

Lexus LC is in just its seventh year, though it certainly feels like longer—partly due to six or eight years of gestation, including development of its rare, high-dollar supercar sibling, the LFA, as well as concept cars that foreshadowed both.

The LC has long been available with two body forms (coupe or convertible) and two powertrains (V8 or V6 hybrid). For 2026, however, this is simplified. The big change for 2026 is not directly reflected in our sample—or then again, it is. Though still available as a coupe or convertible, the hybrid version is now discontinued. (Ours driven here is a 2025, a V8 coupe unchanged for 2026, although its glorious Copper Crest paint was for 2025 only.)

The LC 500h hybrid had lower horsepower and torque, but weighed only a bit more, and both had impressive zero-to-60 times. The hybrid did get about 50 percent higher fuel mileage. But the V8 has an almost 22-gallon tank; the price of entry already suggests that few will quibble about the cost

of feeding it; and 24 mpg is still pretty great for a potent V8 on the open road.

.....(discontinued) <b>V6 hybrid</b> .....	<b>V8</b>
Horsepower.....	295.....471
Torque (lb-ft).....	258.2.....398
Weight (lb).....	4410.....4340
Zero-to-60 mph (sec).....	4.7.....4.4
MPG (city/hwy/comb).....	26/33/29.....16/24/18

We like the decision they made.

You may have noticed that, whereas Toyota-Lexus have long been sweethearts of the fuel-mileage-conscious—thanks to dominance in hybrid powertrains, going way back—and whereas they have also developed a decent stable of EVs, they were receiving pushback in some quarters for not migrating to all-EV as fast as some others. Considering their remarkable hybrids, their remarkably high-mpg internal combustion engines, and their experienced engineering teams already in place, we had thought they were wise to hang on to their strengths and continue to develop those, too.

As the lower-volume LC lineup slimmed down to one powertrain, one might have thought it would be the hybrid that would remain—more in line with EV pressure, rules and regulations on the horizon. But then those largely evaporated or diluted—and in a startlingly short time—late last year. We do not know when the decision was made to change over to just one powertrain, nor when it was decided which, nor whether they had decided to go all-hybrid and then reconsidered. We could ask, but it's fun to just speculate. Our guess is that they figured if they are still going to produce this much-loved supercar, although a move to hybrid-only might have felt in line with a push toward all-EV, it was in the V8 that the car's spirit best shined. Enter a rather abrupt major shift in political winds and mandates, to solidify that thinking.

As it turns out, Lexus's own words support this, saying the V8-only LC represents "No-Compromise Design." Exactly as the LC should. Genius.

As you might suspect, we had a blast driving this for a week. That's always the case. Acceleration and handling are powerful and firmly in your control. Drivetrain acoustics are authentic. And its stunning styling turns as many heads as ever.

We often skip drive modes, or use them just in the course of evaluation. Some are so subtle they seem pointless. Others are so dramatic, they raise the question of why the default mode fell so short. A great many have interfaces that are more trouble than they're worth. None of that is the case here. Lexus LC 500 has the typical variety—up from normal into two levels of sport, or down from normal into comfort or eco. The car is already so sporty, its upper modes are just icing-on-the-cake level, which is perfect. Enjoyable mood-modes more than transformative, all you need from something so great in its basic form. Our favorite detail may be the controller, a tactile cylinder sprouting laterally from the right of the binnacle (see inset)—simple twist up, or up-up, springing back to center, no need to remember where you were, just know where you want to go, and give it a nudge.

Perfect implementation. (We never twisted down, though you might for a higher-mpg highway run.)

While the LC 500 doesn't have an AWD variant, it does offer Active Rear Steering—which is part of a \$6,400 Dynamic Handling Package (of which the rear steering represents about \$2,000-2,500). Ours did not have this, and one thing we did notice was just the tiniest bit of suspension motion.

This package also includes rear performance damper and Torsen limited-slip rear differential, variable-ratio steering and a speed-activated rear wing, as well as everything from a carbon fiber roof and Alcantara sport seats, to performance brake pads. It's a generous amount of inclusion for the price and strikes us as a slam-dunk in a car already sitting just north of \$100,000. The ride likely changes from 98 percent perfect to 100 percent. We hope to try them back-to-back.

At any rate, in a car that is already so well executed in any form, it gives you a choice. Maybe "LC" could stand for "loving choices." Whatever version you can find, once you own one, you will likely keep it for a very long time. ■



**SPECIFICATIONS**

ASSEMBLY.....	Toyota, Aichi, Japan
BODY / FRAME.....	unitized steel body w steel front & rear subframes
SEATING CAPACITY.....	four
ENGINE.....	5.0L V8, 32v DOHC, dual VVT-i, EFI, D-4S, alum/alum
HP/TORQUE.....	471 hp / 398 lb-ft
COMPRESSION RATIO.....	12.3:1
DRIVETRAIN.....	RWD
TRANSMISSION.....	10-spd Sport Direct Shift automatic w paddles and manual mode
DIFFERENTIAL RATIO.....	2.937
0-TO-60 / TOP SPEED.....	4.4 sec / 168 mph
SUSPENSION.....	F: dbl-joint multilink; R: multi-link
STEERING.....	vehicle speed-sensing coaxial rack & pinion, pwr assist
BRAKES.....	F: 15.7 vented, 6-piston opposed alum calipers, high-friction pads; R: 14.1 vented, 4-piston opposed alum calipers, high-friction pads
WHEELS.....	opt 21-inch staggered-width split-10-spoke forged alloy w gloss black metallic and machined finish
TIRES.....	F: 245/40 R21; R: 275/35 R21 ours: Michelin Pilot Sport S 5
LENGTH / WHEELBASE.....	187.4 / 113.0 in
GROUND CLEARANCE.....	5.2 in
TURNING CIRCLE.....	35.4 ft
HEADROOM (F/R).....	(CFRP roof) 36.8 / 32.2 in
LEGROOM (F/R).....	42.0 / 32.5 in
CARGO CAPACITY.....	5.4 cu.ft
WEIGHT.....	4340 lb
WEIGHT DISTRIBUTION (F/R).....	54 / 46%
FUEL / CAPACITY.....	.91 oct / 21.7 gal
MPG.....	16/24/18 (city/hwy/comb)

**BASE PRICE.....\$99,250**

BESPOKE BUILD PKG: "allowing customers to configure their vehicle with a mix of performance and styling components like the wheels, spoiler, roof and exterior/interior trim and colors".....	3600
PREMIUM PAINT: Copper Crest.....	595
DARK CHROME TRIM ACCENTS.....	650
WHEELS: 21-in forged-split 10-spoke alloy.....	40
HEADS-UP DISPLAY.....	900
ALCANTARA-TRIMMED SPORT SEATS.....	nc
AUDIO: Mark Levinson premium.....	1220
SPEED-ACTIVATED REAR WING.....	995
CARBON FIBER ROOF.....	2400
CARBON FIBER DOOR SCUFF PLATES.....	600
DESTINATION CHARGE.....	1350

**TOTAL.....\$111,600**

*Ours was a 2025 model; see 2026 pricing, below.*

**2026 LEXUS LC LINEUP**

LC 500.....	▼ \$101,700
LC 500 Convertible.....	109,200

# Maravilloso, como siempre

## Livin' the life

BY JOE SAGE

