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## Lexus 2 door coupe convertible

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For one thing, it must be easier to pull a coupe or a hatchback because their rooflines not only help provide visual directional traction, they do not require finding a way to pack a retractable top. Perhaps most importantly, designers and model engineers with fixed roof also do not have to make a convincing visual statement that works in two ways: top to top and top down. To be clear, my designer friend has not raised a pen for Lexus, but clearly, Toyota's luxury division should sympathize. Indeed, the brand has not always gotten the convertibles right (a look at the poorly proportioned 2010-2015 IS droptop would be all the evidence needed for this particular court case). What about this 2021 Lexus LC 500? It's something else; an absolute stunning. I'll go one step further. I think this is one of the most beautiful cars on the road at all costs, and that's true for this new droptop and its fixed-roof relationship. See all the photos +66 Grace More unexpectedThat LC is so gorgeous is even more remarkable because, for my money, it is the only beautiful Lexus designed during the entire Ax Spindle Grid Era. While other Lexuses too often mistake aggression for beauty, LC manages to evoke both traits to a large extent without relying on the crutch easily of exaggerated features and excessive body lines. This is a machine who has aesthetics will age very well over time. It's not just its classic long hood, short-deck proportions and overall shape, although they certainly help. From the textured LC grid to its infinite-lens mesmerizing taillamps, this machine is not just a is a proper feast. Listen, I spent a seemingly exaggerated amount of time talking about what this car looks like, but it's because it's central to why customers splash for expensive convertibles like this. You'll be noticed even if your car isn't slathered into this impossibly rich rich infrared paint (\$595). (To his eternal credit, along with the usual silvers, white whites Black, Lexus offers LC in a surprisingly vibrant catalog of colors including Cadmium Orange, Yellow Flare and my favorite, Green Pearl Clouds.) Redemption songNow that I have a few words about appearances out of the way, I have a confession: The first time I drove the LC coupe, it left me broken. We fell certain aspects -- namely its glossy and vocal V8, as well as its peerless cabin materials and overall aesthetics. But it seemed to me that the 2018 model couldn't decide whether it wanted to be a proper sports car or a big relaxed, long-legged tourer. The engine noises of the coupe and driving position suggested the first, but its body weight, periodic dimwitted transmission and suspension and steering adjustment suggested the latter -- even with the optional performance package. I love a good long-distance cruiser as much as the next guy, but the LC 500 of small trunk and vestigial rear seats still meant coupe wasn't a particularly capable GT either. Finally, LC came equipped with The Devil's Infotainment Own: Lexus Diabolical Remote Touch system, a shambolic interface every bit as inscrutable as its oxymoronic name. Finally, I left LC feeling like a great opportunity was missed. I'm happy to report that for 2021, this opportunity wasn't just realized, dropping its top, LC 500 came well and truly age. Oh, that's great. The roadster did Let's right start with conversion (if that's not a word, it should be). Lexus has executed this transformation properly, and the results speak for themselves. Due to the extensive use of high-strength steel, a convertible-specific torsion box and numerous additional supports and gusseting around the floor, roof poles and suspension towers, the flex chassis is not a problem. In addition, top-down wind management -- an often overlooked art -- is a powerful suit. Importantly, there is effectively no significant aesthetic or spacial penalty to go for the convertible, as the cabin is just as spacious. Yes, at a 3.4 cubic meters, the trunk is smaller with two cubes, but that feels academic, as the cargo area coupe is also as shallow and useless as the throw you had in college. This is one of the best Lexus interiors, complete shutdown. Chris Paukert/Roadshow More importantly, when you flip up the discreet leather-bound cover and poke that rocker switch on the center console, LC's top hydraulic ballet quiet from sight, gracefully disappearing entirely under its integrated tonneau in about 15 seconds (at speeds of up to 31 mph). LC well insulated, four-layer cover looks very up or down, and when erect, soft top in tandem with active noise cancellation to provide almost coupe-like insulation levels. That V8 lifeOf of course, life is better with the lid off. It is also better with a V8 under your feet. Dropping the top gives you the best way to hear HIS LC 5.0-litre orchestral, naturally aspirated engine -- all 471 horsepower and 398 pound-feet of it. Believe me, standard automatic transmission -- freshly recalibrated for 2021 -- may have an absurd number of forward reports for a sports car, but you still owe it to yourself to grab the change blades and rifle through the ten gears just to hear this turbo-free engine at high speeds. Doing this won't reach 60 mph any faster than the ho-hum factory's 4.6-second estimate (not to mention the limited ELECTRONIC LC 168-mph top speed), but