



timation, the Q45 feels more nimble than a 560SEL, about like a 750iL. It steers at least as well as—if not better than—either German car, and goes down the Interstate as if it knew the way.

In fact, the big Infiniti drives so sinuously that even the most insensitive driver won't fail to notice that it is a very expensive automobile. Except that it's not, at least not in the current luxury-car context. Through this entire review we've been comparing the Q45 to the awesome 750iL and the still-strong 560SEL, which sell for \$70,000 and \$72,280, respectively. Though final prices haven't been announced, the Q45 will arrive at dealers wearing a base price of approximately \$38,000. That includes every luxury amenity, leather seats, and a Bose stereo. The only option is Super HICAS.

As if such an incredible bargain weren't enough, the new Infiniti Division is practically going to jump through flaming hoops to make buying and owning its new car as stress-free as possible. Stylish Japanese-motif dealerships, replete with sculptures, babbling brooks, and shoji-screened "contemplation areas" are going up in about a hundred locations across the country. We visited the Infiniti dealer training center and found frighteningly courteous sales "consultants" and service "technicians" training hard to win you over.

If you love the ambiance but lack the funds for a Q45, there's still the smaller M30 coupe, which should list for around \$25,000. Based on the aging Japanese-

market Leopard, it's hardly a wondercar. But at least owning one will entitle you to return to the Infiniti store now and then, where the minions will fall at your feet as if you were the Dalai Lama himself.

Think about all that as you watch the price of German iron notching steadily upward. Right now, the only thing the Q45 won't do as well as the established

stars is impress your neighbors, clients, and co-workers. But give it time. An accomplishment this grand has the power to move mountains and change the course of rivers.

Come to think of it, if you listen closely you just might make out the footfalls of a new generation of buyers. They're coming this way. ●

**Vehicle type:** front-engine, rear-wheel-drive, 5-passenger, 4-door sedan

**Estimated base price:** \$38,000

**Standard accessories:** power steering, windows, seats, locks, and sunroof, A/C, cruise control, tilt steering, rear defroster

**Sound system:** Nissan/Bose AM/FM-stereo radio/cassette, 4 speakers

**ENGINE**

Type ..... V-8, aluminum block and heads  
 Bore x stroke ..... 3.66 x 3.26 in, 93.0 x 82.7mm  
 Displacement ..... 274 cu in, 4494cc  
 Compression ratio ..... 10.2:1  
 Engine-control system ..... Nissan electronic with port fuel injection  
 Emissions controls ..... 3-way catalytic converter, feedback fuel-air-ratio control, EGR  
 Valve gear ..... chain-driven double overhead cams, 4 valves per cylinder, variable intake timing, hydraulic lifters  
 Power (SAE net) ..... 278 bhp @ 6000 rpm  
 Torque (SAE net) ..... 292 lb-ft @ 4000 rpm  
 Redline ..... 6900 rpm

**DRIVETRAIN**

Transmission ..... 4-speed automatic with lockup torque converter  
 Final-drive ratio ..... 3.54:1, limited slip

**DIMENSIONS AND CAPACITIES**

Wheelbase ..... 113.4 in  
 Track, F/R ..... 61.8/61.8 in  
 Length ..... 199.8-200.4 in  
 Width ..... 71.9 in  
 Height ..... 56.3 in

Frontal area ..... 23.3 sq ft  
 Ground clearance ..... 4.4 in  
 Curb weight ..... 3850 lb  
 Weight distribution, F/R ..... 57/43%  
 Fuel capacity ..... 22.5 gal  
 Oil capacity ..... 7.0 qt  
 Water capacity ..... 10.1 qt

**CHASSIS/BODY**

Type ..... unit construction with 1 rubber-isolated subframe  
 Body material ..... welded steel stampings

**SUSPENSION**

F: ..... ind, unequal-length control arms with a two-piece hub, coil springs, anti-roll bar  
 R: ..... ind; 1 diagonal link, 2 lateral links, and 1 control arm per side; coil springs; anti-roll bar

**STEERING**

Type ..... rack-and-pinion, power-assisted  
 Turns lock-to-lock ..... 2.6  
 Turning circle curb-to-curb ..... 37.3 ft

**BRAKES**

F: ..... 11.0 x 1.1-in vented disc  
 R: ..... 11.5 x 0.4-in disc  
 Power assist ..... vacuum with anti-lock control

**WHEELS AND TIRES**

Wheel size ..... 6.5 x 15 in  
 Wheel type ..... cast aluminum  
 Tires ..... Michelin MXV 2000Z G, 215/65VR-15

**MANUFACTURER'S PERFORMANCE RATINGS**

Zero to 60 mph ..... 7.5 sec  
 Standing 1/4-mile ..... 15.5 sec  
 Top speed ..... 150 mph