

Lamborghini's **CARBON-FIBER** Future...



ROAD & TRACK

Ferrari VS. Lambo

Italy's Best
Battle It Out!

562-BHP
GALLARDO
SUPERLEGGERA



570-BHP
458 ITALIA

PLUS:
A 200
MPH
SUZUKI
KIZASHI!





TopGear

THE GEARHEADS ARE COMING.

PREMIERES NOV 21 at 9/8c







INSTRUMENTS FOR PROFESSIONALS™



POWERFUL. UNIQUE. PURE BREITLING
The Galactic 41 \$5,160

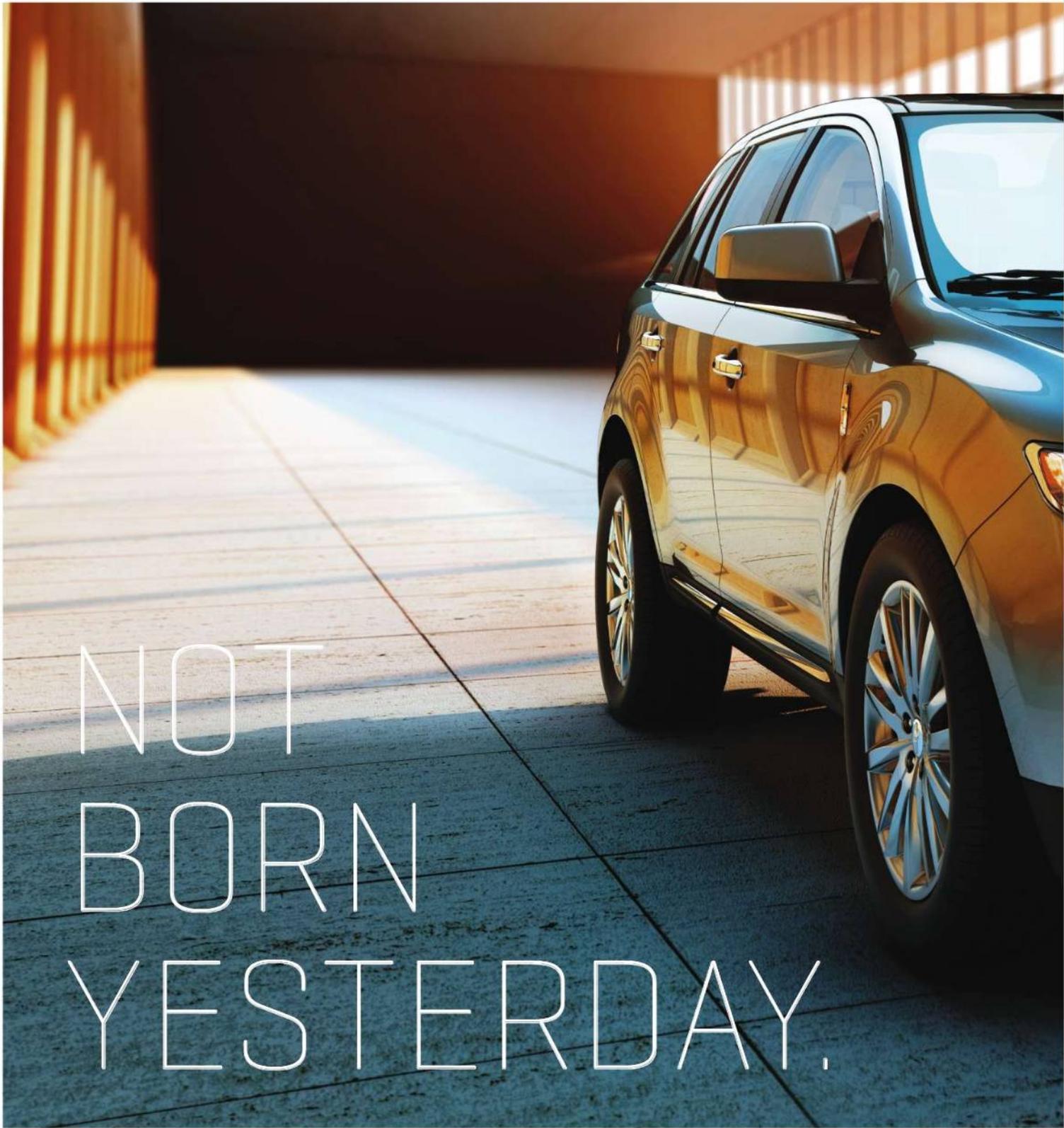


PURE BREITLING

Breitling is a world apart, dedicated to performance, to daring exploits and to new horizons. A legend that has shared the finest hours in aviation history, both on pilots' wrists and on instrument panels. A passion for technology and for fine mechanical engineering. A style blending strength and character. Breitling is a range of instruments for professionals developed for a universe where security is of vital importance. Chronographs with a fuselage designed for the most extreme missions, faithful allies in the heat of action. Breitling is a squadron of reliable and powerful 'engines,' all fully chronometer-certified by the COSC – the ultimate token of precision. Sheer performance. Pure Breitling.

For an authorized Breitling dealer, call 877-BREITLING

WWW.BREITLING.COM



NOT
BORN
YESTERDAY.



Introducing the new Lincoln MKX. If you've never seen this combination of technology and luxury before, it's because it never existed before. Not at this price. Not at any price.

It's not just luxury. It's smarter than that. Learn more about the **2011 Lincoln MKX** with MyLincoln Touch™ powered by SYNC® at



LINCOLN.COM



- Ski Lodge
- Conference Center
- Mountain Cabin ▶**
- Sports Stadium
- Beach House
- Theatre
- Hardware Store

- Towing Capacity
- Adaptive Front Lighting
- Terrain Response®**
- 480-Watt Audio System
- 7 Passenger Seating
- Hard Disc Drive Navigation
- Surround Camera System
- Air Suspension
- Portable Audio Interface
- Alpine Glass Roof



Whatever the surface, the Land Rover LR4 takes it on with confidence. Land Rover's patented Terrain Response® system comes standard on all LR4s and gives access to over 60 years of Land Rover all-terrain expertise and state-of-the-art dynamic technology. To experience for yourself, take a test drive at your local Land Rover Centre.

 LandRoverUSA.com/ourplanet

LAND ROVER LR4 Why get a car when you can own a Land Rover?



ROAD TESTS

- 44 FERRARI 458 ITALIA vs LAMBORGHINI GALLARDO SUPERLEGGERA**
Cross-town supercar rivals—one in track cleats, one in street shoes—meet yet again—By Patrick Hong
- 64 AUDI A8**
Fourth generation's a charm for Audi's aluminum-chassis V-8-powered flagship—By Douglas Kott
- 96 ROAD TEST UPDATE**
 - HONDA CR-Z
 - NISSAN JUKE SV
 Parsimonious? Or amphibious? Take your pick of sporty hybrid or frog progeny—By the R&T staff

FIRST DRIVES

- 39 AUDI A7**
This Sportback is the most convincing case yet for a 5-door hatch in the U.S. market—By John Lamm
- 41 STILLEN 370Z**
Adding supercharged muscle (and visual attitude) to an already powerful car—By Jonathan Elfalan

FEATURES

- 56 FERRARIS TO GOODWOOD**
Is there a better way to Lord March's driveway than a 458 Italia, California and 599 GTB?—By John Lamm
- 62 LAMBORGHINI SESTO ELEMENTO**
As carbon-based life forms go, this ultra-light Lambo from Sant'Agata is otherworldly—By Matt DeLorenzo
- 76 2010 LE MANS CLASSIC**
Porsche celebrates the 917, and the 40th anniversary of its first overall win there—By Thos L. Bryant
- 84 LONG-TERM TEST**
Getting comfy with our new Audi S4, and not missing those extra two cylinders at all—By Jonathan Elfalan
- 126 R&T'S HOLIDAY GIFT GUIDE**
Tempting models, games, books and apparel for the car person on your gift list—By Andrew Bornhop

COMPETITION

- 80 LAND-SPEED-RECORD SUZUKI**
Our International Editor finds that at 203 mph, understeer can be downright desirable—By Sam Mitani
- 100 THE OTHER SCHUMACHER**
That'd be Tony, the Top Fuel drag racing icon who gets his thrills 4 seconds at a time—By Jim McCraw
- 106 THE TIRE RACK SCCA SOLO NATIONALS**
Co-driving Bill Schenker's meticulously modified Miata at the Superbowl of autocross—By Douglas Kott

COLUMNS

- 17 THE ROAD AHEAD**—By Matt DeLorenzo
PEOPLE AND PLACES: Recognizing not just exceptional cars, but the enthusiasts who own them
- 22 AMPERSAND**—Edited by Mike Monticello
LOTUS REVOLUTION: No fewer than five new Loti are coming, including new Esprit and Elan models
- 34 SIDE GLANCES**—By Peter Egan
SMALL IS (MOSTLY) BEAUTIFUL: Sampling the quirky, fun world of small-displacement microcars
- 98 TRACKSIDE**
SPEC-TACULAR! The SCCA's Spec Racer Ford and Spec Miata classes bring motorsports to the masses
- 114 THE PODIUM**—By Don Panoz
HOW TO BUILD A RACING SERIES...AND A CAR: On defying convention, and the Abruzzi race car
- 116 TECH TIDBITS**—By Dennis Simanaitis
TALES FROM THE MONTEREY WEEKEND: Cars that go "teuf, teuf" and the Marx Bros. Mercedes
- 124 COUNTERSTEER**—By Sam Mitani
UP CLOSE WITH AN NHRA FUNNY CAR: If the fumes don't kill you, the sound and vibration might

DEPARTMENTS

- 10 FOCAL POINT**
- 31 YOUR TURN**
- 120 TECH CORRESPONDENCE**
- 122 ROAD TEST SUMMARY**
- 129 THE FINISH LINE**
- 140 PS**

12.10
CONTENTS

Ferrari
458 Italia
VS.
Lamborghini
Gallardo
Superleggera

In this corner, the Italian Stallion from Maranello, the 458 Italia. In the other, the Raging Bull from Sant'Agata Bolognese, the Lamborghini Gallardo Superleggera. Does either cross-town rival pack a knockout blow, or will it come down to a decision? We take them to the track to find out, and the figurative fists start flying on page 44.

COVER/CONTENTS PHOTOS BY GUY SPANGENBERG





THE NEW *Kizashi*. THE MOST SATISFYING VEHICLE IN AMERICA.*
 With a higher safety rating than a Volvo S40®, better cornering than an Audi A4®,
 a starting price of \$18,999 and a host of special features like available all-wheel drive,

*© 2010 AutoPacific, Inc. Vehicle Satisfaction Award. Safety claim based on NHTSA ratings. Government star ratings are part of the National Highway Traffic Safety Administration's (NHTSA's) New Car Assessment Program at www.safercar.gov. Cornering claim based on Edmunds.com skidpad testing. MSRP does not include tax, license, title or destination charges. Dealer prices may vary. Auto

TOP OF THE HEAP.



It's no wonder the new Suzuki Kizashi rose above 224 models to rank as the single most satisfying vehicle in America. Learn more about the amazing new Kizashi by visiting us at SuzukiAuto.com/Kizashi. And see why nothing else stacks up.



SUZUKI
The power of engineering.



MILLION-DOLLAR TUSSLE

As Bobby Verdon-Roe nearly understeers off the track in his Ferrari 330 LMB, Ludovic Caron gets his Cobra crossed-up while fighting for position in the TT Celebration Race at the Goodwood Revival. They race their vintage cars hard in England, even if they're worth more than your 401(k). Period clothes make 2010 look like 1964.

PHOTO BY JEFF BLOXHAM/LAT

Nikon D3 1/500s at f/8.0.
ISO 200 Nikon 300mm lens





PHOTOS BY GUY SPANGENBERG



VIDEO SPECIAL:

Italian Eye Candy!

SCAN THE CODE to see this month's feature video instantly, on your smartphone...



*SEE PAGE 12 FOR "HOW-TO" INSTRUCTIONS. YOU CAN ALSO TEXT "FERLAM" TO 44636 OR GO ONLINE: ROADANDTRACK.COM/FERLAM

R&T Buyer's Guide Now on the iPad!

Download from Zinio on Apple's iPad™ and get instant access to information on all new cars for 2011.

Go to www.zinio.com/rt-issues



SUPERCAR VIDEO: 2011 FERRARI SA APERTA

Ferrari has announced the introduction of the SA Aperta in honor of Pininfarina's 80th anniversary. And when Ferrari says special edition, they mean it—only 80 of these roadsters will ever be built. We were there when the wraps came off, to bring you the first up-close view of Ferrari's latest creation.

RoadandTrack.com/SA

2010 LOS ANGELES AUTO SHOW NEWS

This year's L.A. show promises to make big news with a first look at Infiniti's luxury EV, the long-awaited Buick Regal GS, many exciting concepts, and more! Log on for coverage of the cars everyone will be talking about as they are unveiled for the first time on November 17–18.

RoadandTrack.com/LosAngeles

True Stories

Behind the Company Badge



TRUE STORIES BEHIND THE BADGE

Did a wallpaper pattern in a Paris hotel room inspire the famous Chevrolet Bowtie emblem? Was the Porsche logo first sketched on a napkin in a New York City restaurant? In the world of automobile logos, truth can be stranger than fiction.

RoadandTrack.com/Badge

FOLLOW US...

There are many ways to connect with *Road & Track*:



Like us on Facebook:
Facebook.com/RoadandTrack



Follow us on Twitter:
Twitter.com/RoadandTrack



Subscribe to us on YouTube:
YouTube.com/RoadandTrack



Check in on Tumblr:
RoadandTrack.Tumblr.com



Imagine



CHEVROLET VOLT

Imagine driving to work in a smooth, silent electric vehicle without ever having to hear a gasoline engine the whole way. Of course, you'd also be aware of the fact that your car is producing zero exhaust emissions. No hydrocarbons, no nitrogen oxides, and no carbon monoxide. Nothing. Then imagine being able to operate this electric vehicle over any distance without fear of it fully discharging its battery to leave you stranded.

That's the whole idea of Chevrolet's new Volt. It's a concept completely unlike all the hybrid vehicles out there. Those hybrids are essentially gasoline-engine cars with a little electric assist. And that's not a bad thing, but the big difference is that the Volt is an extended-range electric vehicle.

The Chevy Volt is powered by a three-phase AC induction

motor rated at 120 kilowatts that is supplied by a nearly six-foot-long array of lithium-ion cells mounted low along the car's floorpan. That's enough juice to propel the Volt to 60 mph in about nine seconds, and achieve a top speed of 100 mph.

Of course, nobody really needs that much speed all the time, but it's nice to have something in reserve. Besides,

nobody wants to drive a vehicle that gets in everybody's way, regardless of its power source. To tailor the vehicle to a driver's intent, there is a choice of Normal, Sport, and Mountain modes selected at a switch.

When driven at a reasonable speed, the Volt will go 40 miles on its batteries in full Electric Mode. That's far enough to meet the round-trip commuting





requirements of 80-percent of the population. Then, if the driver has not had an opportunity to recharge the cells, a 1.4-liter four-cylinder engine will automatically start, driving a 53-kilowatt alternator to supply the electric motor's needs.

When running in this Extended Range Mode, the gasoline engine does not attempt to recharge the battery pack. That job is better handled by the power grid, which does it at far less cost. But extended-range mode allows the Volt to be driven to the nearest convenient electric outlet without ever stranding its owner, however far that is. A full charge takes only about four hours at a 240-volt outlet, and about 10 at a household 120-volt outlet.

The ability to keep going once the batteries are discharged takes care of the typical electric vehicle's Achilles heel, and its attendant "range anxiety." But best of all, the owner's experience is

utterly transparent. Since the internal combustion engine is not hooked to the drivetrain, most vehicle occupants are unlikely to notice the gasoline engine starting.

In fact, occupants will only hear the engine run in the event the driver calls upon the Volt to maintain a high speed on an uphill climb. At that point the gasoline engine's speed will increase to handle the load, and it might become audible.

The rest of the time, the Volt is peacefully, mercifully quiet. It's so quiet, in fact, that the Volt's makers installed a friendly pedestrian-notification chirp operated at the turn signal stalk to gently warn of its presence. And so quiet that extraordinary measures had to be taken to muffle sounds suddenly brought to light by the electric propulsion system's stealthy operation.

Despite its uniqueness, the Volt is very much a complete car, with welcome and familiar features such as available leather, a full

complement of convenience technologies, and enough space for four adults and their luggage. Equipped with eight airbags, and built in compliance with the toughest crash performance standards, Volt offers all of the security of a conventional car, plus OnStar for crash notification.

There are no compromises to be made with the new Chevy Volt. You just get in and go.

EXPERIENCE THE DIFFERENCE

While the Volt's appeal stems from the fact that it is so familiar in operation to most people's experience, making it instantly accessible to anyone who's driven before, there are some interesting advantages accompanying the new technology. For example, the instrument panel can be set up to provide constant feedback about the vehicle systems to help the driver achieve peak efficiency.

A seven-inch, high-resolution touch-screen even offers tips to



CHEVROLET VOLT



To see videos on the Chevrolet Volt, please go to www.roadandtrack.com/chevyvolt

improve driver performance. It also acts as an interface for the standard navigation system, the climate control and the entertainment system. An owner can program charging schedules to take advantage of his utility company's variable-rate electricity supply.

Chevrolet has established a special website (MyVolt.com) where owners can control aspects of the car's operation online. Without needing to be near the car, owners can program charging times, check on the state of charge, lock and unlock doors, or even prepare the car's ambiance with air-conditioning or heat.

Not near your computer? Don't worry, there are iPhone and Droid apps that will connect you to your Volt in much the same way as the MyVolt.com website.

TAKE A LOOK AROUND

As one might expect from an electric vehicle, the interior lighting is LED-based for full illumination with the lowest current draw. Otherwise, the Volt has all the equipment and upscale options you might find on any compact sedan, whatever its motivating mechanisms.



There's pushbutton starting and power-operated windows, locks and exterior mirrors. Even items you might not expect on an electric vehicle, such as heated seats, a rear-view camera system, and parking assist sensors, are available as options.

Satellite radio from XM is accompanied by XM traffic and weather, which is overlaid in the navigation system to help you

plan your route and your outfit.

Naturally, the Bose stereo is a special high-efficiency model to conserve energy. There's a TimeShift function on the radio that allows you to pause the program—just as on a DVR—and pick it back up after your phone call or trip to the rest room. That's because the car has a 30-Gig hard-drive to record material. You can also use it to store your favorite songs.

From the outside the Volt is simply a stylish new sedan based on the Delta platform that is also used in Chevy's new Cruze. There are six exterior colors to choose from, and four interior combinations. The doors have black horizontal sections where the bodywork meets the glass, making the Volt instantly recognizable. Also, a recharging point under a circular cover is mounted conveniently ahead of the driver's door so that the plug can be removed first thing in the morning without even having to think about it.

