



# Serious

by  
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Sage

When Lexus launched the fourth-generation GS for 2013 (in fall 2011, on sale in January 2012), they invited us to drive it at Las Vegas Motor Speedway, such was the point they wanted to make about its serious performance abilities. At 306 hp, with a zero-to-60 time of 5.7 seconds and a top speed of 142 mph, the rear-drive GS 350 shook off years of a more sedate brand persona. (There are also an AWD model, a touch heavier and a touch slower, and a GS 450h hybrid.) And that was all before there was a GS F.

The Lexus F cars are to this brand what AMG or M are to the Germans—their high-performance division. Lexus does not apply this indiscriminately. There's the \$375,000 LFA supercar, sold out in an edition of just 500. And the RC F coupe (see our

May/June issue). Now the GS rear-drive sedan gets the treatment, including the same 467-hp 5.0-liter V8 as the RC F. The GS F starts \$22k higher than the RC F, but it comes loaded. Our sample added very reasonably priced premium surround sound. (Other available options are minor, such as wheel locks. Orange brake calipers, not present on our sample, are just \$300.) Our recent \$62,000-base RC F actually cost \$78k when loaded, narrowing the gap considerably with this one (which is built loaded), and the GS F has the useful capacity of a four-door sedan.

Not only will the GS F blow the doors off the already potent regular GS, it will also knock your socks off with its many edgy engineering and styling features, from F-badged scoops, to F-spec sport seatbacks with brushed aluminum, to a slick

## SPECIFICATIONS

**ENGINE** .....5.0L DOHC 32v V8, direct & port injected  
**DRIVETRAIN / HP/TORQUE**.....RWD / 467 hp / 389 lb-ft  
**TRANSMISSION** ....8-spd sport auto/ F-spec paddles  
**ACCEL 0-TO-60 / TOP SPEED** .....4.5 sec / 168 mph  
**BRAKES** ...Brembo vent. discs w/high-friction pads;  
 F: 15.0 6-piston opposed w/ alum calipers; R: 13.6  
 4-piston w/alum calipers; 4-chan 4-sensor ABS  
**STEERING**.....elec power speed-sensing coaxial  
 rack & pinion, F sport mode adjustable  
**SUSPENSION** ....FR: dbl wishbone w/high-mnt upper  
 arms; R: multilink w/low-mnt upper arms. FR/R:  
 high-rate coils w/bound stop, mono gas shocks,  
 large-diameter stabilizer bars (front hollow)  
**WHEELS** .....F: 19x9 / R: 19x10 BBS forged alum  
**LENGTH / WB / TURN CIRC**...193.5 in / 112.2 in / 36.8 ft  
**WEIGHT** .....4034 lb  
**FUEL / CAPACITY** .....91 octane premium / 17.4 gal  
**MPG**.....16/24/19 (city/hwy/comb)

**BASE PRICE** .....\$84,440  
**MARK LEVINSON AUDIO**: 17-speaker 835w .....1380  
**CARPETED TRUNK MAT**: .....105  
**DESTINATION CHARGE**: .....950  
**TOTAL**.....\$86,875

carbon fiber deck spoiler, to contextual digital gauges, to body effects built for ground effects. Stem to stern and head to toe, the GS F is purpose-built. And its purpose is dead serious, flat-out fast and ferocious fun, with a presence somewhere between sleeper sedan and supercar. ■

*Meet one rockin' Lexus. The GS F is what you might get if the Dodge Charger SRT were a German performance sedan built in Japan.*

