



Infiniti G37



Taking the **HIGH ROAD**

Luxury Cars in Cy-Fair

Written By Don Armstrong

In this edition of Cy-Fair Magazine, we take a look at a few upper-end offerings that are hoping to find a new Cy-Fair garage to call home.

One Great Sedan

Infinity's G37 is one of the sharpest looking mid-size, entry-level luxury sedans on the market today. Its flowing lines, sleek front clip with contemporary grille and headlamps, along with a fastback roofline, put the G37 in the super glam category. The G37's interior extols all of the same virtues as the exterior, but in a more subtle fashion. Attention to detail is what you'll notice first. Fit, finish, choice of materials and placement of controls, including climate, audio and navigation functions, work in perfect harmony. And let's not forget design. The G has one of the best looking dashes known to man, with just a splash of the oh-so-necessary bling.

Of course this level of sophistication wouldn't be complete without a little muscle under the hood. Powering all G's is a stout 3.7-liter V-6 engine that drives the rear wheels with 328 HP through an all-new 7-speed automatic transmission. The combination results in 18 mpg-city and 26-highway. Steering wheel mounted paddle shifters are standard. Pricing on the 2009 Infinity G37 starts at \$33,250.

Especially Good

When compared to others in the class, the Lexus ES 350 is the more conservative of the group. That's not a bad thing since a lot of us like a conservative automobile, and Lexus knows that. They sell a lot of them, not only because of the design, but because this is the epitome of luxury.

Its conservatively sleek exterior is mirrored on the interior. Soft, supple, perforated seating surfaces coddle and cool during the ride home on 290. Power is derived from a 3.5-liter V-6 that delivers 272-horses to the front wheels via a 6-speed automatic transmission. This combo gets 19 mpg-city and 27-highway. The ES won't win any high-speed cornering awards, nor should it. This is a car you'll want to have for traveling in comfort. Pricing on the 2009 Lexus ES 350 starts \$34,470. Option packages make the price swell rapidly.

New Kid on the Block

The Hyundai Genesis is one of the most exciting cars to come off any assembly line in years. Why? Price, design, quality, appeal, fuel

mileage, and the list goes on and on. "Hyundai" you say? Yep. This up and coming Korean automaker languished as an also-ran until recently, when someone decided it was time to make a move in the design and affordability categories. Boy, has it made an impact. The Genesis sedan could easily be mistaken for a Lexus LS or perhaps a Mercedes S Class, especially in black. The interior is surprisingly simple in design, but because of the flowing lines of the two-toned dash, an opulent feeling is achieved, right down to the round control knob located on the center console.

Two trim levels that are tied directly to the V-6 or V-8 engines are available. Most impressive is the optional 375-hp V-8,

but the V-6 is no slouch either, delivering 290-horsepower to the rear wheels through a 6-speed automatic transmission. Pricing starts at \$32,250

More Super Sedans

BMW 3 Series

Smallest of the entry-level luxury sedans, the 3 Series continues to impress aficionados. Not only does it come from one of the best builders of automobiles, it lives up to its reputation. Pricing begins at \$33,600.

Cadillac CTS

If there was ever one car that could turn

around an entire brand, it has been the Cadillac CTS. Now in the second year of a complete redesign, the CTS is America's answer to luxury sedans, starting at \$36,560.

Acura TL

The TL's new look can be polarizing. That said, its performance and handling are superb, with a 306-horsepower V-6 available. High-tech gadgets abound in the more upscale version. Starts at \$34,995.

CFM

DON ARMSTRONG'S knowledge and life-long love affair with motorsports has earned him the reputation of being one of the area's most respected automotive journalists. He's a member of the Texas Auto Writer's Association.

Hyundai Genesis





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