So while the Volt won't go unnoticed, it will slip easily and silently into the flow of everyday traffic. And in doing so, it presents a new solution to the age-old puzzle of personal transportation. ■





The Road Ahead

BY MATT DELORENZO >> EDITOR-IN-CHIEF

People and Places

One of the underappreciated attributes of the automobile is its ability to allow people to connect. It's not just that cars allow us to get from one place to another to be with friends or loved ones. Rather, it's the fact that people will come from far and wide to be immersed in car culture.

There's no better place to find like-minded individuals than at historic races and concours that typically kick off in the spring with Amelia Island and now stretch into early December, with the season closer of the new Legends of Motorsports series at Sebring. Along the way, *Road & Track* has a tradition of presenting awards at various venues that not only recognize exceptional cars, but also the people who own them. Earlier this year, Editor-at-Large Peter Egan presented the R&T trophy at Amelia Island to Gary Bartlett of Muncie, Indiana, for his immaculate 1952 Jaguar XK120C—a car that Phil Hill drove to a 4th-place overall finish at Elkhart Lake in 1952.

I had the pleasure of making the rounds with Peter at Road America this summer during the Kohler International Challenge, and we selected two cars, one we'd like to drive, and the other we'd like to race, during the R&T concours held on consecutive nights. Traveling in Peter's wake in his home state of Wisconsin during the weekend is sort of like being able to say, "Hey, I'm with the band." Last month, Peter told the great story of Dennis Hall and his '65 Corvette Sting Ray.

In the car we'd like to race, I deferred to Peter, and he settled on a '69 Brabham BT29, a car that was the next step up from the Formula Continental he once owned. We saw two very pretty cars and ended up choosing Joel Quadracci's of Hartland, Wisconsin, though Mike Popp of Nasotah, Wisconsin, was also in the hunt with his black and gold liveried Brabham. The great thing about Mike was that he let small kids get their picture taken seated in the car—I'm sure he's personally responsible for creating a huge chunk of the next generation of car enthusiasts.

The biggest weekend, or rather week, happens on the Monterey Peninsula with the Pebble Beach Concours d'Elegance, the Rolex Monterey Motorsports Reunion, The Quail and a host of other auctions, road rallies and shows. Our participation began Wednesday evening at Gordon McCall's Motorworks Revival, where we gave the Spirit of Monterey Award to Herb Wetson of New York, for his immaculately prepared 1959 Zagato-bodied Aston Martin DB4. Herb is not only an enthusiastic subscriber (since 1956), he's been racing for more than 50 years and won in his group later that weekend.

This year, The Quail not only celebrated cars but also an individual, this time Carroll Shelby, as a way of marking the Shelby Mustang's 45th anniversary. Getting into the spirit of the moment, Design Director Richard Baron, Editor-at-Large John Lamm and I picked the immaculate 1966 Shelby Mustang GT350 H (one of the Hertz rentals) owned by Michael and Barbara Malamut of Thousand Oaks, California.

During the races, Richard, John and I were taken with Peter Giddings' fabulous 1931/2 Alfa Romeo Tipo B P3 single-seater and gave him the award for the car we'd most like to race. Peter has long been a fixture at Mazda Raceway Laguna Seca and we enjoyed his description of driving this piece of Alfa and Scuderia Ferrari history.

Our small judging crew added Art Director Emeritus Bill Motta at the Pebble Beach Concours d'Elegance and it was fitting that we gave our award for the car we'd like to drive home to Steve and Frank Morton for their 1953 Jaguar XK120 SE Roadster for a number of reasons including the fact that it is Jaguar's 75th anniversary, the XK120 is a seminal work of automotive art, but mainly because the Morton family has owned the car since new and has lovingly cared for it for many, many years. The car not only looked pristine, but more than ready to tackle the 300-mile drive back to Newport Beach.

Finally, in honor of Phil Hill, *Road & Track* sponsors an award at the Danville Concours d'Elegance that benefits Parkinson's disease research. This year, we presented a framed print of Phil in a Ferrari Testa Rossa to David Love, who has owned a pontoon-fendered '58 250 TR since 1964 and started racing it a year later.

Even though the car has greatly appreciated in value, he continues to show and race it. Like all our winners over the past year, he embodies the true spirit of the auto enthusiast.

>> Great cars, great people. Clockwise from right: the Malamuts' Shelby Mustang, Steve and Frank Morton in their Jag, Peter Giddings' Alfa back in the day, Joel Quadracci's Brabham at Elkhart Lake, and David Love's Testa Rossa.



PHOTOS BY SCOTT PACELY, JOHN LAMM, RICHARD M. BARON, PEBBLE BEACH CO. AND PETER GIDDINGS COLLECTION



See it...
Scan it...
Watch it!

Watch ROAD & TRACK come to life on your smartphone:

In this issue, wherever you see the *Road & Track* Steering Wheel image tag, simply snap a picture of it with your smartphone and you'll instantly be taken to a great video of the story you're reading.

You can see this new feature demonstrated at roadandtrack.com/seeitag

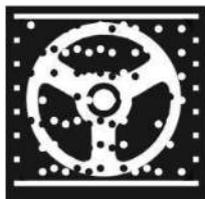
Here is how it works in 3 easy steps:



1. Get the **FREE** Microsoft Tag Reader through your smartphone browser by going to <http://gettag.mobi>, or text "RTTAG" to 44636. Follow the steps to download.*
2. Open the Tag Reader and find the *Road & Track* Steering Wheel image tag in the magazine.
3. Snap a photo of the Steering Wheel image tag and you'll be taken automatically to the associated video.



SCAN IT NOW



TO SEE VIDEO,
YOU CAN ALSO TEXT
"FERLAM" TO 44636

CHIEF EXECUTIVE OFFICER, JUMPSTART AUTOMOTIVE GROUP Nicholas J. Matarazzo

Editorial Staff

VICE PRESIDENT, EDITOR-IN-CHIEF Matt DeLorenzo
Design Director Richard M. Baron

Executive Editor Patrick Hong
Managing Editor Andrew Bornhop
National Editor Mike Monticello
Assistant Road Test Editor Calvin Kim
Editors-at-Large Peter Egan, John Lamm,
Editor Emeritus Thos L. Bryant

Engineering Editor Dennis Simanaitis
Senior Feature Editor Douglas Kott
Associate Engineering Editor Shaun Bayley
Research Editor Jane Barrett
Joe Ruz
Art Editor Emeritus Wm A. Motta

International Editor Sam Mitani
Associate Managing Editor Cheryl Cooper
Road Test Editor Jonathan Elfalan
Editorial Assistant Donna George

Associate Art Director Robert W. Swift
Photo Services Manager Brian Blades Photo Staff Jeff Allen, Chris Cantle, Jay K. McNally, Marc Urbano

roadandtrack.com Editorial Director Jennifer Degtjarewsky
roadandtrack.com Senior Producer Amber Chunn
roadandtrack.com Producer Faith Sampson

Contributing Editors Ian Adcock, David W. Black, Peter Bohr, Tim Considine, Adam Cooper, Tom Cotter, Bob Judd, Gordon Kirby, Gordon Murray, Matthias Pfannmüller, Sam Posey, Kent Shocknek, Jim Sitz, Tim Tuttle, Paul Van Valkenburgh, Tom Wilson, Peter Wright

Contributing Artists Tim Barker, Héctor Luis Bergandi, Dennis Brown, Jon Dahlstrom, Ken Dallison, Alfredo De La Maria, Yoshihiro Inomoto, Hal Mayforth, Niles Nakaoka, Charles W. Queener, Barry Rowe, Lars Sältzer (Larson), Joe Troise & Frank Ansley, Jack Unruh
Contributing Photographers Bruce Benedict, Paul-Henri Cahier, Rich Chenet, Jim Fets, Stephane Foulon, Barry Hathaway, Koichi Ohtani, Allan Rosenberg, Guy Spangenberg, Bill Warner, Bryn Williams, F. Peirce Williams, Jeffrey R. Zwart

Road & Track Speed Radio Host Ed Justice Jr.

EDITORIAL OFFICE 1499 Monrovia Avenue, Newport Beach, California 92663; (949) 720-5300

Advertising Staff

CHIEF REVENUE OFFICER Robert G. Houghtlin III

EAST COAST 1271 Avenue of the Americas, New York, New York 10020; (212) 767-6095

Vice President, Brand Operations Patti Burns

Vice President, Brand Development Zvia Herrmann

Non-Endemic Sales Director John Ferris

National Sales Director Stephen J. McEvoy

Accolade Manager Nadine Goody

Vice President, Consumer Marketing Philip Ketonis

Vice President, Retail Sales & Marketing William Michalopoulos

Senior Group Circulation Director William Carter

Director, Newsstand Sales John Kayser

Production Director Diane Arlotta

MIDWEST/TEXAS 500 North Michigan Avenue, Suite 2100, Chicago, Illinois 60611; (312) 923-4800

Vice President, Aftermarket Sales Director Rick Bisbee

Sales Assistant Megan Johns

DETROIT AUTOMOTIVE 1041 South Main Street, Suite 200, Royal Oak, Michigan 48067; (248) 291-1216

National Sales Director Melissa Hornant

WEST COAST 1001 Brioso Drive, Costa Mesa, California 92627; (949) 610-0446

Vice President, National Sales Rick DeMuesy

National Sales Director Bruce Kukuk

Director, Licensing and Brand Commerce David C. Northridge

Production Manager Carla Fredericks

Director, Integrated Solutions Deana Ambrosio

Designer Ryan Patrick

Classified Ad Sales (212) 767-5750

Aftermarket Sales Director Bruce Bakke

Sales Assistant Jeff Haertle

Advertising Coordinator Victoria Sanders

Jumpstart Executive Staff

Chief Executive Officer Nicholas J. Matarazzo

Chief Operating Officer Grant Whitmore

Chief Performance Officer Robert Ames

Chief Revenue Officer Robert G. Houghtlin III

Chief Financial Officer Philippe Perthuis

Hachette Filipacchi Media U.S. (www.hfmus.com)

President & Chief Executive Officer Steve Parr

Executive Vice President & Chief Operating Officer Philippe Guelton

Executive Vice President & General Counsel Catherine R. Flickinger

Senior Vice President, Chief Innovation Officer Deborah Burns

Senior Vice President, Chief Brand Officer, ELLE Group Robin Domeniconi

Senior Vice President, Chief Brand Officer, Woman's Day Group Carlos Lamadrid

Senior Vice President, Chief Financial Officer Philippe Perthuis

Senior Vice President, Digital Media Todd Anderman

Senior Vice President, Corporate Communications Kate Berg

Vice President, Corporate Marketing & Strategic Development Al Silvestri

Vice President, Corporate Planning & Performance Lynn Heatherton

Vice President, Human Resources Eileen F. Mullins

Chairman Emeritus Daniel Filipacchi

HFM U.S. is part of Lagardère Active, a division of Lagardère SCA (www.lagardere.com)

CEO, Lagardère Active Didier Quillot

CEO International of Magazine Division, Lagardère Active Jean de Boisdeffre

For fast & convenient subscription service:

Visit www.customerservice-roadandtrack.com to pay your bill, renew your subscription, give a gift subscription, update your mailing and email addresses, switch from print to digital and more! U.S. & Canada Telephone: 800-876-8316, Foreign Telephone: 386-597-4375
Mail: Road & Track, P.O. Box 422524, Palm Coast, Florida 32142-8768

HFMUS
A LAGARDÈRE ACTIVE COMPANY

JUMPSTART
AUTOMOTIVE GROUP
A HACHETTE FILIPACCHI MEDIA U.S. COMPANY

ABC

OPEN ROAD

SPEED

MOMENTUM

LIFE

IN THE FAST LANE



NITROGEN
enriched gasoline

The Official Fuel Partner
of Road & Track

For information on reprints and eprints, please contact Brian Kolb at Wright's Media, 877-652-5295, or bkolb@wrightsmedia.com

*There may be a charge from your wireless provider for the text and data service.

DESIGNED TO DISTINGUISH

Combining Bulova's 135-year tradition of quality and design expertise with Accutron's history of innovation, Bulova Accutron represents the ultimate expression of timekeeping excellence.

SWISS MADE

BULOVA ACCUTRON

SINCE 1875



Available at:
Feldmar Watch Company
310-274-8016
Fords Jewelers
732-738-7322
Reeds
877-406-3266
Steven DiFranco Jewelers
www.stevendifranco.com

Bulova and Bulova Accutron are registered trademarks.
© 2010 Bulova Corporation. 65B123

What Matters to You?

Today, America needs fresh leadership to lead us as a nation out of this economic crisis. Leadership must come not only from our political leaders but also from the average citizen. The exporting of American jobs is a trend that must be stopped and reversed. When I walk into my local hardware store, I typically find 85% of the goods for sale are manufactured 7,000 miles away. Recognizable American brands have been forced by shortsighted management and buyers at large national chains to build factories overseas just to save a lousy \$.50 on a tape measure. To these ruthless buyers, it is all about the money. Rarely are product quality, the political system, human rights, animal rights and environmental costs to the planet considered, not to mention the cost to our society of exporting not only jobs, but an entire factory!

At MacNeil Automotive, we are doing our part for the American economy and for our 300 million fellow citizens and neighbors. My philosophy is that if my neighbor doesn't have a job, sooner or later I won't have a job either. For example, we used to have our All-Weather Floor Mats manufactured in England by a company that used antiquated, inefficient equipment. They made a decent floor mat for us, but we thought we could build a better floor mat for our customers using modern American technology, American raw materials and skilled American workers. So in 2007 we transferred all of our floor mat manufacturing back to the United States. Today, we build the best fitting, highest quality automotive floor mats in the world, right here in America.

Our machine shop is equipped with 17 CNC machining centers including four 4 axis mills and one 5 axis mill that produce between 30 to 50 injection and thermoforming molds per month. We have one shift of highly skilled American Journeymen toolmakers and apprentices, but our machines run 24 hours a day, 7 days a week. There is not a more efficient tool and mold making operation in the world - and guess what, it's right here in America.

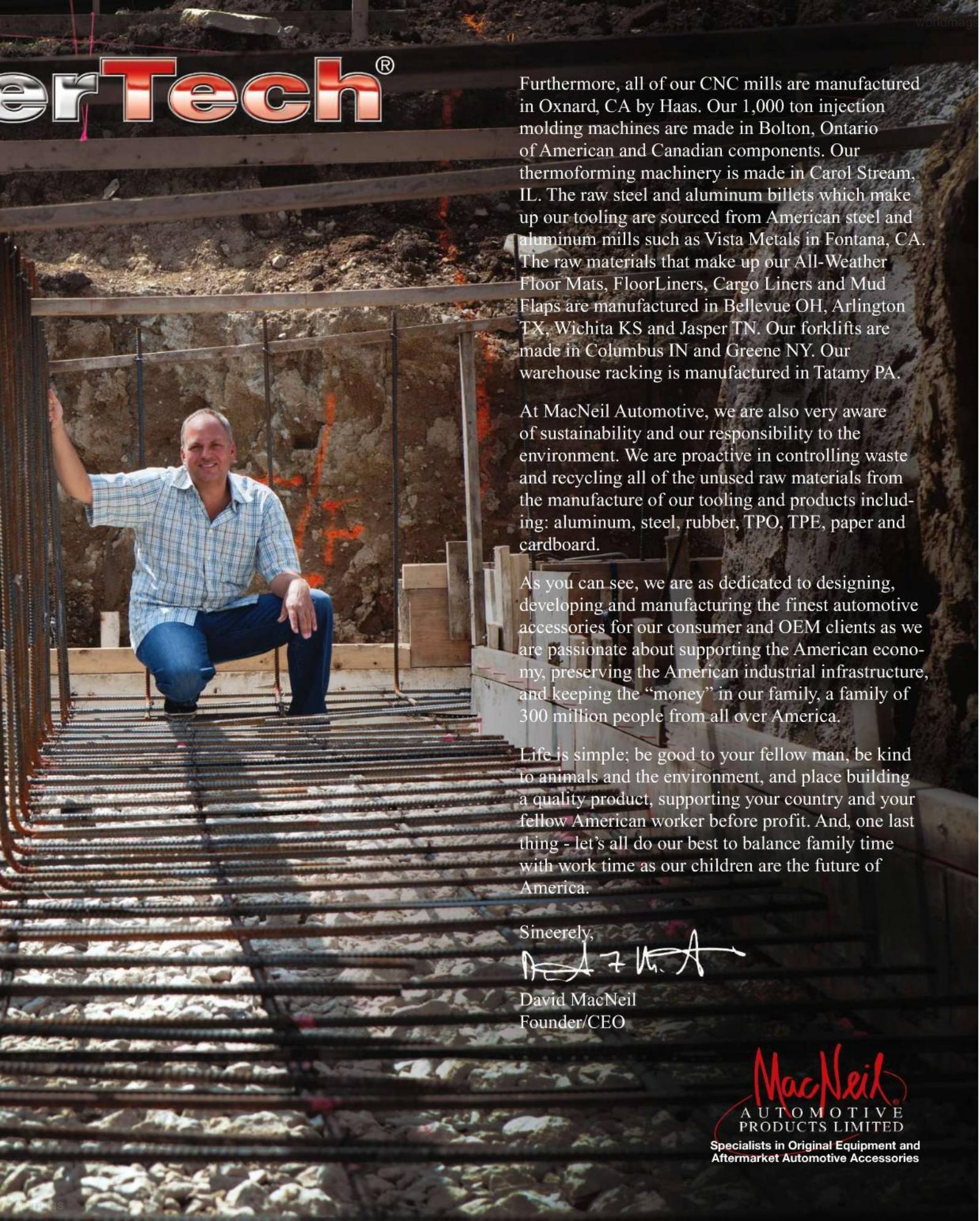


©2010 by MacNeil IP LLC

Weather

The Foundation of Our New American Factory

Site of MacNeil Automotive
Manufacturing Facility Expansion
Bolingbrook, IL



erTech®

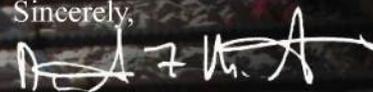
Furthermore, all of our CNC mills are manufactured in Oxnard, CA by Haas. Our 1,000 ton injection molding machines are made in Bolton, Ontario of American and Canadian components. Our thermoforming machinery is made in Carol Stream, IL. The raw steel and aluminum billets which make up our tooling are sourced from American steel and aluminum mills such as Vista Metals in Fontana, CA. The raw materials that make up our All-Weather Floor Mats, FloorLiners, Cargo Liners and Mud Flaps are manufactured in Bellevue OH, Arlington TX, Wichita KS and Jasper TN. Our forklifts are made in Columbus IN and Greene NY. Our warehouse racking is manufactured in Tatamy PA.

At MacNeil Automotive, we are also very aware of sustainability and our responsibility to the environment. We are proactive in controlling waste and recycling all of the unused raw materials from the manufacture of our tooling and products including: aluminum, steel, rubber, TPO, TPE, paper and cardboard.

As you can see, we are as dedicated to designing, developing and manufacturing the finest automotive accessories for our consumer and OEM clients as we are passionate about supporting the American economy, preserving the American industrial infrastructure, and keeping the “money” in our family, a family of 300 million people from all over America.

Life is simple; be good to your fellow man, be kind to animals and the environment, and place building a quality product, supporting your country and your fellow American worker before profit. And, one last thing - let's all do our best to balance family time with work time as our children are the future of America.

