

Though Lucid Motors builds its vehicles here in Arizona, at a factory outside Casa Grande, the company is based in Newark, California, across the Dumbarton Bridge from Palo Alto. While we have driven them at comparos elsewhere (where they have done well with awards, thus landing on our cover here), this would be our first time behind the wheel here at home, in the state of their birth.

We've all seen EVs that are given the "luxury" tag simply because they are pricey. Lucid is pricey, too, but it has earned this tag. There are two basic vehicle forms in the family—Lucid Air, a sedan, and Lucid Gravity, an SUV or crossover. Four trims of the sedan range wildy in key attributes—from 430 to a whopping 1,234 horsepower and from \$70,900 to a whopping \$249,000 in base price. Our Touring is just second-up of these four, but is no slouch, at 600 hp and \$79,900, passing \$100k once optioned.

Range is one of Lucid's biggest bragging points, with all versions estimating over 400 miles, some over 500 miles, and adaptation to the Tesla Supercharger network, as of last year, expanding their positioning angle as good road-trippers.

Typically enough, we noted smartphone-caliber features often found in Silicon Valley-hearted vehicles, saying "not unique to this brand (well, quite

a few may be), they have certainly taken them to a much higher level," and "card tricks, magic shows and disappearing acts can be fascinating, even charming, but less so at three tons and 80 miles an hour." We noted features that were "like having a magician get in the way of your BBQ, when all you want is someone to hand you a cheeseburger, but he's gonna turn it into a whole flourishing show, fun at first, till you're raising an eyebrow and waiting for it to please just stop." But again, all this is to be expected.

We found it more useful, though, to refer back to our comparo results from two years ago, competing among alternatives largely still representative today (although rapid evolution is likely looming).

NWAPA in the Pacific Northwest had combined Run to the Sun (performance) and Drive Revolution (pure BEV and PHEV) into a blended event that allowed the same vehicle's participation in both.

Interestingly, Lucid entered the same two different price levels of full EV in the luxury subset of both events (a rear-drive Lucid Air Pure, the least expensive though optioned to \$98k, and a Grand Touring at \$138k). Perhaps surprisingly, these had no wins in the more targeted, EV-centric Drive Revolution (which was won instead by vehicles in the

2025 LUCID AIR LINEUP

AIR PURE 430 hp, RWD, range ≤420 miles	\$70,900
AIR TOURING 600 hp, AWD, range ≤406 miles	▼ 79,900
AIR GRAND TOURING 819 hp, AWD, range ≤512 miles	114,900
AIR SAPPHIRE 1234 hp, AWD, range 427 miles	249,000

\$43-74k range). Yet in the all-powertrains Run to the Sun performance vehicle event, Lucid took the trophies for both its luxury category and the overall event (in both cases the \$138k Grand Touring, competing against others from \$53-206k).

This may suggest that Lucid's EV nature is not necessarily the prime driver for its audience. Sure, they're shopping EVs, but that's a given for them by the time they hit the dealers. Rather, it's the fundamental nature of the beast that seals the deal. From this, we reached a conclusion that may seem a little offbeat, but makes sense and sticks with us—familiarity. Finicky? Sure, it can be to the uninitiated. But there are breeds of dogs like this, that are fully responsive to one owner, one master. You can reach a solid understanding with one, if it's yours, but it's going to be a deep one-on-one relationship. And this suits Lucid just fine. ■

Loyalty.

A one-on-one partner.

BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	Casa Grande, Arizona
ENGINE/TRANS BUILD	USA / USA
PARTS CONTENT	US/Canada 59%
MOTORS	dual perm magnet elec
BATTERY	92 kWh (18 module), platform archt 700V+
MAX POWER / TORQUE	620 hp / 885 lb-ft
TRANSMISSION	single-speed (ratio 7:1)
DRIVETRAIN	AWD
0-TO-60 / TOP SPEED	3.4 sec / 140 mph
SUSPENSION	F: Alum-intensive virtual axis dbl wishbone; high strength steel coils, hollow anti roll bar; adaptive dampers w indep compression & rebound control at 500Hz (unique calib for modes); R: Alum-intensive multi-link. High strength steel coils, anti roll bar; adaptive dampers w indep compression & rebound control at 500Hz (unique calib for modes)
STEERING	elec assist rack & pinion
BRAKES	F: 15-in vented, 6-piston fixed; R: 14.8-in vented, 4-piston fixed
WHEELS/TIRES	opt 20 / Michelin Pilot Sport summer, Lucid-specific compound and constr: F: 245/40ZR20, R: 265/40R20
LENGTH / WHEELBASE	195.9 / 116.5 in
HEADROOM (F/R)	(metal roof) 39.6 / 37.8 in
LEGROOM (F/R)	45.4 / 37.6 in
GROUND CLEARANCE	(std 19-in wheels) 4.9 in
TURNING CIRCLE	39.4 ft
CARGO CAPACITY	trunk: 22.1 cu.ft, frunk: 10.0 cu.ft
WEIGHT	(std 19-in wheels) 5009 lb
DC CHARGE POWER	up to 250 kW
CHARGING TIMES	na
RANGE	(20-in wheels) 377 miles
MPGe	(MPGe) 126/121/123 (city/hwy/comb)
BASE PRICE	\$79,900
PAINT: Fathom Blue Metallic	800
DREAM DRIVE PRO: incl Drive Assist & future-capable ADAS hardware	6750
AUDIO: Surreal Sound Pro w 21 spkrs	2900
WHEELS: 20-in Aero Lite Stealth	1750
COMFORT & CONVENIENCE PACKAGE: soft-close doors, pwr frunk, pwr rear & rear side sunshades, four-zone climate, heated wipers, heated steering wheel, heated rear seats, rear center console display	3000
FRONT SEATS: 20-way power, massage, ventilation	3750
DESTINATION CHARGE	1500
TOTAL	\$102,100