a panoramic sunroof, Bang & Olufsen audio system and digital rear view side mirrors.



The Genesis range will include three all-electric cars by the end of the year, as part of the brand’s Future Vision strategy. Starting in 2025, all new Genesis vehicles launched will be pure electric and Genesis will establish itself as a 100% zero emission brand by 2030.