Sincerely,



David MacNeil
Founder/CEO

MacNeil
AUTOMOTIVE
PRODUCTS LIMITED
Specialists in Original Equipment and
Aftermarket Automotive Accessories



Edited by Mike Monticello

Ampersand



» Elise.



» Esprit.

Lotus Revolution

Five all-new sporting models are on the way from 2013–2015...plus a city car?



» City Car.

In a remarkable day at Lotus headquarters, the manufacturer's new management—headed by CEO Dany Bahar—revealed a five-strong model lineup to properly take the fight to the likes of Aston Martin, Ferrari and Porsche. We covered the new Elite on these pages last month; now here are the details on the rest of the Lotus line, which will range in price from \$53,000 to nearly \$190,000.

The revolution will begin at Lotus in 2013 with the revival of the famous Esprit and Elan names. In either closed or open form, the \$100,000 Elan will feature a mid-mounted supercharged 4.0-liter V-6 developing 394 bhp (463 bhp in R tune). The Elan will have flex-fuel capabil-

ity, a 7-speed dual-clutch transmission (DCT) and an optional Kinetic Energy Recovery System (KERS). Figure 0–62 mph (100 km/h) in 3.5–3.9 seconds.

The new Esprit—which Lotus describes as a “core model”—ups the ante with a mid-mounted supercharged V-8 pumping out between 542–611 bhp, depending on tuning. The engine will utilize direct and port fuel injection, scavenged cylinder heads, dry sump lubrication and electronically controlled variable valve timing. The Esprit, too, will come with a 7-speed DCT and KERS available as an option. And like the Elan, it will come in open or closed form. But the \$171,000 2-seat Esprit is

also being designed to comply with future FIA and IMSA GT regulations.

The year 2015 will see the debut of Lotus' least and most expensive new products—the all-new \$53,000 Elise and the near-\$190,000 Eterne 4-door. The completely reworked Elise will be powered by a supercharged 2.0-liter 4-cylinder (replacing the current 1.8-liter) putting out 296–345 bhp.

This new engine will drive the rear wheels through a robotized manual gearbox linked to paddle shifters, giving a claimed 0–62-mph time of 4.5 sec. In the name of efficiency, the Elise will come with stop/start technology and regenerative braking.

Crowning the radical new Lotus range will be the 4-door Eterne. The 197-in.-long front-engine 4-seater will challenge Aston Martin's Rapide and Porsche's Panamera. But it will do so with full hybrid technology featuring batteries and twin electric motors, reducing CO₂ emissions by 40 percent. A 7-speed DCT with a “unique electronic selector” and computer con-

trolled continuously variable suspension are also on the car's spec sheet.

All of these cars are based on variations of Lotus' next-generation Versatile Vehicle Architecture (VVA), a lightweight combination that makes use of formed aluminum and carbon fiber for body panels and closures. Once all the cars are in production, Lotus predicts it will be building upward of 8000 cars per year.

Also in the pipeline is the 148-in.-long, front-wheel-drive 4-seat Lotus City Car Concept (originally named the Ethos). This \$31,000 electric vehicle features an innovative single-speed transmission; for an additional \$8000 the car can be outfitted with a range-extender.—*Ian Adcock*



» Elan.

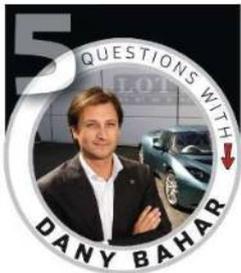


FERRARI REVEALS SA APERTA AT PARIS SHOW

In honor of Pininfarina's 80th anniversary, Ferrari will build its "most exclusive model ever"—the SA Aperta, of which only 80 examples will be made. Essentially a 599 GTO convertible (see the August 2010 issue for driving impressions of the coupe), the SA Aperta uses the GTO's high-revving 661-bhp V-12 as its power source, notably up from the standard 599 GTB's 611 bhp. The "SA" in the car's name stands for Sergio and Andrea Pininfarina—the Italian coachbuilders who have designed so many Ferraris over the years—while "Aperta" means open in Italian.

The SA Aperta was designed strictly as a top-down sports car, with a minimalist soft-top included for use only during weather emergencies. Besides the lack of a roof, other changes include a lower windshield and two aerodynamic fins aft of the roll hoops. Ferrari says chassis bracing added some weight, but the result is "a standard of stiffness comparable to that of a closed berlinetta."

Not surprisingly, all 80 of the SA Apertas have already been sold.—Mike Monticello



CEO GROUP LOTUS

Ian Adcock recently sat down with Lotus chief Dany Bahar to discuss the British marque's onslaught of new products, and to ask this important question: Would Lotus founder Colin Chapman approve?

1 Given that Proton [Lotus' parent company] isn't the most successful of car manufacturers, and that Lotus hasn't made a profit recently, how have you secured \$1.2 billion for the new development program?

The money is coming from our shareholders. The amount I mentioned is a combination of money already in the business, money our shareholders will put in, as well as loans. It's in place, otherwise we wouldn't be able to go at this speed. If things go well, we should break even in 2014.

» Eterne.

2 Whose idea was this future plan for Lotus?

It's the Dany Bahar plan, and it's been endorsed by independent auditors [including KPMG and Price Waterhouse Coopers, according to a Lotus source—Ed.] and approved by the shareholders 12 months ago.

3 What relevance does motorsport have to the cars you sell, apart from being good for the brand image?

At the moment not a lot, but the future product range is all about motorsport. An essential key element I believe is transferring the technology—GT1, GT2, GT3, whatever—to our road cars. It's more than just raising awareness of the brand; to me it's more about the transfer of technology.

4 What is the future of Hethel?

We are planning a \$125–\$156 million upgrade at Hethel, including semi-automatic lines, a new racing workshop and resurfacing and improvements to the test track. In total, that will create 1200 new manufacturing jobs.

5 If Colin Chapman were alive today, how would you justify your strategy for the business to him?

I think he wouldn't have a problem. Even though we're moving to different segments we're not in today, we're maintaining the core values of the original Lotus brand. It's all about lightweight technology and low fuel consumption, so we're not changing those. One level where it will be different is the business aspect, where Lotus never really had a focus. I think Colin Chapman would say, "Yes, okay, and if you can make them profitably that's something I never managed to do."



Porsche 911 Carrera GTS



outfitted with PDK and the Sport Chrono Package Plus can hit 60 mph in 4.0 seconds.

The Carrera GTS is distinguished by a 1.7-in.-wider rear body design shared with the Carrera 4 all-wheel-drive models. Black center-lock 19-in. RS Spyder wheels are the most noticeable exterior additions, but the GTS also wears a new SportDesign front air dam and black side skirts. The interior features black Alcantara on the center sections of the front seats, the SportDesign steering wheel, gear-shift lever and handbrake.

The Carrera GTS coupe will list for \$103,100, with the cabriolet model starting at \$112,900.—MM

Porsche says the 2011 911 Carrera GTS will “ascend to the pinnacle of the Carrera model lineup.” Its 3.8-liter normally aspirated flat-6 sees an increase of 23 bhp

over the 911 Carrera S, for a total of 408 bhp. The rear-drive Carrera GTS achieves its extra power via a special resonance intake manifold with six vacuum-controlled

tuning flaps (versus one flap in the Carrera S).

When the Carrera GTS goes on sale in the U.S. early next year—in both coupe and cabriolet

forms—it will come with a 6-speed manual transmission, with Porsche’s 7-speed dual-clutch PDK gearbox optional. Porsche says the Carrera GTS coupe

There have been only three previous editions of the Porsche Speedster, the first of which was introduced in 1953 on the 356 platform, followed by two 911-based variants, one in 1988 and the other in 1993. To mark the 25th anniversary of Porsche Exclusive, the German automaker’s bespoke division, the 2011 Porsche 911 Carrera Speedster returns with its trademark cut-down and steeply raked windshield, a 2.4-in.-lower ride height along with a double bubble feature on the rear deck—and just two seats.

As with the new Carrera GTS, the rear-drive Speedster starts with the wide-body 911 Carrera 4 shell, its normally aspirated

3.8-liter flat-6 also seeing a bump to 408 bhp. But the Speedster comes only with Porsche’s PDK transmission, delivering a claimed 0–60 mph in 4.2 sec.

In addition to Porsche Active Suspension Management (PASM) and carbon-ceramic brakes, the Speedster is equipped with just about every imaginable option. Color choices include Pure Blue and Carrera White. Inside the cockpit, sport seats feature checkerboard inserts with body-colored side bolsters.

Only 356 Carrera Speedsters will be built, with about 100 earmarked for the U.S. The car will sell for \$204,000 when it hits dealers early next year.—Matt DeLorenzo

BMW Concept 6 Series Coupé

Been wondering when BMW would bring the 6 Series in line with the rest of its product portfolio? The wait is nearly over, as evidenced by the Concept 6 Series Coupé revealed at the recent Paris auto show. Labeled by BMW as a “study for a premium-class 2+2-seater,” it’s a no-brainer that the all-new 6 Series production model will look nearly identical.

BMW says “aesthetically sculpted surfaces define the design of the BMW Concept 6 Series Coupé, in which classic BMW coupe styling cues are given a modern rendition.” Hey, we’re just glad the



Porsche 911 Speedster

—A Legend Returns



Audi TT RS

Heading
Stateside
in 2011



You asked. We asked. And now Audi has made it official: The TT RS is coming to America. You'll have to wait until the third quarter of 2011 to find one in a U.S. showroom, but if R&T Road Test Editor Jonathan Elfalan is a good judge of performance cars—and he is!—we're confident it'll be worth it: After sampling a TT RS at Willow Springs Raceway earlier

this year, Elfalan basically got down on his knees and begged Audi to start shipping the all-wheel-drive rockets our way (Amperсанд, July 2010).

Apparently he wasn't the only one hassling Audi. In just one month, more than 11,500 enthusiasts expressed interest in the TT RS via a survey on Audi's Facebook page.

The TT RS packs a mighty punch by way of a 2.5-liter turbocharged 5-cylinder producing 360 bhp and 332 lb.-ft. of torque. The sole transmission offered—a 6-speed manual—points to the car's utter enthusiast bent. Audi estimates the pumped-up TT RS will hit 60 mph in 4.6 seconds. Pricing will be announced closer to the car's on-sale date.—MM

previous car's ugly trunklid has been toned down. Other new elements of the concept include an all-LED headlight design and a new take on the BMW double-kidney grille, with angled upper bars sporting hardened glass inserts.

On the inside, a black-panel instrument cluster generates displays electronically, while iDrive/info-tainment functions are shown on a free-standing 10.2-in. flat screen.

It's a good bet the production 6 Series—which will most likely hit the U.S. market in spring 2011 as a 2012 model—will come with a 4.4-liter twin-turbo V-8 with 400 bhp and 450 lb.-ft. of torque mated to an 8-speed automatic. A new M6, with close to 600 bhp, will follow about a year later.

—MM



Mazda Shinari concept

With the Mazda Shinari concept, the Japanese automaker is turning the page on its "flow"-inspired Nagare design theme in favor of a new, more dynamic design lexicon called Kodo. Future Mazda products will incorporate the concept's strong character lines and powerful look, according to Ikuo Maeda, the carmaker's global head of design.

Based on a hypothetical C/D platform slightly larger than the current Mazda6's, the Shinari is a pure design exercise

rather than a precursor of a production model. Some of the unique styling touches include the use of satin-finish metal accents that frame the bottom of the grille and splay out through the headlamp openings. This strip seems to travel through the wheel arch and re-emerges as a side vent accent. This strip is also indirectly lit when the headlamps are turned on, giving the car a distinctive look in the dark.

The new Kodo design philosophy is very Italian in its execution, capturing the

kind of passion and energy seen in exotic-car designs. It's a look Mazda believes can be used on both passenger sedans like the 6 and future versions of the MX-5 and RX-8.—MDL



SHIFT_ the way you move



NissanUSA.com



INNOVATION UNLEASHED

The All-New Nissan **JUKE**™



Don't be fooled by its stature. The all-new Nissan Juke™ may park small, but it drives very big. Its turbocharged, 1.6-liter DIG™ (Direct Injection Gasoline) engine churns out 188 hp while sipping 27 mpg city/32 highway. Variable valve timing on both intake and exhaust valves improves low-end response. Torque vectoring AWD** reduces understeer and enhances response for sports-car-like cornering by providing up to 50% of the engine's torque to the outside rear wheel. Three drive modes** – Normal, Eco and Sport – adjust throttle response, steering feel and transmission mapping in milliseconds. And its design was inspired by rally cars and motorcycles. In other words, bring it.

The all-new turbocharged sport cross. Nissan **JUKE**. Innovation for all.

*2011 EPA fuel economy estimates: 27 city/32 highway mpg for 2011 Juke FWD with CVT. Actual mileage may vary with driving conditions – use for comparison only. **Available feature. Always wear your seat belt, and please don't drink and drive. © 2010 Nissan North America, Inc.



Ford Focus ST

While Ford has long offered the Focus as a so-called world car, as buyers in America are painfully aware, all Foci are not created equal. The U.S. shared the Focus when it was first introduced in 2000, but only did a facelift when Europe redesigned the car in 2005. With the launch of the latest generation of the

2012 Ford Focus at the Paris auto show (set to go on sale in North America in early 2011), the Blue Oval says that while there will be some regional differences—more traditional 3-box sedans in the U.S. and China—the basic platform will be the same all over the world.

Better still, the all-new Focus will be topped by

the Focus ST, a high-performance global model destined for the U.S. that features a turbocharged 2.0-liter EcoBoost 4-cylinder pumping out 247 bhp, plus upgraded suspension components for sportier handling. The ST model will launch in early 2012.—MDL



ERSAND AMPERSAND



FERRARI VIRTUAL ACADEMY

It's a sad fact that most of us normal folk don't get to drive Formula 1 cars. Instead, we can only drool over their technology and insane speed via the wonders of television and the Internet. Thanks to video games and simulators, though, we can get a virtual experience.

Ferrari is the latest to offer such, with a private-label driving simulator called Ferrari Virtual Academy. It features a Ferrari-specific F1 experience that takes place at Fiorano, Ferrari's on-site test track. You can drive Fernando Alonso's or Felipe Massa's Ferrari F10, change among four vehicle setups and look at simplified in-car data. We would recommend using a steering wheel controller and pedals, as controlling an F1 car with a keyboard, even if it's just a simulation, would be sacrilege. The game is made for PCs (Windows XP, Vista or 7) and can be downloaded from <http://ferrarivirtualacademy.com> for €14.90, or a little under \$20 U.S. Expect an expansion pack soon that features the Mugello and Nürburgring (GP circuit only) racetracks.—Calvin Kim



Maserati Gran Turismo MC Stradale

Maserati has responded to "demands for a GranTurismo which can balance on-road driving needs with race-driving desires" by revealing the new GranTurismo MC Stradale model at the Paris show. Maserati says it will be "the fastest, lightest and most powerful car in the Maserati range."

Inspiration for the 2-seat MC Stradale (the GranTurismo and Cabrio, remember, are 2+2s) comes from the Trofeo GranTurismo MC (the machine used in Maserati's one-make race series) and the GT4 race car (see R&T, November

2009, for track impressions of that car). Upgraded suspension is said to greatly improve the MC Stradale's handling, while more horsepower—to the tune of 450 bhp (up from 433)—should help the car eclipse the 300-km/h (186-mph) barrier.

MC Stradale sales will begin early next year. U.S. availability has yet to be confirmed, but since most Maseratis find their way to the States these days, it's a safe bet that a car very much like the MC Stradale will be on our shores soon.—MM

ERSAND AMPERSAND

WANT TO BUILD YOUR OWN CORVETTE ENGINE?

Recent positive financial announcements show General Motors is figuring out how to make money selling cars again. A good example is the new Corvette Engine Build Experience, wherein you pay an extra \$5800 on top of the purchase price of your 2011 Corvette Z06 or ZR1 for GM to let you build the car's engine yourself—sounds like one of those fancy restaurants where you pay big bucks to cook your own food. Genius.

Joking aside, this program is perfect for gearheads who want

to say they had a hand in building their LS7 (Z06) or LS9 (ZR1) engine. Check the appropriate CEBE option when you order your Vette and a special concierge will schedule you for a date at GM's Performance Build Center in Wixom, Michigan. There you'll get to build your engine with supervision from a GM technician. Before the completed engine heads off to the Corvette assembly plant in Bowling Green, Kentucky, a personalized nameplate will be added next to the builder's name.

What's more, the program includes complimentary attendance at either the Bob Bondurant Corvette Driving School in Arizona or the Ron Fellows Corvette Performance Driving School at Spring Mountain Motorsports Ranch in Nevada.

Tune in next month when Chevy announces its Build Your Own Battery Experience, where you pay an extra \$10,000 for Chevy to let you have a hand in building the lithium-ion batteries destined for your new Volt. Just kidding.—MM





PHOTOS BY RICHARD M. BARON

Infiniti Performance Line

Infiniti is looking to bring a little more excitement to its brand with the announcement of the Infiniti Performance Line (IPL). Although the in-house tuning modifications to its first model—the IPL G Coupe—aren't dramatic to the level of, say, a BMW M, Mercedes AMG or even rival Lexus with its mighty IS F, it does serve as a way for Infiniti to keep buyers from straying to aftermarket performance companies.



Upgrades to the IPL G Coupe include a new dual exhaust system and a recalibrated engine control unit for its 3.7-liter V-6, together upping power to 348 bhp at 7400 rpm (an 18-bhp gain) and torque to 276 lb.-ft. (a 6-lb.-ft. gain). Handling is addressed with spring rates increased by 20 percent at the front and 10 percent at the rear, along with new shock specifications and "sport-tuned" steering gear.

Our test drive of the car took place on the twisty roads near Napa Valley in Northern California. The first thing you notice about the car is the sound. The engine lets out a louder and more vibrant roar, thanks to the new exhaust system. The extra horsepower of the engine doesn't become apparent until you're high in the rpm range.

Therefore, don't expect faster 0-60-mph times. According to Nissan, the IPL G Coupe gets to 60 mph about a tenth of a second quicker than the stock car. As for the car's handling, the car feels much more stable through corners, with little sacrifice in ride quality. Infiniti says that the IPL G Coupe was created for mountain roads, not the racetrack, so keeping the ride civil was a major priority. Personally, we were hoping for a bit more flamboyance in the performance department... Give it about 50 more bhp, and then perhaps the Germans will take notice.

IPL modifies the exterior with new front and rear fascias, more aggressive side sills, a small rear spoiler and 19-in. IPL 7-spoke wheels. The IPL G Coupe will be offered in only two exterior colors—Graphite Shadow and Malbec Black. The interior gets red stitching on the sport seats and steering wheel, as well as Silk Obi aluminum trim.

Infiniti says the IPL G Coupe is "the first of what is expected to be a range of IPL performance vehicles in the future." The IPL G Coupe goes on sale in December with a price tag of \$47,950 for the manual version and \$49,850 for the automatic.

