

**Future collectibles:
What's on the list?**

PAGE 2



Kia Stinger GT

Cobra Jet

Ford supercharges the Mustang GT350.

PAGE 2



Monster truck

A 707-hp Hellcat for Ram 1500?

PAGE 2



The area's most complete automotive resource and listings.

1,623 vehicles for sale inside — plus more than 7,000 online at timesunion.com/cars

Automotive

timesunion.com/cars



Car Show Calendar

PAGE 3

TEST DRIVE

300 is the new 200

2018 Lexus NX 300h

DAN LYONS | text
Special to the Times Union

Lexus' fourth SUV enters its fourth year with a new number — mostly. The models formerly known as the NX 200t and 200t F Sport are now known as the NX 300 and 300 F Sport.

The hybrid variant in this series was already known as the NX 300h, and that name remains the same. Both gas-powered versions can be had with front- or all-wheel-drive, while hybrids are strictly AWD.

My test Lexus was a hybrid, and a fairly loaded example at that, with just a couple of clams shy of \$10,000 in options. Among the extras: a bird's-eye view parking camera (\$800), a navigation package (\$1,800 includes 10-speaker sound system, remote touch interface), power lift gate with kick sensor (\$550), and the Premium package. The latter adds 18-inch rims with all-season tires, heated/ventilated front seats, power moon roof, blind spot monitoring with rear cross traffic alert, LED DRLs,



2018 Lexus NX 300h

MSRP: \$ 38,335 · As tested: \$48,308

power tilt/telescoping steering column, seat settings memory (\$3,270).

Though the newly-numbered names aren't necessarily noteworthy, all NX series crossovers pick up a handful of (formerly optional) active safety features as standard equipment for 2018. The additions include lane departure alert with steering assist, adaptive cruise control, front collision mitigation with pedestrian



PHOTOS COURTESY OF THE MANUFACTURER

THE 2018 LEXUS NX 300H is the luxury brand's crossover hybrid. While the strictly gas-powered versions of the model are available in front- and all-wheel-drive, the hybrid 300h is offered solely in AWD.

detection and automatic high beam control.

The NX interior is attractive, with good fit and finish. Wraparound styling stretches from the dash to the seating. Lexus tweaked the infotainment system for this model year, with a larger (10.3-inch) display now available.

Bigger is generally better when it comes to screens, and the new display is a plus. The touchpad controller has also been reworked, though its response to finger movements remains overly sensitive, and potentially distracting to the driver. Partial workarounds are possible, using alternate input sources (voice control, steering wheel buttons). The infotainment system lacks compatibility with Android Auto or Apple CarPlay: a drawback, for some smartphone-toting shoppers.

The cabin has adult-sized room in both rows. As with most crossovers, the roof's thick c-pillars make for large rear blind-spots. The optional blind spot monitoring is therefore recommended. And if the budget allows, the eyes-in-the-sky perspective of the panoramic view backup monitor (\$800), takes a lot of the guesswork out of backing up and fine-tuning your parking.

The steep slope of the rear roofline robs some of the cargo space. Capacity in the hybrid ranges from 16.8-53.7 cubic-feet, depending on how you configure the seats. That's slightly less than the gas powered NX (17.7 — 54.6), and notably less than RAV4 (35.6-70.6) — a relative with a more conventional roofline.

Bold styling helps the well-rounded Lexus stand out.

Continued on page 2

GO AHEAD. OPEN IT UP.



The Times Union Auto section indulges your need for all things fast and furious.

timesunion.com/cars

TIMES UNION