



Infiniti G37

Photos by Michael Cooney

2012 Infiniti G37 Convertible and Nissan Maxima SV Solid Performers— Choose Folding Hardtop or Sedan

Compared with competing 4-seat hardtop convertibles such as the BMW 3-Series and the Lexus IS, this G37 is the prettiest of the bunch. Its sleek and sensuous lines make it a styling stand-out.

With nearly the same 3.7L V6 as the Nissan 370Z, its 325 horsepower mated to a smooth-shifting 6-speed stick provided strong acceleration along with a nice but too subdued exhaust note. Sticky summer tires on stunning 19-inch wheels certainly helped in the cornering department, as did its sport-tuned suspension. Larger brakes and a limited slip differential add to the performance list.

I had a great time in this rear-drive convertible and found it to be a capable and engaging machine on our local winding roads. When pushed hard, only modest body roll was evident up to the point of tires squealing, signaling the end of traction. Its cornering limits are pleasingly high and this is one convertible with a lot of “sport” built in alongside the luxury.

Inside you’ll find supportive, comfortable multi-adjustable seats set in an upscale interior where a quality feel abounds throughout. The rearview monitor and rear sonar helps keep backup bumps away while twin Bose speakers mounted in each front headrest help you hear your favorite tunes with the top down. Navigation is there too. To lower or raise the top, simply push and

hold the console switch. Electric motors all take their turns and do the rest. Top down, the roof stows neatly away under a body-colored panel. You do lose nearly all your trunk space, however.

This model includes a 4-door sedan, a 2-door coupe, and a new G25 variant with a 2.5L V6.

Turning to the front wheel drive Maxima we find an enigma. With its standard and stout 290 hp V6 and impressive handling dynamics, it’s a cut above the Camry, Accord, Malibu and Fusion crowd. Yet it doesn’t quite fit in with the base level 3-Series, A5, C-Class or CTS group, which all feature rear wheel or all wheel drive. Let’s just say “who cares!” and enjoy it for what it is—a sedan that seats four or five with strong performance and attractive styling.

With headlights that borrow styling cues from the 370Z, the Maxima puts forth a sporty look that hints of fun to come. This SV model included the Premium and Premium Technology Packages which add many amenities on top of an


already solid standard equipment list. Perforated leather climate controlled driver’s seat, heated steering wheel, rearview monitor, navigation... and more. I liked the wide left armrest and that the instant and average mpg numbers came up on the same display.

Nissan calls its Maxima “the 4-door sports car.” It does handle well, and most owners should be more than pleased with its stability when pushed hard through sharp curves. It’s a nice setup, with a ‘luxury firm’ ride and a solid feel. Putting that much power through the front wheels gives it a strong dose of torque steer under hard acceleration, meaning the steering will turn a bit to one side which you have to correct for. This is common in powerful front drive cars.

Infiniti’s G37 Convertible is EPA-rated at 16-city, 24-highway mpg and I scored 20.7 mpg. Base price with 6-speed stick is \$50,850 and this one totaled \$52,085. Nissan’s Maxima SV is EPA-rated 19-city,



26-highway mpg and I averaged 22.5 mpg. Pricing starts at \$34,450 and this loaded example was \$40,930.

Both these Nissan products offer strong performance combined with comfort and lots of lux amenities. They’re enjoyable to drive and deliver substantial satisfaction objectively and subjectively. I enjoyed both, but naturally the G37 Convertible pushed more of the right buttons with its rear-drive, sticky-tire handling advantage. 

Mike Cooney is a lifelong auto enthusiast living and writing in Southern California. Comments are welcome at Michael@BrandProsGroup.com.



Nissan Maxima