—MM and Sam Mitani

TESTING GOODYEAR'S EAGLE FI SUPERCAR G:2



Goodyear's newest ultra-high-performance tire, the Eagle FI Supercar G:2, is standard equipment on the 2011 Chevrolet Corvette Z06 and Corvette Grand Sport, and part of the SVT Performance Package for the 2011 Ford Shelby GT500. While we've driven those cars already, the Goodyear folks wanted to give journalists a proper apples-to-apples comparison to show just how much the

Supercar G:2 has improved over the previous Eagle FI Supercar (G:2, by the way, stands for Generation 2, but Goodyear's lawyers thought spelling it out could imply there was something wrong with the first generation). To do that, we spent a day at the Bob Bondurant High Performance Driving School near Phoenix, Arizona, for a back-to-back comparison of the G:1 and G:2 tires fitted to Corvette Z06s.

What's so special about the G:2 anyway? Goodyear says it's nothing less than the most aggressive Eagle tire ever created. In a true race on Sunday, sell on Monday scenario, the tire uses a newly formulated racing-derived tread compound in an effort to provide stupendous grip and feedback. And it works, as every journalist went quicker with the G:2s than the G:1s, some by as much as 3 sec. over a 30-35-sec. lap. I went 0.82 sec. quicker during my two laps with the G:2 versus my three laps with the G:1. But more than that, the higher grip and improved braking confidence of the G:2 transformed the Z06—known as a squirrely beast in at-the-limit situations—into a kinder soul. You can bet pre-2011 Z06 owners will be beating down the doors at Goodyear retailers to get their hands on the G:2.—MM

Peugeot 3008 HYbrid4

The world's first diesel hybrid



It isn't the cutest-looking car on the planet, but this Peugeot starts a new chapter in European motoring due to its combination of a fuel-efficient 2.0-liter 163-bhp HDi diesel engine with a 37-hp electric motor. Unlike previous hybrids that have utilized a gasoline engine, the Peugeot 3008 HYbrid4's diesel engine provides superior combined drive cycle fuel consumption

of 62 mpg on a U.S. gallon and CO₂ emissions of 99 g/km.

In terms of performance, the Peugeot benefits from the combined power of the diesel engine and electric motor during acceleration, with a maximum combined 200 horsepower and torque of 368 lb.-ft. (the latter split at 221 lb.-ft. to the front via the diesel engine and 147 lb.-ft. at the rear generated by

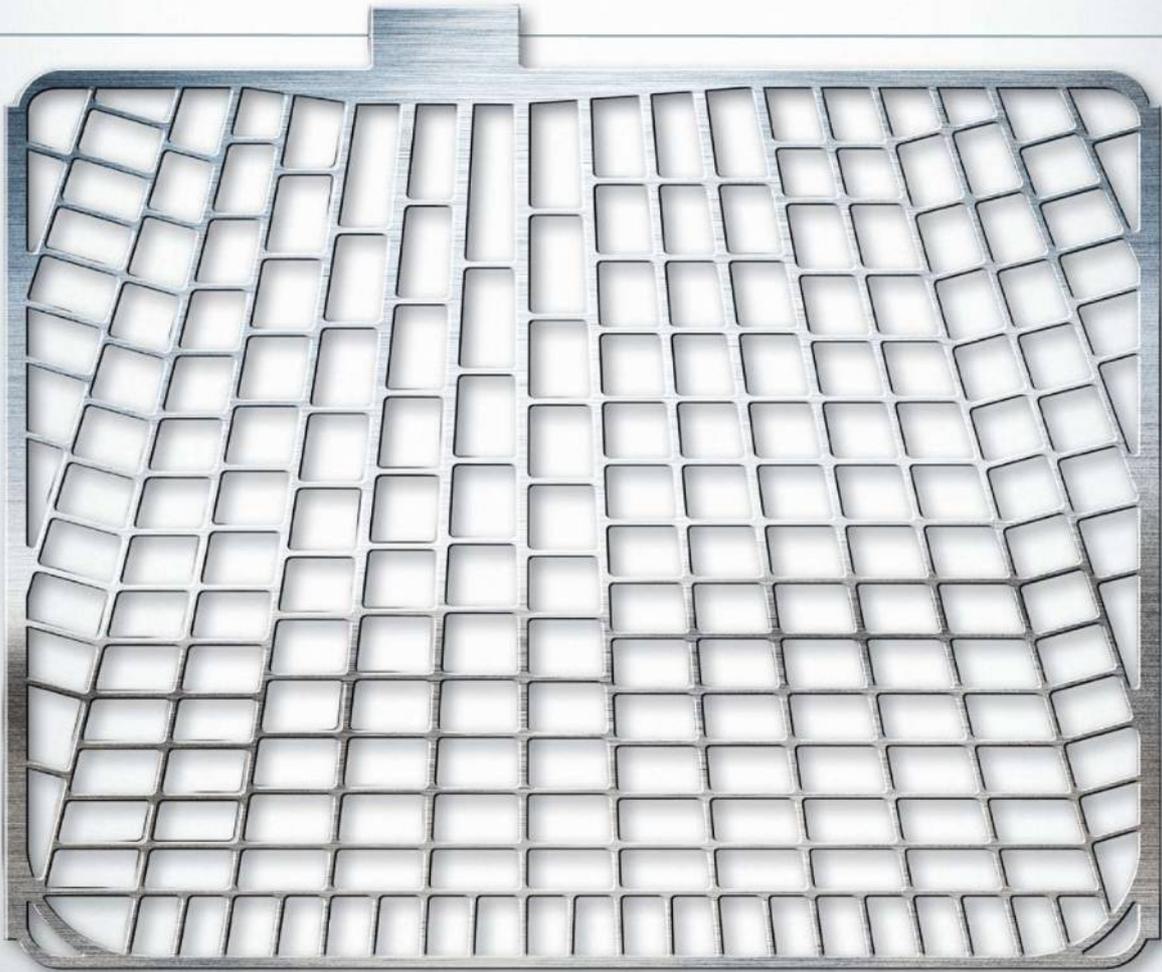
the electric motor). A selector allows the driver to choose among Auto, ZEV, Four-wheel drive and Sport modes.

The 3008 HYbrid4 also brings Peugeot's second-generation stop/start technology as well as an electronically controlled sequential-manual gearbox; the latter could be the car's Achilles' heel in terms of smooth driving.—JA



TRUE STRENGTH™

A POWERFRAME LOGO ON THE OUTSIDE MEANS TRUE STRENGTH ON THE INSIDE.



TRUE STRENGTH. The kind that withstands the forces of corrosion on a positive grid doesn't come from outdated, conventional positive grids. It comes from PowerFrame® grid technology. The only one that's stamped for true strength. Which is exactly what you get on the inside of an automotive battery when you see the PowerFrame® label on the outside.

PowerFrame and PowerFrame logo are registered trademarks of Johnson Controls Inc. PowerFrame.com

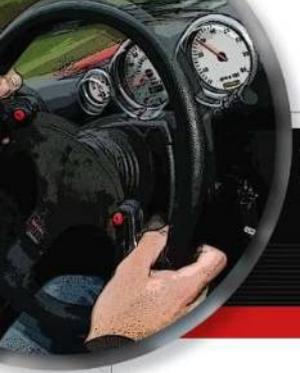
Even in complete and utter darkness, you can't take your eyes off it.

Night — it's the great equalizer. One car blends into the next. Which is why when we designed the new A8, we started with the very first thing you see. Its LED headlights not only demand your full attention, they are also the closest re-creation to daylight of any car on the road.* Not to mention the most efficient!† See how the rest of the A8 will demand your attention at audiusa.com/A8. **The new Audi A8 is here.**

Luxury has progressed.



*Based on brightness comparison to the sun and 5,500 K burning temperature. †LED lights are more efficient than standard xenon lights based on light-emitting diodes for all light functions. Full LED headlights are an optional upgrade. "Audi," "A8," the Audi Singleframe grille design, and the four rings and Audi emblems are registered trademarks of AUDI AG. "Truth in Engineering" is a registered trademark of Audi of America, Inc. ©2010 Audi of America, Inc.



Your Turn

Heavy Hitters to Half-Pint Haulers

MAKE THAT A THREE-CAR TEST

As a longtime R&T subscriber, I read with interest your road test comparison of the BMW 750i and Lexus LS 460 Sport ("Heavy Hitters," October 2010). Two worthy performers no doubt, but are they worth \$30K to \$50K more, albeit in cachet only, than my twin-turbo 2010 Ford Taurus SHO? I, for one, think not. The SHO has very similar performance (slightly behind the 750i, but ahead of the LS 460), size, comparable interior room and premium features. And by the way, the SHO's all-wheel drive is standard (add that to the Bimmer and you're well beyond \$100K). American cars are catching up in almost every vehicle category...and fast!

Scott Zieske
RAPID CITY, SOUTH DAKOTA

THE ALL-SEEING EYE

I read with interest Dennis Simanaitis' article about event data recorders ("EDRs: Safeguards or Snoopers?" Technology Update, September 2010). A slight correction is in order regarding his statement that "if an airbag doesn't go off, the EDR has nothing to report." In fact, there are deployment events and non-deployment events. A non-deployment event occurs when the system is awakened but the airbag control module deems the event not severe enough to deploy the airbag. The EDR may still, however, record and lock information during this non-deployment event. All the information that particular EDR is designed to record will be recorded. It should be noted that the airbag control module looks at the rate of decelera-

tion and makes a decision as to whether the event will be severe enough to deploy the airbag. The threshold rate of deceleration is, of course, proprietary for each manufacturer.

Eugene R. Camerota
BREWERTON, NEW YORK

BRITISH CHARACTER BUILDING

I roared with laughter reading Peter Egan's "Heart of Gold, Electrics by Lucas" (Feature, October 2010). I remember a couple of quips made in the pages of R&T regarding Joseph Lucas and his electrics. One article about Joseph Lucas basically said that Mr. Lucas was not a disciple of Satan but was instead driven to reduce the cost and quality of his electrics by the merciless bean counters. Mr. Egan could have taken the same trip in an old Mazda Miata and had nearly the same sensations, but it would have been much less amusing. If nothing else, Mr. Lucas is responsible for a great deal of character-building among those of us with the patience to tinker with British sports cars.

Doug Wright
NORTHROYALTON, OHIO

Thank you, Peter, for taking a map, making a plan, loading up an adventure vehicle and having an experience. I am tired of automotive journalists yammering about GPS, adaptive cruise control, lane warnings and every other device designed to make the useless feel they are competent drivers. Maybe it is the age we grew up in that makes us daring. I once did an engine swap in my MGB and three days later drove to Florida, from Canada, with no windshield wipers. I

still have the MG 40 years later and might try it again, if I had a month of free time. Keep writing until the inkwell dries up because you bring great pleasure and wonderful memories to those of your age.

John McPolin
BROCKVILLE, ONTARIO, CANADA

PROPER NAME AND CREDIT DUE

In reference to Shaun Bailey's sidebar on the Final Edition Viper ("End of the Line," October 2010), the name of the young lady with what is considered the most spectacular Viper collection in the country should be correctly spelled D'Ann Rauh. In addition, the reference to the completely new model ACR convertible done by Dodge for Woodhouse Chrysler, Dodge and Jeep, incorrectly mentions the gentleman running in the World Challenge Series as being part of the same dealership. Bob Woodhouse was bought out by his partner, Lance Pittack, more than three years ago, and the racing team is not associated with the dealership. Bob was able to see his second dream in life come true by running a racing team, but the unique new model was a collaboration among Woodhouse Dodge, Dodge, SRT Engineers and Viper Marketing.

Bill Pemberton
VIPER AND SRT MANAGER
WOODHOUSE CHRYSLER, DODGE, JEEP, VIPER
BLAIR, NEBRASKA



PHOTO BY JEFF ALLEN

ART AND AZTEK DESIGN

I had long wondered what General Motors did with the stylists who penned the Pontiac Aztek. After seeing the rear three-quarter view of the new Cadillac CTS Coupe (First Drive, September 2010), I think I now know.

Mark Kissel
PORTAGE, PENNSYLVANIA

TRAIL OF TEARS, LOTUS STYLE

Ian Adcock's writing took me on a pilgrimage that I have imagined making many times ("Evora Escapade," September 2010). I know exactly how "the bloke from New Zealand" must have felt when he "burst into tears" as he visited one of the historic Lotus buildings. I owned a Lotus Elan Sprint; ultimately, I couldn't afford to hold on to it (and, in reality, didn't care for it properly). Ever since I read an R&T review in January 1963 about its launch, there is, in my mind, nothing that will ever compare with an Elan. Thanks for a wonderful article.

Richard Chu
DOVER, MASSACHUSETTS

Road & Track® accepts letters by mail at 1499 Monrovia Ave., Newport Beach, Calif. 92663; fax (949) 631-2757; e-mail RTletters@hfmus.com.

Include your full name, city, state and daytime telephone number for verification. We cannot answer every inquiry and we reserve the right to edit letters. Editorial contributions are considered only if guaranteed exclusive. Materials are subject to Road & Track® standard terms, and the vendor must retain a copy. Photographs should be released for publication by the source. Road & Track® is not responsible for unsolicited materials.



Blowing past a semi

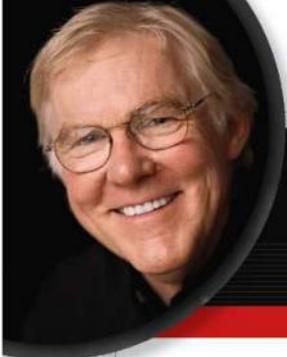
I-25 north @ exit 163

September 14th, 5:41:32 pm



THE NEW SONATA TURBO

 HYUNDAI



Side Glances

BY PETER EGAN >> EDITOR-AT-LARGE

Small is (Mostly) Beautiful

When Barb and I woke up last Saturday morning, we had every intention of driving our Lotus Elan from our Wisconsin home down to Crystal Lake, Illinois, for an event called Microcar-Minicar World Meet 2010.

Our friends Burt Richmond and Diane Fitzgerald, who helped organize the event, had invited us and said they already had 316 cars registered, literally from all over the world. They said the only rule for entering your car was that the engine displacement had to be 1600 cc or smaller.

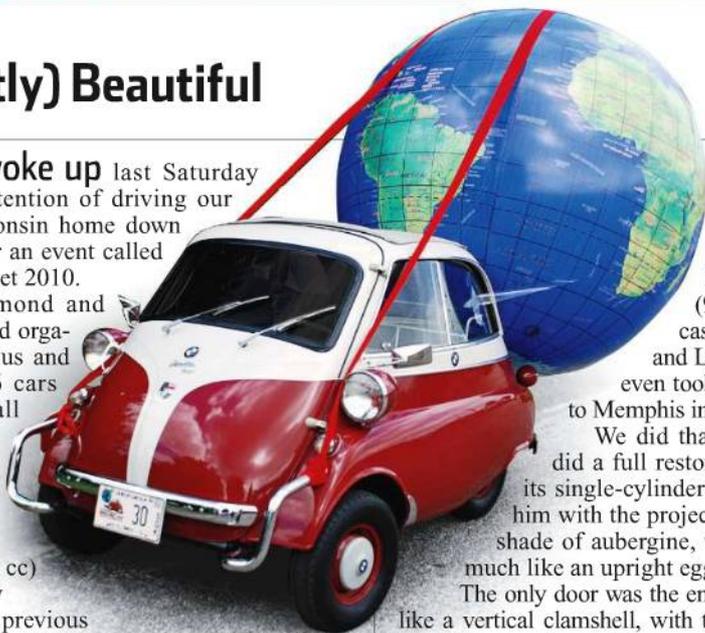
I'd gotten our Lotus (1558 cc) all repaired from our slightly troubled trip to Alabama the previous month and it was running beautifully, so I thought it would be fun to drive down and maybe even enter it in the show.

Then I walked outside.

The humid summer air hit me in the face like a pail of white steam and my socks began to curl and shrink. This has been an exceptionally hot summer here in Wisconsin, as it has in much of the country. The water in Lake Superior—which used to be so cold you cramped up and drowned in a couple of minutes—is now a quite swimmable 71 degrees. Malaria is moving northward, and the ruins of Angkor Wat have appeared in the woods near our house.

Anyway, I decided it was too hot to have fun in a convertible so we wimped out and took our air-conditioned Mustang. Which pumps more heat into the atmosphere and makes us turn up the a/c another notch, etc., etc.

Meanwhile, our hardy next-door neighbor Chris Beebe hopped into one of his four Citroën 2CVs (yes, four of them) and by-God *drove* down there, with nothing but a tin roof to keep him cool. Sort of like Alec Guinness in *Bridge on the River Kwai*.



Hot or cool, we couldn't miss this event, as Chris and Barb and I all have a disturbing history of making long cross-country trips in small cars—Bugeye Sprites (948 cc), Westfield Lotus 11 replicas (1275 cc), Citroën 2CVs (300 cc) and Lotus Sevens (1500 cc). Chris and I even took a trip from Madison, Wisconsin, to Memphis in a 1958 BMW Isetta (295 cc).

We did that trip about 17 years ago. Chris did a full restoration on this little 2-seater, with its single-cylinder motorcycle engine, and I helped him with the project. He painted the body a pleasing shade of aubergine, which, in fact, made it look very much like an upright eggplant on four small donuts.

The only door was the entire front of the car, which opened like a vertical clamshell, with the steering wheel and column articulating up and out of the way so you could climb in. Right before our trip, Chris said, "Do you think we should install seatbelts?"

I said, "No, if we crash, I'd like my body found as far as possible from the scene of the accident."

On the road, the Isetta was—as you might expect—limited in its power and acceleration, but actually quite pleasant to drive and it would hum along at 45 mph (on level ground) with nice steering and a remarkably comfortable and supple ride, like a small 356 Porsche.

There was lots of interest in the car and at every gas stop or restaurant, at least one person would walk up to us and say, "Boy, I sure would hate to hit a semi head-on in that thing!"

About the 20th time Chris heard this, he began to ask people, "What car, exactly, would you like to be driving when you hit a semi head-on?"

No one had a really good answer for that one.

These people didn't realize that semis held no special terror for us because when you're driving an Isetta you really don't want to hit *anything* head-on, not even a stray shopping cart at the supermarket. You travel in a charmed world of cheerful fatalism



PHOTOS BY THE AUTHOR

22 City/33 Highway MPG, estimated. Economy with all traffic safety belts. Hyundai is a registered trademark of Hyundai Motor America. All rights reserved. ©2011 Hyundai Motor America.



THINK ABOUT IT.

Remember how your mom used to say, "If you keep making that face it'll stick that way"? Well, when you see what happens when you floor the Sonata 2.0T's 274-hp, 33-MPG, twin-scroll turbo engine, you'll hope she wasn't right. Facebook.com/SonataTurboFace.



THE NEW SONATA TURBO



SWISS MADE



Kanaan

ESSENTIAL GEAR.

Invented in the United States. Made in Switzerland.