who cares? As for when you're just slogging through traffic and can't be bothered by DIY, the gearbox now works more obsequiously when left in D. Anyway, this rear-drive traction engine is a treatment, especially when optioned with Limited-slip differential Torsen (\$460) to help get power down in corners. The 5.0-litre V8 engine produces 471 horsepower, accompanied by a fine roar. Chris Paukert/Roadshow Never great to begin with, fuel efficiency figures for this heavier convertible bath with a single mile per gallon on all cycles, now totaling 15 mpg city miles, 25 highway and 18 combined. Speaking of efficiency, one thing that did not make the transition to life without a roof is the hybrid powertrain V6 found in lc 500h. That's just as well, because while this model is significantly more parsimonious than this V8 machine, it's also not a particularly good operator, nor is it anywhere close as engaging to drive. As much as I applaud the intention, I do not recommend the hybrid coupe thruster, and I would not support it in this convertible. Suspension resetAt 4540 pounds before options (as hefty as some Ford F-150 models, not to mention 200 pounds more than the already overweight coupe), Lexus has wisely retuned LC suspension only for convertibles. Changes range from single bushings to new dampers and coil springs. In addition, there is a redesigned and relocated adaptive variable suspension system and a specially designed Yamaha damper between the rear subframe and the chassis, which limits the body flex, adding an extra refinement. These changes come on the heels of a series of subtle but crucial updates implemented over the lifetime of LC's. For 2019, the coupe received a retuned, more compliant suspension and a revised transmission, both of which he did some favors. Like the softened hardtop of 2019, the suspension specific to the model of this convertible more precisely suits the more relaxed behavior of a droptop. Remarkably, this setup does not send creeps through the bodywork, despite the huge rolling stock. I'm not sure thin-sidewalled Pilot Sport ZP run-flats mounted to my optional 21-inch forged wheel tester (\$2,650) doesn't deflate just by looking at the Greater Detroit Martian Roadscapes, but they don't even ride that about. The Lexus Remote Touch controller remains an inflamed stain of a Chris Paukert/Roadshow beautiful cabin with a wartAs before, the LC cabin is a swoopy, stylish and sybaritic masterstroke, especially when equipped with premium leather, would be toasted Caramel hide shown here. Semi-aniline leather is part of the \$5,200 Touring Package, a great options package that also includes a 13-speaker, 1950-watt Mark Levinson audio system. With one notable exception, LC boasts one of the most beautiful interiors in the automotive industry, chock full of interesting shapes and seams all rendered in the best materials. Is that a notable exception? You guessed it: infotainment. Lexus offended Remote Touch remains, trackpad and all. The good news is that unlike early LCs, you no longer have to use the 10.3-inch mouse screen-like interface as often. Yes, this pointer system still puts the curse in the cursor, but life has been much improved because now, not only is Apple CarPlay offered, Android Auto Compatibility joins the fight for 2021. Both offer menu systems much more intuitive than native software. If all else fails, there is a pretty decent Amazon Alexa voice control system as a backstop. While this mosaic setup still makes for a deeply compromised experience, LC's tech dashboard is no longer as disagreeable as a system that is singlehandedly prevented me from recommending past Lexus Models. Like the audio tools mentioned above, the climate control system plays with the convertible theme, automatically adjusting its settings to take into account the roof being opened or closed. And thanks inindulgently called Lexus Climate Concierge with the upper body heating feature (part of the touring package), climate controls and various heating elements (chairs, wheels and neck heaters) working in concert to keep the occupants comfortable. Even the back seats of the coupe are still present, and yes, they are still ridiculously small. Handbags? Definitely. Pomsy or Chorkie agreed? Sure. Schoodle? Just toy or thumbnail, please. Honestly, it's best to think of the rear seats as an extension of the trunk. Simply gorgeous. Chris Paukert/Roadshow On the Safety Front, there are a lot of advanced driver-assistance smarts. Lexus Safety System Plus is equipped as standard equipment and includes automatic pre-collision braking with pedestrian detection, along with blind spot monitoring, lane leaving and lane maintenance systems, plus adaptive cruise speed control. Additional warranties include pyrotechnic pop-up circles for rollovers and a useful head-up display (\$900. Pricing detailsThe 2021 Lexus LC 500 Convertible starts at \$102,025, including \$1,025 for delivery, with my nice tester optioned by calling up at \$111,920. Obviously, that's a lot of money, but with its concept-car looks, addictive noise and gorgeous interior, LC comes across as more desirable worlds than the weak aging Mercedes-Benz SL-Class SL-Class more attractive and special than the BMW 8 Series Convertible. It feels worth the money. It took a few years, but Lexus LC finally knows what it is and what it should have been all along: a beautiful, thrilling and virtuous convertible luxury. Convertible.