



The 2014 Acura RLX replaces the RL as the company's new flagship. Styling is more modern with its sweeping profile, powerful shoulders, more pronounced wheel arches. The bolder front end features a set of Jewel Eye LED headlamps.

New RLX flagship ready to take on best in segment

By **NEIL MOORE**
Metroland Media Group

I've always regarded the flagship RL as the 'Buick' of Acura's lineup.

That's not a knock against the now discontinued RL, nor Buick, but simply an observation that this kind of car may have been the preferred ride for those wearing their pants a little higher, and spending maybe a little too much time in front of the weather channel.

I'm just saying...

But as the aging GM brand has been mending its ways by injecting a little verve into the lineup – and with much success – so too was it time for Honda's luxury marque to update its top-of-the-line model.

The company rolled out the all-new RLX mid-luxury sedan in June, and although it isn't yet moving in huge numbers, it is outselling its predecessor by a factor of 5:1.

Let's start with the look.

The RLX is not only less stodgy than

the car it replaces – with its sweeping profile, powerful shoulders, more pronounced wheel arches, and bolder front end – but is also wider and has a longer wheelbase.

This translates into a more powerful presence on the road and a more spacious passenger cabin.

Indeed, the extra 50 mm between the wheels helps give the RLX an added 64 mm of rear legroom, besting competitors like the BMW 535i, Lexus GS350 and Audi A6. You can really stretch out

in back.

But it's not simply being the largest and most expensive vehicle in the showroom that earns the RLX its flagship status. To be competitive with the European models, and now even the North Americans, performance must be up to scratch – technology even more so.

And after a week behind the wheel of the 2014 RLX 'Elite' model (MSRP \$62,190), it is apparent that Acura has checked all the right boxes.

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