Tony Kanaan Series No. 1138: 44mm asymmetrical steel/carbon fiber case, antireflective sapphire crystal, integrated genuine leather strap with signature buckle, created in Tony Kanaan's signature colors, water resistant to 100 meters, and Luminox self-powered illumination. Swiss Made. Preferred timepiece of Champion Race Driver Tony Kanaan. Luminox.com

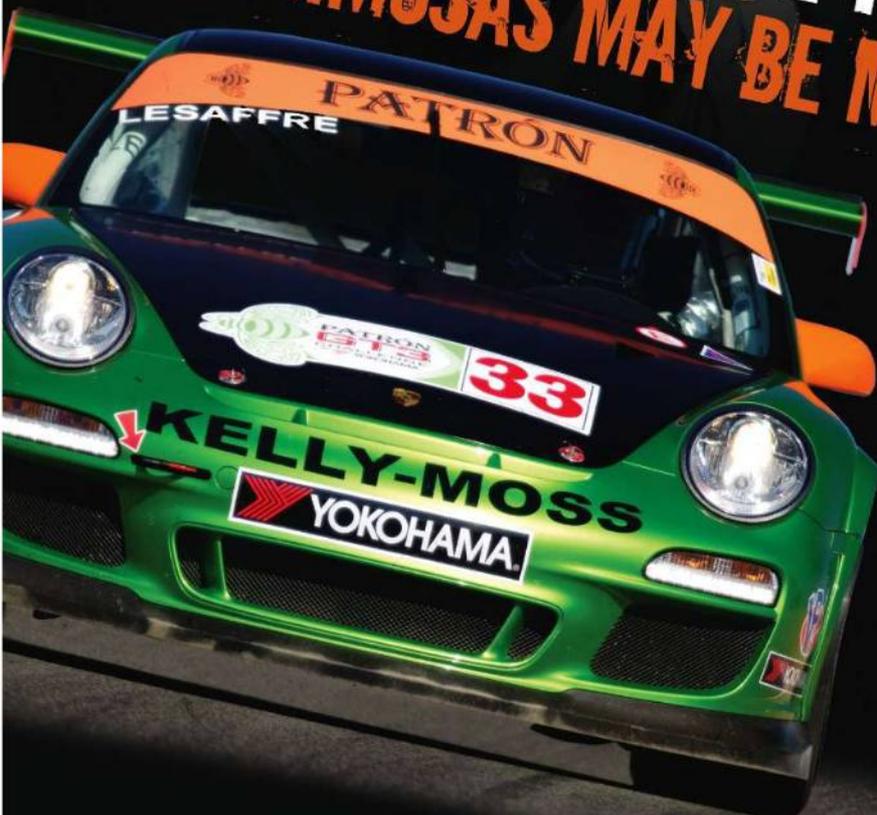


Constant Glow for up to 25 Years.

Available At These Fine Retailers: **NATIONWIDE** Bass Pro | Cabela's | Orvis | Precision Time | Tourneau Watch Gear | **ALABAMA** Mark's Outdoor Sports, Birmingham | Woods & Water, Tuscaloosa | **ARIZONA** Ganem Jewelers, Phoenix | Scottsdale Fine Jewelers, Scottsdale | **ARKANSAS** Mack's Prairie Wings, Stuttgart | **CALIFORNIA** Total Time, Arcadio | Timepiece Network, Burbank | Julianna's Fine Jewelry, Corte Madera | Time Zone, Costa Mesa | Ara Karkazian Jewelers, Fresno | Time Center, Huntington Beach | Faldemar Watch, Los Angeles | Boutique du Temps, Pasadena | Pasadena Watch Co, Pasadena | Tic Time, Redondo Beach | Prime Time UTC, San Diego | Ravits, San Francisco | Gene Hiller Menswear, Sausalito | Vana Watch, South Pasadena | Time Spot, Thousand Oaks | Watch City, Torrance | Valencia Time Center, Valencia | One More Time, Ventura | **FLORIDA** Bere Jewelers, Gulf Breeze | Ferguson Jewelers, Homestead | Shooters Firearms, Jacksonville | London Watch Co., Miami | Peoples Jewelers, Miami | Watches Plus, Orange Park | Jay's Watches, Orlando | Orlando Watch Company, Winter Park | **GEORGIA** It's About Time Stores, Atlanta | Watchmore Jewelers, Atlanta | Armen & Joseph Jewelers, Duluth | D. Geller & Son, Smyrna | Streeb's Jewelry, Valdosta | **HAWAII** A&E Creations, Honolulu | Kupulau, Honolulu | **ILLINOIS** Chicago Clock Company, Chicago | Howard Frum Jewelers, Chicago | Mari Lou's Fine Jewelers, Orlando Park | **INDIANA** G Thrapp Jewelers, Indianapolis | Ashcraft Jewelers, Muncie | Albert's Jewelers, Schererville | **IOWA** Herten & Stocker, Iowa City | **KANSAS** Randy Cooper, Wichita | **LOUISIANA** Bowie Outfitters, Baton Rouge | Coleman Adler, New Orleans | **MAINE** Kittery Trading Post, Kittery | **MARYLAND** Little Treasury, Gambrills | Atlantic Guns, Rockville | **MICHIGAN** Thomas A Davis, Holland | **MISSISSIPPI** Sollberger Watches, Ridgeland | **NEW JERSEY** Campmor, Paramus | Ramsey Outdoor, Ramsey | Onilogio, Short Hills | Orogio, Tenafly | **NEW MEXICO** Shelton Jewelers, Albuquerque | **NEW YORK** F&I Uniforms, Bronx | Mahawk Army Navy, Schenectedy | Iceberg, New York | Las Americas, New York | Tent n Trails, New York | United Uniforms, Rochester | Woodrow Jewelers, Rye | **NORTH CAROLINA** Sharon Luggage, Charlotte | **OHIO** Gino's Jewelers, Cleveland | Ricky Tanno, Cleveland | **OREGON** Klandika Gold Jewelers, Portland | **PENNSYLVANIA** The Fire Store, Coatsville | Tanner's Sports, Jamison | Jems Jewels & Gold, North Whidales | Whitehall Army Navy, Whitehall | **RHODE ISLAND** Saltzman's Watches and More, Cranston | Watches Etc., Middletown | **SOUTH CAROLINA** Grady's Great Outdoors, Anderson | **TEXAS** Throckmorton's Watch, Austin | Mon Codeau, Dallas | Markham Fine Jewelers, Frisco | Christian's Jewelers, Midland | Charles Guinsky's, San Antonio | **VIRGINIA** Belle View Jewelers, Alexandria | **WASHINGTON** Swissa Jewelers, Seattle | **WISCONSIN** The Watch Company, Appleton | **THE CARIBBEAN** John Bull Ltd., Nassau, BS | Island Companies, Grand Cayman, BWI | Bod Duty Free, St. Croix, USVI | Royal Caribbean, St. Thomas, USVI

YOKOHAMA

THE CHAMPAGNE IS CUSTOMARY
BUT MIMOSAS MAY BE MORE APPROPRIATE.



Yokohama would like to thank everyone who helped make the 2010 Patrón GT3 Challenge by Yokohama a success. Using our innovative ADVAN ENV-R2™ race tires, drivers once again were able to push themselves, and their cars to the absolute limit. And now that our orange oil-infused natural rubber compound has been put to the test and passed another year of intense racing, victory has never tasted so sweet.

YOKOHAMA
1-800-423-4544 yokohamatire.com



ON A HUMAN LEVEL

Raising the IQ of all-wheel drive.



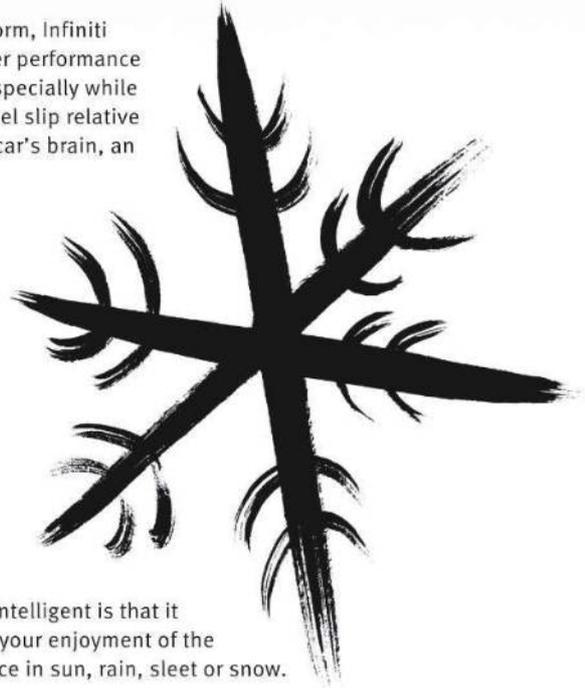
Creating a drivetrain that helps deliver confidence while keeping performance a top priority takes brains. Quite literally. So when Infiniti engineers set out to create an all-wheel drive* system for the iconic G Sedan, they created it with a higher level of intelligence than any that had come before it.

Designed specifically for a rear-wheel drive platform, Infiniti Intelligent All-Wheel Drive is engineered to deliver performance first and foremost. But a smarter performance, especially while driving in the snow. Sensors instantly detect wheel slip relative to the other wheels and relay information to the car's brain, an advanced system of microprocessors.

So when conditions are optimal, 100% of the vehicle's applied power is directed to the rear wheels. Giving you the kind of performance and handling you expect from an Infiniti.

Should a loss of traction occur, the system doesn't simply default to a 50:50 torque split. The ingenious electronically controlled center differential transfers the precise amount of power to the front wheels via an electromagnetic coupling to help restore traction. Once traction is restored, the system intuitively, instantly shifts power back to the rear wheels.

But what makes Intelligent All-Wheel Drive so intelligent is that it does its job with absolutely no compromise to your enjoyment of the drive. Resulting in a more confident performance in sun, rain, sleet or snow.



Experience it in the Infiniti G Sedan.
This is inspired performance. This is the way of Infiniti.



For detailed specifications and more, visit InfinitiUSA.com.

*Available feature. Always wear your seat belt, and please don't drink and drive. ©2010 INFINITI.

 Shodo art by Masako Inkyo



INFINITI.

Inspired Performance™



WE KNOW BY NOW HOW good a package the Nissan 370Z is for the price. We've tested it on multiple occasions and even lived with one for a full year. In doing so, we found it to be a very good baseline for where a sports car should start but with room for improvement in some areas. Lucky for us, the Stillen boys were thinking the same thing.

How does 500 tire-shredding horsepower at 7500 rpm sound? How about a cure for the Z's all-too-common oil-heat issue? These are just some of the areas addressed in the fully optioned Stillen 370Z we drove recently at our test facility in Irvine, California.

As it arrived on site, you could tell from the face of this Stillen Z that it's all business. Underscoring the Scibon carbon-fiber hood is an aggressive Stillen-designed fascia (\$550) incorporating a wide opening for additional airflow to the various coolers Stillen offers. Our car came fitted—for demo purposes we postulate—with both of the two available thermostatically controlled engine oil coolers (\$420 or \$530) and a power steering cooler (\$179). Each cooler comes as a complete bolt-on kit and one or the other is essential in keeping temperatures in check and the related hardware operational during dynamic driving. Stillen's front fascia retains the "fang" elements as modular pieces, but has transformed them into functional brake ducts. Not a fang fan? Leave them off.

The Stillen-designed rocker extensions (\$434) are patterned after Steve Millen's wind-tunnel-tested IMSA 300ZX race car, and are thus claimed to also increase downforce as speeds climb. They also conveniently provide added muscularity to the Z's midsection by complementing the prominent urethane rear wings, one on the hatch (\$327) and the other on the roof (\$200). Also worth noting is the resonant sound emanating from the stainless Stillen cat-back exhaust (which adds up to 18 bhp alone for \$1298).

Although appearance is important, what's under the



2010

STILLEN Nissan 370Z

Adding some extra to the ordinary

BY JONATHAN ELFALAN » PHOTOS BY BRIAN BLADES

hood is what is worth getting excited about. Claimed to add over 168 bhp and 73 lb.-ft. of torque to the stock 3.7-liter V-6 is the Stillen Supercharger kit (\$6299). It's replete with a self-lubricating Vortech V-3 centrifugal supercharger, custom cast-aluminum intake manifold, air-to-water intercooler, uprated fuel injectors/pump and an ECU reflash with data logger and diagnostic scanner. The power delivery feels like the stock car's curves have been amplified, but not irresponsibly. It comes on surprisingly smooth to the point that our test car's driveability felt superior to that of the stock Z's naturally aspirated powertrain. Lay into the throttle from a standstill, and 60 mph comes up in 4.5 seconds—7/10ths quicker than the last

370Z we tested. The quarter mile rushes up at 12.8 sec. and 113 mph, which widens the gap even more (stock: 13.7 at 103.9 mph), though we predict better numbers are possible with less camber than what came dialed into the rear of our test car.

Stillen's kit is compact enough that all the hardware squeezes within the confines of the engine bay, even if fitted with the stock hood. The air-to-water intercooler intercepts the air charge—compressed to a max of 8 psi for the tuned kit setup—just before it enters the engine, which happens to be a great place for cooled air. All the engine's stock internals remain as does the fuel-octane requirement (we tested on California's available 91), not to mention this kit is currently pending 50-state CARB certification.

In addition to the extra go, this Stillen demo car also came outfitted with some chassis enhancements (all available through Stillen). At all four corners were fully adjustable KW Variant 3 coilovers (\$1800), Stillen-engineered front and adjustable rear anti-roll bars (\$300), AP Racing brakes (\$4600) with 6-piston front and 4-piston rear calipers and 19-in. Enkei GTC01 wheels wrapped with 10-mm wider-than-stock Toyo R888 tires. Not surprisingly, the already competent chassis of the Z felt even more attached, better balanced and thus extremely well-tailored for a road course.

Knowing not everyone wants the whole shebang, Stillen has opted to sell every part on this special Z separately. But they also won't turn away a blank check from fellow performance fanatics.

» Stillen's blower kit neatly integrates with the 370Z's 3.7-liter V-6, replete with polished tubing, custom manifold and intercooler.



MORE PHOTOS

GO ONLINE FOR MORE: ROADANDTRACK.COM/STILLENZ



THE 2011 RAM HEAVY DUTY.

**LONG LIVE THE MAN
WHO STILL LETS
HIS RIGHT FOOT DO
THE TALKING.**

RAMTRUCKS.COM



RAM



Ram and HEMI are registered trademarks of Chrysler Group LLC.



5.7L V8
HEMI
383 HP
400 LB-FT OF TORQUE

REFINED
× INTERIOR ×

AVAILABLE
*
INTEGRATED TRAILER
*
BRAKE CONTROL

+++
CREW CAB



© 2014 Chrysler Group LLC

FAST FIGHTERS



FERRARI
458 ITALIA
VS.
LAMBORGHINI
GALLARDO
SUPERLEGGERA

Which exotic reigns supreme?

BY PATRICK HONG
PHOTOS BY GUY SPANGENBERG

No other brands in the world

more clearly embody the term “exotic cars” than Ferrari and Lamborghini. Not only do they define incredible performance, but they also invoke passion and excitement among car enthusiasts everywhere. While both companies have a healthy respect for each other, make no mistake that each also has a strong sense of pride and a desire to one-up the other. Given their intertwined history—Ferruccio Lamborghini was snubbed by Enzo Ferrari early on when he complained about Enzo’s road cars—there is nothing more thrilling than to see both carmakers try to out-duel each other with each new generation of cars. So it only made sense to round up these two Italian builders’ latest creations and toss them into the ring for a good fight: The 2011 Ferrari 458 Italia versus the 2011 Lamborghini Gallardo LP570-4 Superleggera.

In one corner is the all-new Ferrari 458 Italia. It comes from a rich lineage of being the compact berlinetta of the Maranello family. First there was the mid-engine Dino, then came the 308, the 328, the 348 and the F355. The subsequent 360 Modena took the model line forward a giant step with a dramatically different look that evolved into the F430. The new Italia now takes over the reins and charges ahead with numerous technologies learned from the company’s famed Formula 1 program. Racing is deeply rooted within Ferrari—Enzo actually sold road cars simply to fund his motorsport ventures.

In the other corner, the Lamborghini Gallardo LP570-4 Superleggera—from the cross-town Sant’Agata Bolognese family that gave birth to the much-revered Miura and the out-of-this-world Countach—is based on the standard Gallardo unveiled in 2003. The Superleggera is designed to live on the track, and is equipped with firmer suspension tuning and weight-saving carbon-fiber components that shave 154 lb. from the stock Gallardo. Interestingly, racing was never in the company’s blood. But Ferruccio set out to build a better and more exciting road car than Ferrari.

On the surface, it might seem that pitting the Italia against the Superleggera is like comparing apples to oranges. After all, the Ferrari is designed essentially as a high-performance road car, while the Lamborghini is a track-focused version of the Gallardo. But look closer; surprisingly, both sports cars share unusually similar technical specifications.

Weighing in at 3490 lb., the Ferrari is equipped with a direct-injection 4.5-liter mid-mounted V-8 engine generating 570 bhp at 9000 rpm, with 398 lb.-ft. of torque at 6000 rpm. Tipping the scales at 3470 lb.—a mere 20 lb. lighter than the Italia—the Lamborghini also has a direct-injected powerplant residing amidships that can pump out 562 bhp at 8000 rpm and 398 lb.-ft. of torque at 6500 rpm. The contrast is that the Superleggera’s power comes from a 5.2-liter V-10, and it drives all four wheels. According to their respective factories, the top speed for each car is a claimed 202 mph. The starting price for each hovers around \$230,000. Coincidence? Perhaps. And it is probably also safe to guess that Ferrari closely benchmarked the Gallardo while the Italia was being developed.



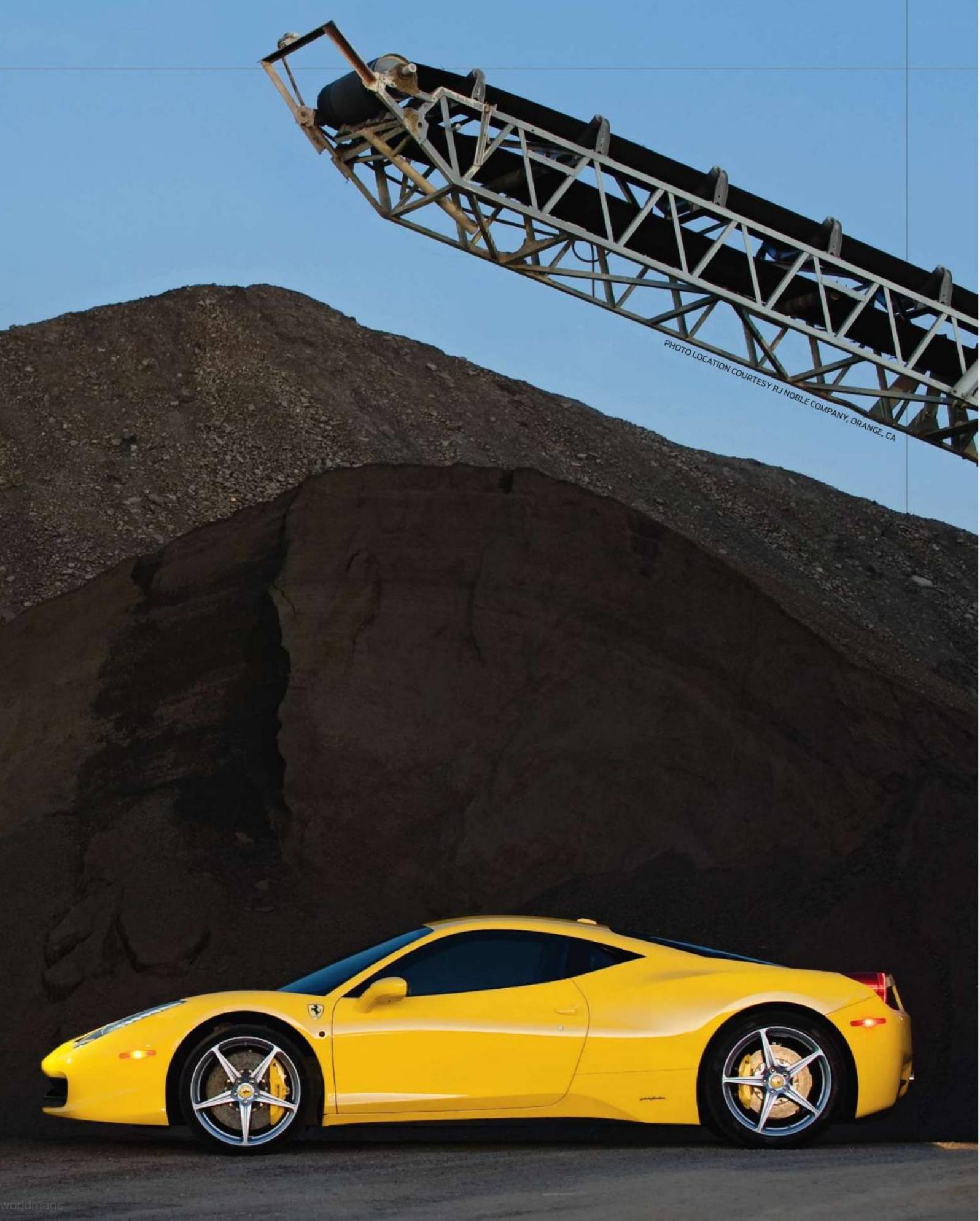


PHOTO LOCATION COURTESY R.J. NOBLE COMPANY, ORANGE, CA



» The Italia's interior screams high technology and luxury, with carbon-fiber trim on the dash and doors mixed with rich Italian leather. The protruding air vents don't flow well with the overall design. On the dash, the traditional analog rev counter is flanked by digital screens controlled via clumsy iDrive-like knobs. And who doesn't love the F1-like wail of the V-8?

ROUND 1: ROAD PERFORMANCE

Climb aboard the Ferrari 458 Italia, and you're treated to a mixture of old and new complete with richly stitched Italian leather complemented by new technology such as carbon-fiber trim and an all-digital dash. The seats are comfortable and supportive, and the outward view is very good all the way around the car—even to the rear. In contrast, the Lamborghini's cockpit is all about business: thinly padded carbon-fiber seats with carbon-fiber door panels and center tunnel, matched by the generous use of Alcantara fabric, all meant to shave pounds and convey a sense of speed.

Stare into the Italia's instrument cluster—front and center is the all-important yellow analog rev counter. To the right is the TFT (Thin Film Transistor) screen that can toggle through various features such as radio and navigation via a clunky and off-putting iDrive-like knob. In the off position, the right screen becomes the speedometer. On the far left there are several screens that can be keyed up (via another iDrive-like knob), including driving aid settings based on different chassis configurations. On the steering wheel you'll find the *manettino* dial—just like in an F1 car—enabling you to select your preferred chassis setup: Sport, Race, CT Off (traction control off) and CST Off (everything off except ABS, and you're on your own). The turn signal buttons are located on the steering wheel as well, just on the inside corners near where you would normally rest your thumbs. This can be annoying for some, especially if you are in the middle of a turn and don't remember which turn signal is on. Others have found them quite logical in that your hands will never be off the steering wheel. As expected, the large paddle shifters for Ferrari's Getrag 7-speed twin-clutch transmission are fixed on the steering column.

The Gallardo's instrument cluster is based on a much older 2003 design. All the important gauges such as the speedometer and rev counter are in analog form, with a small center digital display showing a trip computer and a few of the car's vital signs. The infotainment system on the center stack is similar to those used in Audis (Lamborghini's parent),



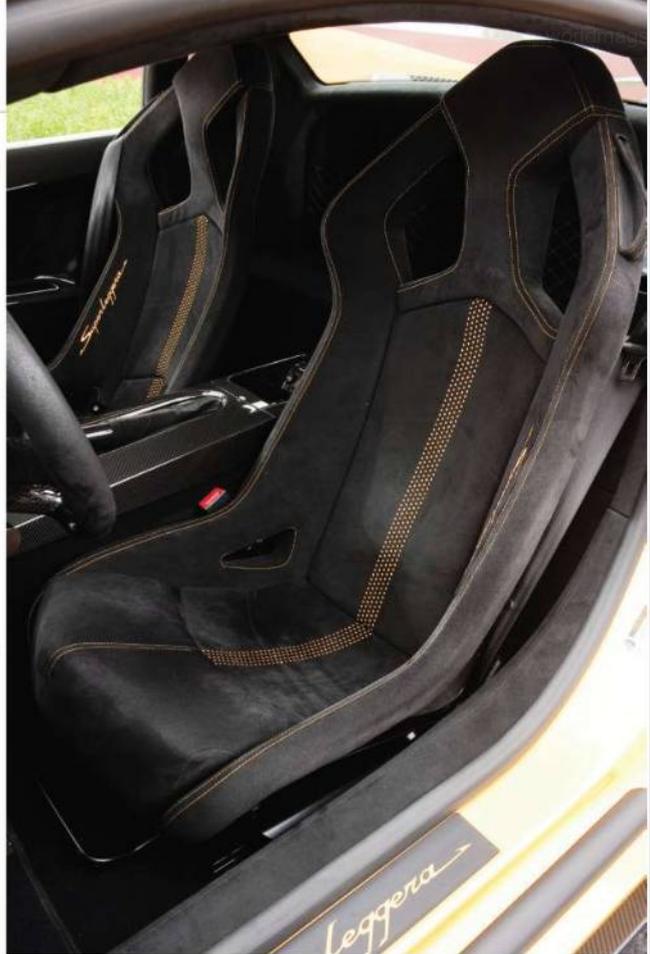
and the climate control is basic with just a few buttons. Just as in the Ferrari, the Lambo's paddle shifters stay fixed on the steering column (left downshift, right upshift), engaging its hydraulically actuated single-clutch 6-speed gearbox. And there are similar driving modes available as with the Ferrari: standard, Sport and Corsa (for track use), as well as an "everything off except ABS" setting. Although the Superleggera isn't as technology-laden as the Italia, there's some appeal to its simplicity and no-nonsense approach.

Driving the two exotics on public roads, the difference in character is apparent. The Lamborghini makes no excuses that its suspension is tuned for the race-track. On Interstates or winding mountain roads, the Superleggera makes every bump and crack on the road known, and you feel the direct impact of those imperfections clearly through your lower back. The steering's on-center and off-center feel is direct and nicely weighted, with increasing effort needed through decreasing-radius turns. The car's all-wheel drive adds that extra sense of safety and confidence so you can drive through the corners a bit faster and count on the front wheels to pull you out.

In the Ferrari, thanks to the car's adjustable magnetorheological shocks, you can set it to "bumpy road" and it will soak up the concrete gaps on the highway with minimal fuss. The cockpit feels quieter and more isolated from road noise. As the pavement gets twisty, turn the *manettino* to Race. Not only does the exhaust open up through two of the outer trio of tailpipes for a more racy engine note, the damping also firms up for you to tackle the turns with more composure. The steering on the Italia is lightning quick and ultra-responsive. The turn-in is effortless. In fact, the faster you turn, the faster the car's computer will adjust its damping real-time to prevent more roll. The trick is to learn to trust the car and know that its rear will stay put when you attack the apex more aggressively. The Ferrari feels lighter on its feet than the Lambo, and is able to dance through the switchbacks with more precision. That said, the Superleggera's more calming on-track mannerisms—albeit more weighty in feel—invites the driver to take more risk.



» The Superleggera's cockpit is all business, with a track-focused theme that features carbon-fiber trim on the dash, center console and doors. Alcantara wraps the dash and sport seats. The infotainment system, no surprise, is Audi-like, and the beauty of the instrument cluster lies in its simplicity. Romp on the throttle and the V-10 emits a more guttural sound than the Ferrari V-8.





» The Italia carves through the corners with precision, its adjustable suspension damping giving the car split road/track personalities.

ROUND 2: TRACK PERFORMANCE

Through our standard *Road & Track* test regimen, both exotics turned in almost identical numbers, though from entirely different approaches. The Lamborghini accomplishes its acceleration, braking, slalom and skidpad runs mainly through raw power and mechanical grip, while the Ferrari accomplishes the task with more finesse and electronic optimization.

On the drag strip, the Italia and Superleggera ripped off identical 0–60 mph and quarter-mile runs, tripping the timer at 3.0 seconds and 11.0 sec., respectively. The Lambo's trap speed of 128.9 mph at the quarter mile showed only a 0.4-mph advantage. Both cars come equipped with launch control where all you need to do is apply full brakes and throttle as the engine rpm builds. When ready, just release the brakes and you're on your way for a thrill ride. While the Superleggera isn't bothered by less-than-optimal asphalt, the Italia needs more attention to the timing of the brake release and full throttle application to properly launch off the line with just the right amount of wheelspin.

The higher grip exhibited by the Lamborghini is attributed to its all-wheel drive and its very sticky Pirelli P Zero Corsa

rubber. These tires have an ultra-low 60 treadwear rating compared to the 160 rating of the Pirelli P Zeros on the Ferrari. Through our slalom, the Superleggera snakes through the cones averaging 74.3 mph, and the Italia counters with 73.4 mph. Circling our skidpad, the awd Lambo's natural tendency to understeer hinders it a bit, although it still generated 0.99g, just a tick below the Ferrari's 1.00g.

Beyond the test data, the home of both the Ferrari and Lamborghini is really on the racetrack. Around the Streets of Willow in Rosamond, California, the 458 Italia's engine screams with power and its twin-clutch gearbox swaps gears in just 0.04 sec., making the car slingshot down the straight in uncannily smooth fashion. The Superleggera's single-clutch transmission, while also quick in upshifting, feels clunky and slow by comparison.

Slowing down, both cars are equipped with carbon-ceramic brake rotors so there is no hint of fade after repeated applications. In fact, the Italia's brake calipers nudge the pads closer to the rotors as it anticipates you applying the brakes. This, combined with the car's ability to perform multiple downshifts when you hold the left paddle in, further heightens the Fer-

rari's impression that it can anticipate your every command and enhances its nimbleness on the track.

That said, apexing and accelerating out of the corner in the Italia also requires more trust in the car. The front wishbone and rear multilink suspension coupled with those magnetorheological shocks and the rear E-diff will find the most optimal settings to keep body roll in check and the back end in place. But relying more on electronic assistance also means that it will take longer to learn the car's behavior to be able extract more speed.

With all-wheel drive and a fixed all-around double-wishbone suspension setup, the Superleggera doesn't quite have the quickness in transitions. But what it does offer is the assurance and the predictability that if you do toss the car into a turn, the behavior of the chassis and the grip on the asphalt can be more directly felt through the steering and the seat. And powering out, having driven front wheels and a limited-slip rear differential means you can get on the throttle a bit earlier to pull the car around the apex. Driving the Superleggera requires a bit more effort, but you are rewarded with a stronger sense of connection to the pavement.

» With all-wheel drive, carbon-ceramic brakes and sticky tires, the Superleggera inspires more cornering confidence than the Ferrari.





FINAL ROUND: THE DECISION

At the end of the day, with both the Ferrari 458 Italia and the Lamborghini Superleggera turning in similar road and track driving impressions and test data, how do we decide which exotic reigns supreme? ❖ The Italia technology is wrapped in a beautifully sculpted body. Every exterior design detail on the car serves an aerodynamic purpose, from the lower front aerolastic winglets that bend to reduce drag and improve downforce, to the rear fender's raised lip where it meets the engine cover so the air flows more smoothly into the rear radiators. With the Superleggera, one look at the car—visible carbon-fiber components inside and out, the deep front air scoop, the ever-present rear wing, and the strong cut lines that go straight to the back—it is impossible to mistake the car's intended purpose. The Ferrari is graceful, and the Lamborghini is bold. ❖ So the final decision really comes down to personal preference. The all-around exotic crown would go to the Ferrari 458 Italia. The no-nonsense, singularly track-focused crown would go to the Lamborghini Superleggera. For any car enthusiast, having either one of these exotic overachievers in the garage will do.



Patrick Hong
EXECUTIVE EDITOR

» The Superleggera's boldness in styling and simplicity in its driving dynamics with a more mechanically connected feel are very appealing. Unfortunately, this racy Lambo is not a daily driver. So my nod goes to the Ferrari Italia offering both on-road civility and on-track competency all wrapped together in a body worthy of the car's exotic status. Its razor-sharp handling is impressive. And even at a standstill, the Italia's curvaceous lines will get you to stare at it all day—and that's not even including the mesmerizing wail from its F1-inspired, 9000-rpm V-8 singing in the background.



Mike Monticello
NATIONAL EDITOR

» If I were fortunate enough to have to make a decision between these two Italian stallions, I'd opt for the Ferrari 458 Italia. Why? Because it's a better road machine. And let's be honest—most people don't take their cars to the track. But it's not the Ferrari's smooth ride, lurch-free dual-clutch gearbox, comfortable seats and superior outward vision that win me over. It's the way in which the 458 responds instantly to every steering, brake or throttle input on a twisty road—man and machine become one, and it's a nirvana driving experience if there ever was one.

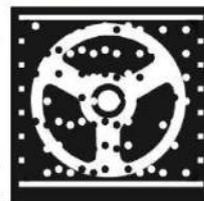
SEE INSTANT FERRARI-LAMBO VIDEO:

○ SCAN THE CODE WITH YOUR SMARTPHONE



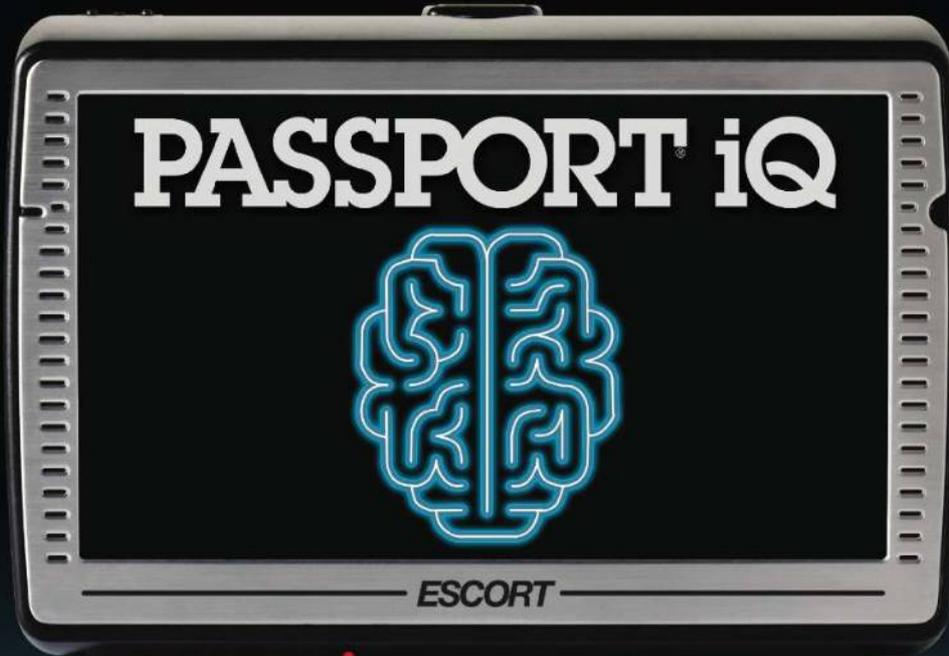
○ OR TEXT "FERLAM" TO 44636

○ SEE PAGE 12 FOR DETAILS.



Drive Smarter

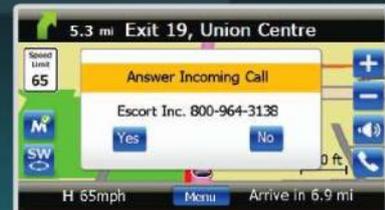
The World's First and Only. . .



Ultimate Radar/Laser Detection



Easy 3D Navigation



Bluetooth Hands-Free Calling
(Optional)

Introducing PASSPORT iQ. Your ultimate driving companion.

Raise your driving intelligence with the all-new PASSPORT iQ™. The world's first and only automobile accessory that integrates: state-of-the-art radar/laser detection, speed camera and speed limit information, 3D GPS navigation, optional Bluetooth hands-free calling, and more, to protect you from unwanted tickets and guide you safely to your destination. Take a 30-day worry-free test drive today.

Don't just drive. . . Drive Smarter with ESCORT

800.588.4899  EscortInc.com/iQ 

Department ROADTK ©2010 ESCORT Inc.

ESCORT
DRIVE SMARTER™



WE DIDN'T START WITH A CLAY MODEL.
WE STARTED WITH THE EUROPEAN CAR



OF THE YEAR.



BUICK REGAL



Europe's "Car of the Year 2009"* was a great starting point. Then an international team of engineers began enhancing its performance, refining its design and adding features and amenities to create the all-new Buick Regal: a true world-class sport sedan for America. Featuring an all-aluminum, direct-injected engine, a performance-tuned suspension and some of the most beautiful sheet metal ever wrapped around a chassis. So who needs clay? **The sport-injected 2011 Buick Regal. The New Class of World Class.**

Starting at \$26,995**

*Opel Insignia winner of "Car of the Year 2009."

**As shown, \$27,995. MSRP. Tax, title, license, dealer fees and other optional equipment extra.
©2010 General Motors. All rights reserved. Buick® Buick emblem® Insignia® Regal®

FERRARIS



TO GOODWOOD

Sometimes the destination can be as good as the journey

BY JOHN LAMM » PHOTOS BY THE AUTHOR







It's 1007 miles from Ferrari's factory in Maranello, Italy, to Goodwood's Festival of Speed in the south of England and there are two basic ways to make the drive. ❖ One is to boogie along *autostradas*, *autoroutes* and motorways. Quick, but boring. ❖ Method number two uses only four-lane highways as temporary conduits between two-lane roads that rarely straighten, whether winding over treeless alpine passes with off-to-eternity drop-offs or through dense forests. ❖ Luckily we were using method two, though initially it meant pounding along the *autostrada*, Modena-Alessandra-Aosta, the last third in heavy rain.

We were in a trio of Ferraris, a 458 Italia, a California, and a 599 GTB lead car. I had the 458 initially, my first chance to learn the car.



It would be unfair to label 458 drivers as selfish, but they are the focus of the car. For the passenger it comes down to that old bumper sticker: Get In, Sit Down, Shut Up and Hang On. The passenger can adjust the temperature on that side and open or close the window and door. That's it.

The driver is in Ferrari central, all gauges and readouts aimed his direction with no need to take hands from the steering wheel. On the right is an iDrive Jr. controlling infotainment. Another to the left scrolls through driving functions acting like an absentee race engineer, checking lap times and doling out information about how you and the car are performing. The view of the road rushing beneath seems so close you almost expect to find road rash on the seat of your pants.

Before leaving Maranello we were warned about the police and speeding. Stick to 130 km/h on motorways and abide by local speed limits. The threat? Radar, cameras and heavy fines. We've heard these warnings for years, but took them

with a grain of salt because Europe used to be the home of "enjoy yourself, just don't do anything stupid" driving. Now the EU has turned its cops into nannies, and the U.S. has become the place to enjoy driving...just don't do anything stupid.

Now who sounds like a nanny?

Eventually we began to climb to the 8100-ft. Grand St. Bernard pass, up the Aosta Valley, passing a village that reminded us of Microsoft's Vista and Apple's G4 iPhone. Its name? Etroubles. I swear, it's a real place.

Going up the serpentine road on the Italian side feels quite secure, two wide lanes with stout guardrails on the downhill side. Let the 458 have its head and you find it's easy to get in synch with the Ferrari.

Heading down the Swiss side, I dialed back a bit. Few guardrails here, just a slide to never-never land if you screw up. *Laissez faire*.

Overnight in Megève, France, and the next day I had the California. The rain was gone, we had warm sunshine and

down came the retractable hardtop. We waded slowly through a few crowded cities where a Ferrari feels like a race horse in a schoolyard, but also rushed along two-lane roads through forests, coming across villages so quiet you wondered if Martians had vacuumed up the citizens. Our goal for day two was Troyes, France.

The character of the two Ferraris' interiors is quite different. Our California's interior was a rich caramel and there's something friendly about a +2 rear seat. At times the yellow rev counter just south of the driver's line of sight reminds one of a smiley face. Unlike the 458, driver and passenger are on this drive together.

The first time it stopped, I realized the California now has automatic stop-start. Come to a halt in the Ferrari and the V-8 suddenly shuts down...like your heart stopped. Dead quiet. We're used to stop-start in hybrids, an already quiet engine fading away, then whispering to life when you drive off. Not the California, which clears its throat with a deep ahem as

Destination:

Why do tens of thousands of race fans cram their way into the annual Goodwood Festival of Speed? Just look to the right. You'll find a vintage Formula 1 Ferrari and a modern McLaren Grand Prix car. A 1977 6-wheel Tyrrell GP machine and a 1920s Bugatti. The GT by Citroën concept. An Alfa Romeo 8C. A Porsche and Jaguar from the Carrera Panamericana. Vintage motorcycles, young fans and even Pink Floyd's Nick Mason, shown at bottom left driving an Auto Union GP car. So can you blame those tens of thousands? You'd be hard pressed to find a frown in the crowd...



» Winding through the Alps from Italy to Switzerland (above), secure guardrails on the Italian side, *nada* after the Swiss border. Stopping at the old Reims circuit (below left), site of many Ferrari wins, before taking the Chunnel train from France to England (below right).



at the end of the long straight on the old Reims racetrack. The remaining pits and stands of the circuit are spooky...so much racing here and years of Ferrari history, good and bad. Luigi Musso died here in a Grand Prix Ferrari in 1958 while running 2nd, and three years later Giancarlo Baghetti won in a Ferrari driving in his first-ever GP.

Makes you wonder how quickly the likes of Fangio, Phil Hill or Fernando Alonso could get around the original Reims circuit in a 458 or California versus the Formula 1 cars of the 1950s and 1960s.

Back on the *autoroute*, humming to Calais and the Chunnel train. Not a half hour in the amber glow of the tall train car and we drove the Ferraris onto an English motorway, reminding ourselves to now drive on the wrong side of the road.

Lord March has held his Goodwood Festival of Speed since 1993 and you might think it would have lost its luster. Wrong. Formula 1, supercars, motorcycles, vintage race cars all roaring up...but we'll leave that side of the story to photos.

The only bad part was turning in the Ferraris. After our drive from Italy, it's obvious the 458 Italia is one of the best road cars from Maranello in decades. Then again, over a very long distance, if we were driving L.A.-N.Y.C., the California would be the one.

you lift off the brake, pops to 1800 rpm, then settles at 1000. Cool.

During the afternoon of day three we merged off the two-lane roads onto the *autoroute* to deadhead to the Chunnel. A drive through our agricultural Midwest can be impressive for the amount of acreage,

but here the art of fields charms you. It's like a farmer/art director was in charge, alternating precise fields of gold and green, edging them with vineyards as you approach the Reims Champagne district.

Set the nav system for Thillois and it takes you to the hard right-hand corner



SEE INSTANT GOODWOOD VIDEO:

- SCAN THE CODE WITH YOUR SMARTPHONE
- OR TEXT "TRIP458" TO 44636
- SEE PAGE 12 FOR DETAILS.

VIDEO

The Goodwood Festival of Speed

PHOTOS BY BRUCE BENEDICT



PHOTO BY JOHN LAMM



MORE PHOTOS

BUY A PRINT

GO ONLINE FOR MORE: ROADANDTRACK.COM/TRIP458



LAMBORGHINI'S HIGH CARBON FIBER DIET

Sesto Elemento = Lighter + Faster

BY MATT DeLORENZO

AS FUEL ECONOMY REGULATIONS BECOME more stringent as a means of controlling CO₂, manufacturers will increasingly rely on carbon fiber as a way to reduce weight and boost efficiency. That's precisely the point of the Lamborghini Sesto Elemento, the Paris concept car that the Italian automaker served up not so much as a definitive model in the pipeline, but rather as its road map to future product development in general.

The styling is pure Lamborghini—extreme and infused with the kind of edginess that recalls the legendary Countach and the more recent Reventón. The vehicle is short, angular and has some very interesting features including the shape of the engine cover vents, echoing the carbon theme. Also the criss-crossing character lines on the side add additional tension to the look. But there is far more to this show car than its exterior design. It is made primarily of carbon fiber—hence the name Sesto Elemento, which represents carbon's sixth spot on the periodic table of elements. Not only are the tub and body panels made of the high-tech material, but also critical load-bearing parts such as certain suspension components and wheels.

Even the interior has been pared to the bone—conventional seat frames have been eliminated in favor of seating structures formed into the tub with cushions upholstered in high-tech fabrics and attached directly to the monocoque. While the seats are fixed, the steering wheel and pedals are adjustable to provide an optimum driving position. The interior also dispenses with traditional accents and materials in favor of exposed carbon fiber. In addition, the instruments are minimalist in keeping with the lightweight theme of the car, providing information primarily on engine revs, temps and vehicle speed.

Mounted behind the driver is a 5.2-liter V-10 engine, which, like the Gallardo Superleggera's, pumps out 562 bhp delivered to all four wheels. Weighing just over 2200 lb. (999 kg), the Sesto Elemento has a power-to-weight ratio of 1 bhp per 3.92 lb. and according to the factory, is capable of 0–60-mph accel-



PHOTOS BY JOHN LAMMI



eration of just 2.5 seconds. Stephan Winkelmann, Lamborghini's president and CEO, said the Sesto Elemento was built with a 10-cylinder engine instead of a range-topping V-12 to make a point—that absolute horsepower will no longer be the measure of performance in Sant'Agata. "We are no longer designing for top speed," Winkelmann asserts. "It is now about acceleration. The power-to-weight ratio is the new measure. Extreme lightweight engineering combined with extreme performance results in extreme driving fun."

Winkelmann sees lightweight materials such as carbon fiber as the lifeblood for exotic car makers like Lamborghini. Rather than pursue hybrid technologies to boost fuel economy—their complex powertrains being heavier than a single powerplant—Lamborghini is placing a large bet on reducing weight, sacrificing some horsepower

while at the same time increasing the overall performance and fun factor of its lineup. So intense is Lamborghini's commitment to the use of carbon fiber, that it has entered into strategic research and development agreements with both the University of Washington and Boeing, with an eye to develop stronger and lower cost carbon fiber, which will allow greater use of the material in vehicle construction. 📸

ROAD TEST

Audi A8

Grilled to near perfection

BY DOUGLAS KOTT
PHOTOS BY BRUCE BENEDICT

IF IT SEEMS THAT RECENTLY AUDI HAS been building large grilles with cars attached to them, you'd be right. I mean, check out the new A8's beak, a chrome-bedecked, 8-slatted trapezoidal wonder that's the Airbus A380 of automotive intakes. It's flanked by two equally self-important headlight clusters, each with an array of 10 white-hot LEDs, plus an additional slash of LEDs forming the "mark of Zorro" running lights that appear as angrily furrowed brows in the rearview mirror of the car ahead.

With such an intimidating presence up front, the rest of this fourth-generation A8 (internally dubbed D4) had better live up to the boast. And it does, on many fronts.

Take the chassis, for instance. The intricate space-frame structure (first used on the D2 A8 of 1997–2003) utilizes aluminum extrusions and node castings throughout, is sheathed in aluminum body panels and offers 25 percent better torsional rigidity than that of its predecessor. It also weighs about 40 percent less than its pressed-steel equivalent, which allows Audi to fit its Quattro all-wheel-drive system (standard) and still bring the curb weight in at 4395 lb. Now this may not seem overly svelte, but it's lighter than most competitors' rear-drive offerings in the premium luxury class, despite carrying around an assortment of extra diffs, gearsets, joints and halfshafts.

As is standard Audi practice, the engine is mounted longitudinally, with most of it forward of the front axle centerline. New this year is direct fuel injection for







» Top right, Audi's Drive Select offers fingertip chassis calibration; at right, MMI's touchpad recognizes drawn letters and numbers; below left, the A8's compact powerful DI V-8.



the 4.2-liter 4-cam V-8, an addition that nets a two-fold improvement: Output is increased to 372 bhp (a 22-bhp gain) and fuel economy rises to a ridiculously frugal 27 mpg highway, the last number no doubt helped by the tall 0.67 ratio of the new 8-speed automatic's top gear. It's a sweetheart of an engine, with near-instantaneous throttle response and a clean, mechanically pure sound, so smooth that vibration levels don't seem to rise in step with increasing revs. Paddle shifters on the steering wheel command snappy upshifts, or just leave it in "D" or "S" like we did at the test track to achieve a 0–60 sprint of 4.8 seconds and a quarter mile of 13.4 sec. at 105.4 mph. Those times might lag the numbers of its V-8 rivals from BMW and Mercedes by a couple tenths, but it's plenty quick nonetheless... and in due time you can check the option box for the Audi's 6.3-liter W-12 powerplant, now with 500 bhp courtesy of direct injection.

With our test A8's adaptable air suspension, plus adjustable shock valving, E-throttle mapping and shift-point tweaking, the Audi possesses multiple ride/

handling/response personalities, but not in a macabre *Sybil* sort of way. It's all under the control of the Drive Select system whose Dynamic, Comfort, Auto and Individual modes are accessed through the A8's Multi-Media Interface (MMI) whose screen noiselessly emerges from beneath a polished wood trap door in the dash. Do you prefer, say, higher steering effort and snappier throttle response, but with a more supple ride? Simply dial it in through the MMI. Left to its own devices in Auto, the chassis reacts quickly and decisively to sudden control inputs.

Even at its most aggressive, the ride is not overly firm and there's ample grip from the 265/40R-20 Goodyear Eagle F1 summer tires (a stand-alone option on our test car, along with the striking 20-in. alloys), to the tune of 0.88g. Sure, it'll push moderately in some situations, but power-on understeer is mitigated by the Quattro system's 40/60 front/rear torque split and our test car's optional torque-vectoring rear Sport differential. Steering feel, historically a weak point for Audi, is vastly improved with a new system that, somehow, not only firms up in the sportier set-

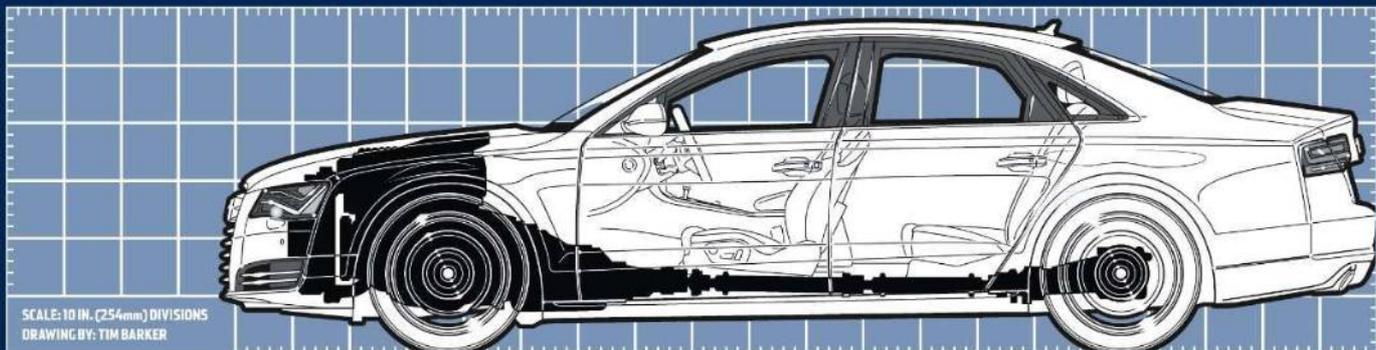
ting but better conveys the nuances of the tire/road interaction. Compliant but well-controlled shock valving helps the tires find that elusive last bit of grip on bumpy sections of corners, allowing the awd to put the power down that much better.

Yet every player in this segment will provide thrilling acceleration and a sporty, yet softly attenuated driving experience—and to the wealthy clientele, is the difference between 24 and 27 mpg that big a deal?—so the difference, as it often does, comes down to the details. And one area where Audi has consistently been atop the podium is in interior execution, and the D4 continues the championship run here. Multiple textures and finishes—polished walnut, chrome edging, brushed aluminum, leather, and Alcantara that reminds me of powdered hot chocolate—are integrated into a seamless, modern and classy driving environment. Widely spaced main gauges make for a generous information screen in between, and outboard are fuel level and coolant temperature displays whose white segmented LEDs echo the design language of the headlights. Our test car had the

Audi A8

Audi of America, 3800 Hamlin Rd., Auburn Hills, Mich. 48326; www.audiusa.com

www.roadandtrack.com



SCALE: 10 IN. (254mm) DIVISIONS
DRAWING BY: TIM BARKER

© HACHETTE FILIPACCHI MEDIA U.S., INC./ROAD & TRACK

SPECIFICATIONS

PRICING

List price **\$78,050**
Price as tested **est \$92,925**
 Price as tested incl std equip. (adapt. air susp, Audi MMI nav w/ MMI touch, keyless ignition, iPod integration, HD/DVD/Sat, Audi Drive Select, Bluetooth) Bang & Olufsen prem. audio (\$6300), Convenience Pkg (keyless entry, pwr trunk, park system w/back-up camera) \$2350, Prem. Pkg (22-way seats w/massage) \$2000, LED headlights (\$1400), 20-in. wheels & tires (\$1200), leather upgrade (est \$750), dest charge (\$875).

GENERAL DATA

Curb weight 4395 lb
Test weight 4575 lb
Weight dist (with driver), f/r %

 1235 lb (front) / 1070 lb (rear)
Wheelbase 117.8 in.
Track, f/r 64.7 in./64.4 in.
Length 202.2 in.
Width 76.7 in.
Height 57.5 in.
Ground clearance 4.7 in.
Trunk space 13.2 cu ft

ACCOMMODATIONS

Seating capacity 5
Headroom Front: 39.0 in.
Rear: 36.5 in.
Seat width Front: 2 x 17.5 in.
Rear: 52.0 in.
Front-seat leg room 45.5 in.
Rear-seat knee room 24.5 in.
Seatback adjustment 60 deg
Seat travel 10.0 in.

INSTRUMENTATION

180-mph speedometer, 8000-rpm tachometer, coolant temp, fuel level

SAFETY

ABS, dual front & side airbags, traction & yaw control, TPMS, front seatbelt pretensioners, front seatbelt force limiters

WARRANTY

Basic warranty 4 years/50,000 miles
Powertrain 4 years/50,000 miles
Rust-through 12 years/unlimited miles

ENGINE

Type/layout aluminum block & heads, V-8/longitudinal
Valvetrain dohc 4-valve/cyl, variable timing, chain drive
Displacement 254 cu in./4163 cc
Bore x stroke 3.33 x 3.65 in./84.6 x 92.7 mm
Compression ratio 12.5:1
Horsepower (SAE) 372 bhp @ 6800 rpm
Bhp/liter 89.4
Torque 328 lb-ft @ 3500 rpm
Redline/limiter 7000/7000 rpm
Fuel injection direct
Recommended fuel premium

DRIVETRAIN

Transmission: 8-speed automatic

Gear	Ratio	Overall ratio	(Rpm) Mph
1st	4.71:1	15.10:1	(7000) 38
2nd	3.14:1	10.07:1	(7000) 57
3rd	2.11:1	6.75:1	(7000) 85
4th	1.67:1	5.34:1	(7000) 107
5th	1.28:1	4.12:1	est (6500) 130*
6th	1.00:1	3.20:1	est (5100) 130*
7th	0.84:1	2.69:1	est (4300) 130*
8th	0.67:1	2.14:1	est (3400) 130*

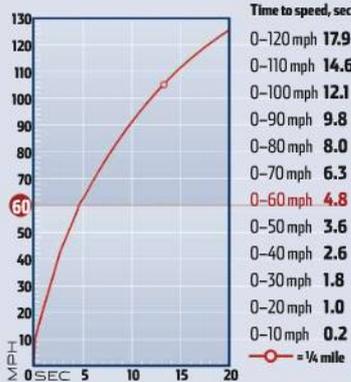
Final drive ratio 3.20:1
Engine rpm @ 60 mph in top gear 1600
 *Electronically limited.

CHASSIS & BODY

Layout front engine/all-wheel drive
Body/frame aluminum/aluminum
Brakes Front: 15.0-in. vented discs/2-piston sliding calipers
Rear: 14.0-in. vented discs/1-piston sliding calipers
Assist type vacuum, ABS
Wheels Front: cast alloy, 20 x 9
Rear: cast alloy, 20 x 9
Tires Goodyear Eagle F1
Front: 265/40R-20 104Y
Rear: 265/40R-20 104Y
Spare tire space-saver
Steering rack & pinion, power assist
Steering ratio 15.2:1
Steering-wheel diameter 14.3 in.
Turns, lock to lock 2.8
Turning circle 41.7 ft
Suspension
Front: 5-link with upper & lower A-arms, elect. adj air springs, elect. adj tube shocks, anti-roll bar
Rear: multilink, elect. adj air springs, elect. adj tube shocks, anti-roll bar

ACCELERATION

Time to distance	seconds
0-100 ft	2.7
0-500 ft	7.3
0-900 ft	10.5
0-1320 ft (1/4 mile)	13.4 @ 105.4 mph



BRAKING

Minimum stopping distance
From 60 mph 113 ft
From 80 mph 200 ft
Total swept area 747 sq in.
Swept area/ton 340 sq in.

HANDLING

Lateral acceleration* 0.88g
Balance moderate understeer
Slalom speed** 68.7 mph
Balance moderate understeer
Lateral seat support very good
 *200-ft skidpad; **700-ft slalom, 100-ft spacing.

FUEL ECONOMY

Our driving est 18.0 mpg
EPA city/highway 17/27 mpg
Cruise range est 410 miles
Fuel capacity 23.8 gal.

INTERIOR NOISE

Idle in neutral 51 dBA
Maximum in 1st gear 67 dBA
Constant 50 mph 63 dBA
Constant 70 mph 66 dBA

TEST CONDITIONS

Temperature 84° F
Humidity 37%
Elevation 350 ft
Wind calm
Location Irvine, California

0-60 mph
4.8 sec

0-1/4 mile
13.4 sec

Top speed
130 mph*

Skidpad
0.88g

Slalom
68.7 mph
 *Electronically limited.

Test Notes:
ACCELERATION

Disable ESP/ASR and place the transmission in manual mode. Power brake to 2400 rpm and release the brakes. At redline the car will shift automatically for you.

Test Notes:
BRAKING

Typical for a large sedan, the A8's pedal is soft, and travels far before maximum brake force is achieved. There's good initial bite though, and the chassis responds well to trail-braking.

Test Notes:
HANDLING

Press the "M gear" button on the steering wheel first to prevent mid-slalom upshifts. The balance and awd allow you to be aggressive with transitions and there's good roll control for a car this size.

AT A GLANCE



Shell **NITROGEN** motor oils

The Official Fuel Partner of **Road & Track**

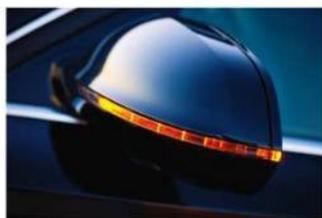


menu sequences; plus buttons are large and graphics are classy. And the *pièce de résistance* is the “MMI Touch” touchpad located just in front of the shift selector where, for instance, you can draw letters with your fingertip to enter a nav destination, drag the nav map around, enter/select radio presets, scroll through other lists of information, etc. When entering numbers or letters, a voice confirms the character for a truly no-look input; so more time spent looking down the road, not at the screen.

If there's a flaw here, it's the design of the shift selector lever, sort of a miniature pommel horse designed to be both a handrest for the touchpad and, of course, a shift selector. To maintain the proper rest-to-touchpad distance, the lever doesn't move back and forth through detents but instead “bumps” through the gears, each time returning to its center position. Tug it hard and it'll go from P to D in one motion. Problem is, it's easy to overshoot Reverse this way...something an editor finds out quickly on a photo shoot filled with 3-point turns.

If that's the worst thing we can find to criticize about the new A8, then Audi is well ahead of the game. The new flagship is all about poise, presence, luxury and performance, with the unexpected twist of surprising fuel economy.

It makes us eagerly anticipate the long-wheelbase version with the W-12 engine...and ultimately, an S8 version? We can only hope. 



» Among the A8's strengths: a luxurious, sophisticated interior; dramatic LED lighting.

optional 22-way leather seats (part of the Premium Package, they're also heated, ventilated and have various bolster adjustments) whose massage feature alone has about five different modes, to knead, tenderize, karate-chop, and otherwise pamper your back. And the Bang & Olufsen 19-speaker 1400-watt sound system, with

its cylindrical tweeters that rise from the dash like Triumph TR7 headlights, must be heard to be believed.

The centerpiece, though, is the MMI system that we believe is the current gold standard of automotive infotainment/nav interfaces. It's highly intuitive to operate, where you just innately figure out the





**LIST PRICE
\$1,049.00**

**83% OFF
NOW JUST
\$179
YOU SAVE
\$870**

**5 YEAR UNLIMITED
MOVEMENT WARRANTY**

**30 DAY MONEY
BACK GUARANTEE**

OUTPERFORM THE COMPETITION QUALITY DRIVEN... DESIGN LEAD

The Daniel Steiger Lapmaster. A sporty timepiece with a luxury edge now available direct from the manufacturer at the astonishingly low price of \$179 - a saving of \$870 on the retail price of \$1,049. So how can we make an offer like this? The answer is beautifully simple. We have no middleman to pay. No retail overheads to pay and not the usual mark-up to make, which on luxury items (including watches) can be enormous. We just make beautiful watches beautifully simple to buy.

- **Stainless steel case and bracelet featuring divers buckle expertly fused with 18k rose gold**
- **Precision movement featuring 24 hour and chronograph sub-dials . 5 Year unlimited movement warranty . Magnificent presentation case**

Includes Soft Lined
Wood Finished
Presentation Case



CALL OUR CREDIT CARD HOTLINE ON 1-877 550 9876

Please quote code **RT10DLAP** or go to **www.timepiecesusa.com/rt10d**

Timepieces International Inc, 3580 NW 56th Street, Fort Lauderdale, Florida, 33309

WeatherTech®

*What makes it a WeatherTech®
FloorLiner™?*

Durability

Patented Tri-Extruded
Material Offers Rugged
Durability and Excellent
Grip

Fit

Precision Digital
Laser Measurement
Ensures a Precise Fit

Rear *Over the Hump* FloorLiner™



Available in 3 Colors



Custom Rear Liners



Textured Surface



Raised Lip



Contoured Underside

Accessories available for:

Acura • Audi • BMW • Buick • Cadillac • Chevrolet • Chrysler • Dodge • Ferrari • Ford • GMC • Honda • Hummer • Hyundai • Infiniti • Isuzu • Jeep • Kia • Land Rover • Lexus • Lincoln • Maserati • Mazda • Mercedes-Benz • Mercury • Mini • Mitsubishi • Nissan • Oldsmobile • Plymouth • Pontiac • Porsche • Saab • Saturn • Scion • Subaru • Suzuki • Toyota • Volkswagen • Volvo • And More!

©2010 MacNeil Automotive Products Limited

Toyota
FloorLiner™
Shown

Function

Deep, Sculpted Channels and Reservoir Keep Fluids and Debris in the Liner and Off Your Carpets!

Safety

Factory Retention Anchors Used (where applicable)

WeatherTech® Protects Resale Too!

Simply put, the cost of owning a vehicle is the difference between what you pay for it and what you sell it for. There are many factors that influence resale value; miles, exterior condition, maintenance history and of course interior condition.

WeatherTech® FloorLiners, Floor Mats and Cargo/Trunk Liners REALLY help preserve your car/truck or SUV's interior so when it's trade-in-time, the dealer can't "deduct" for a dirty, stained or worn interior. **Get WeatherTech® protection for your cars interior today!**



Proudly Designed, Engineered and Manufactured in the USA



Canadian Customers; www.WeatherTech.ca

See and
Order Everything at

WeatherTech.com
800-441-6287

2435 Wisconsin Street • Downers Grove, IL 60515
630-769-1500 • fax 630-769-0300



Specialists in Original Equipment and
Aftermarket Automotive Accessories

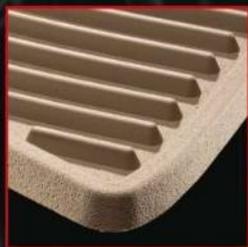
WeatherTech®

Fit

More Custom
Mat Designs
than Any Other
Manufacturer;
Available for Virtually
Any Vehicle

Function

Deep, Sculpted
Channels and
Reservoir Keep Fluids
and Debris in the Mat
and Off Your Carpets!



Ribbed Design



Fluid and Debris
Reservoir



Underside - Nibs
and Anti-Skid Ridges

Accessories available for:

Acura • Audi • BMW • Buick • Cadillac • Chevrolet • Chrysler • Dodge • Ferrari • Ford • GMC • Honda • Hummer • Hyundai • Infiniti • Isuzu • Jaguar • Jeep • Kia • Land Rover • Lexus • Lincoln • Maserati • Mazda • Mercedes-Benz • Mercury • Mini • Mitsubishi • Nissan • Oldsmobile • Plymouth • Pontiac • Porsche • Saab • Saturn • Scion • Subaru • Suzuki • Toyota • Volkswagen • Volvo • And More!

©2010 MacNeil Automotive Products Limited

What makes it a WeatherTech® Floor Mat?

Mercedes-Benz
Floor Mat
Shown

Durability

Proprietary Resin Ensures that these Mats Will Not Curl, Crack or Harden Even in Sub-Zero Temperatures

Safety

Factory Retention Anchors Used (where applicable)



Proudly Designed, Engineered and Manufactured in the USA



Canadian Customers; www.WeatherTech.ca

See and
Order Everything at

WeatherTech.com
800-441-6287

2435 Wisconsin Street • Downers Grove, IL 60515
630-769-1500 • fax 630-769-0300



Specialists in Original Equipment and
Aftermarket Automotive Accessories

WeatherTech®

Function

Contoured Design and Textured Finish

*Acura
Cargo Liner
Shown*

Fit

Precision Digital Laser Measurement Ensures a Precise Fit and Complete Coverage



Protection

Raised Lip Keeps Dirt and Fluids Off Your Interior; Protecting Your Vehicle from Wear and Tear

Durability

Advanced Material Resists Chemicals and Remains Flexible Regardless of Temperature



Custom Designed



Textured Finish



Raised Lip;
Contoured Fit

Proudly Designed,
Engineered and Manufactured
in the USA 

Accessories available for:

- Acura • Audi • BMW • Buick • Cadillac • Chevrolet • Chrysler • Dodge • Ferrari • Ford • GMC • Honda • Hummer • Hyundai • Infiniti • Isuzu • Jaguar • Jeep • Kia • Land Rover • Lexus • Lincoln • Maserati • Mazda • Mercedes-Benz • Mercury • Mini • Mitsubishi • Nissan • Oldsmobile • Plymouth • Pontiac • Porsche • Saab • Saturn • Scion • Subaru • Suzuki • Toyota • Volkswagen • Volvo • And More!

What makes it a WeatherTech® Product?

Fit

Precision-Machined Flange Snaps Right Into the Window Channel; Easy to Install

Design

Original Equipment Look; Low Profile Design

Function

Let the Fresh Air in and Keep the Rain out!

Durability

Hand-Crafted From the Finest 3mm Lightly-Tinted Cast Acrylic



Light and Dark Tint



Precision-Machined Flange



Sleek, Low Profile Design

*Cadillac
Side Window Deflectors
Shown*



2435 Wisconsin Street • Downers Grove, IL 60515



Canadian Customers; www.WeatherTech.ca



WeatherTech.com

800-441-6287



Specialists in Original Equipment and Aftermarket Automotive Accessories



2010 Le Mans Classic

40th anniversary of the
Porsche 917 victory

BY THOS L. BRYANT

I'M SITTING ON AIR FRANCE'S NONSTOP flight from Seattle to Paris and checking out the entertainment system. As I scroll through the movie selections, I come upon one of the all-time favorites of automotive enthusiasts: Steve McQueen's fabulous *Le Mans*. As I am on my way to that fabled track for Porsche's celebration of its initial

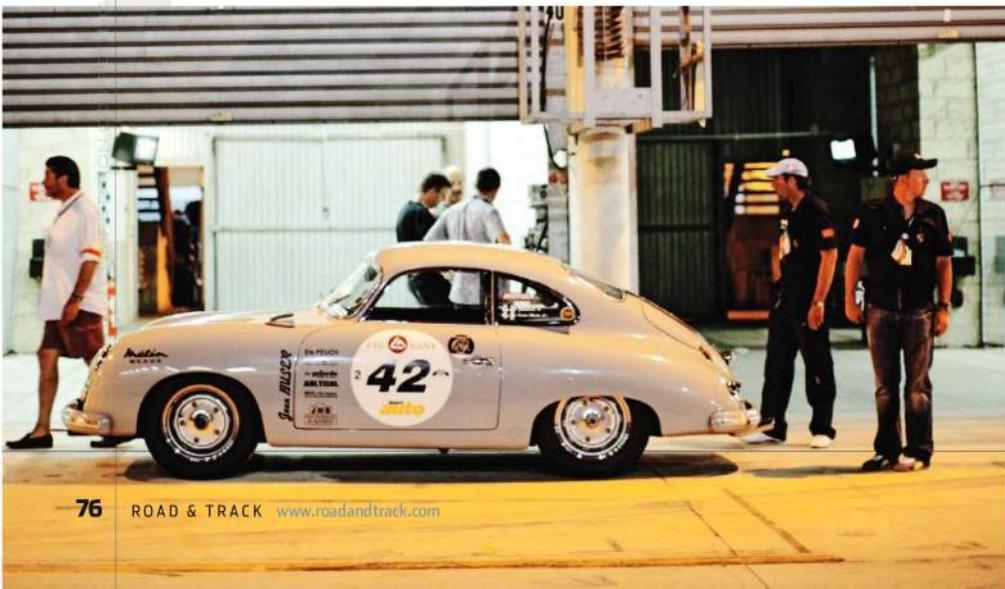
overall victory in 1970 at the 24 Hours of Le Mans, I must watch this film again.

Porsche made a big celebration of the Le Mans Classic vintage racing meet July 9–11, an event that happens only every two years, and draws hundreds of classic racing cars from around the world. For its part, the Porsche Museum brought a num-

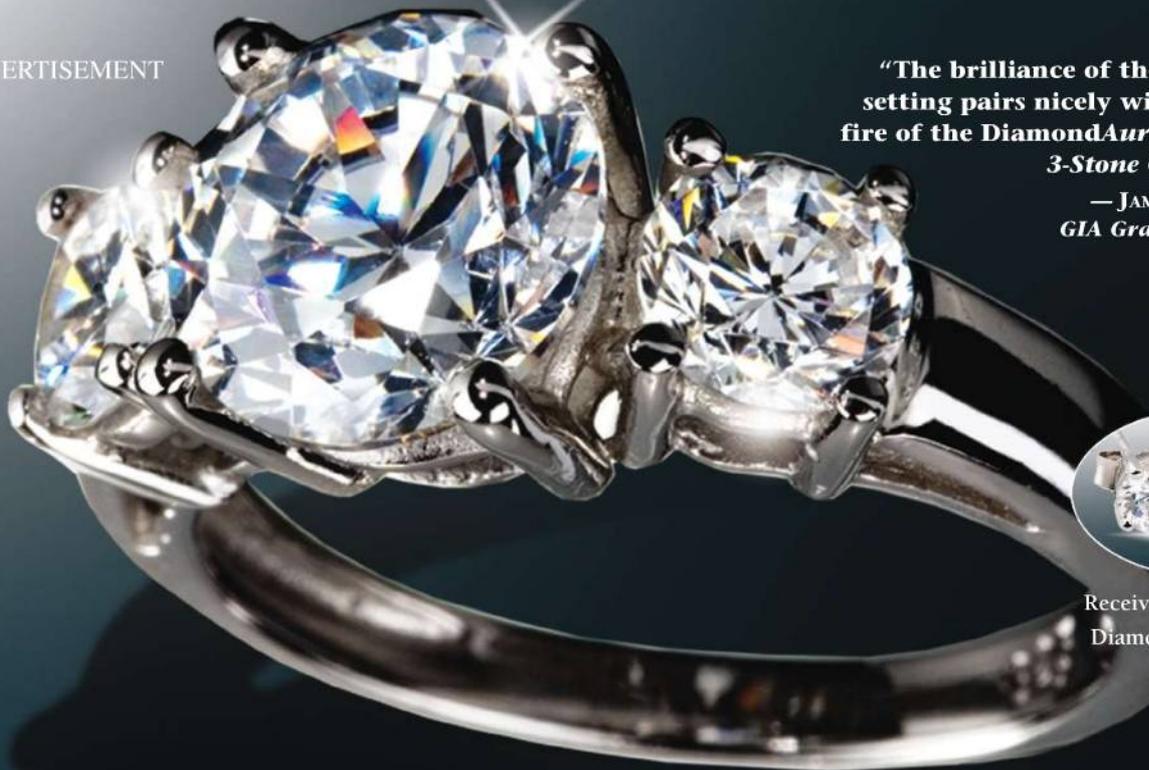
ber of cars to Le Mans to showcase its 16 overall victories from 1970 through 1998. An amazing record, to be sure, but the first win is always the sweetest one.

As one of a small group of journalists from America, I had the pleasure of dining in a 13th century chateau with the Porsche group on the Friday evening before the Classic got underway. And our dinner celebrities were none other than former Porsche drivers Hans Herrmann (winner in 1970 with co-driver Richard Attwood), Gérard Larrousse who finished 2nd that year in the Martini Porsche 917, and Vic Elford who drove the long-tail 917 4.9-liter factory car with co-driver

» Considering their incredible record of 16 overall victories at Le Mans, Porsches somehow look just right on the French circuit, be it the No. 4 936 driven by Jacky Ickx and Jürgen Barth to victory in 1977 or the curvaceous No. 21 917 raced by Vic Elford and Gérard Larrousse in 1971. By any measure, that's a beautiful early Porsche 356, left.



ADVERTISEMENT



"The brilliance of the sterling silver setting pairs nicely with the superior fire of the DiamondAura® in the Stauer 3-Stone Classique Ring"

— JAMES T. FENT, *Stauer GIA Graduate Gemologist*



Receive these scintillating DiamondAura® Classique sterling silver stud earrings **FREE!**

Read details below.

The Fifth C?

Cut, Color, Carat, Clarity...Chemistry?

Is it possible that the mind of a scientist can create more beauty and romance than Mother Nature? The laboratories at DiamondAura® were created with one mission in mind: *Create brilliant cut jewelry that allows everyone to experience more clarity, more scintillation and larger carat weights than they have ever experienced.* So, we've taken 2 ½ carats of our lab-created DiamondAura® and set them in the most classic setting—the result is our most stunning, fiery, faceted design yet! In purely scientific measurement terms, the refractory index of the DiamondAura is very high, and the color dispersion is **actually superior** to mined diamonds.

Perfection from the laboratory. We named our brilliant cut stones DiamondAura, because, "they dazzle just like natural diamonds but without the outrageous cost." We will not bore you with the incredible details of the

COMPARE FOR YOURSELF AT 2 ½ CARATS		
	Mined Flawless Diamond	DiamondAura Compares to:
Hardness	Cuts Glass	Cuts Glass
Cut (58 facets)	Brilliant	Brilliant
Color	"D" Colorless	"D" Colorless
Clarity	"IF"	Clear
Dispersion/Fire	0.044	0.066
2 ½ c.t.w. ring	\$60,000+	\$145

scientific process, but will only say that it involves the use of rare minerals heated to an incredibly high temperature of nearly 5000°F. This can only be accomplished inside some very modern and expensive laboratory equipment. After several additional steps, scientists finally created a clear marvel that looks even better than the vast majority of mined diamonds. According to the book *Jewelry and Gems—the Buying Guide*, the technique used in DiamondAura offers, "The best diamond simulation to date, and even some jewelers have mistaken these stones for mined diamonds."

The 4 C's. Our DiamondAura 3-Stone Classique Ring retains every jeweler's specification: color, clarity, cut, and carat weight. The transparent color and clarity of DiamondAura emulate the most perfect

diamonds—D Flawless, and both are so hard they will cut glass. The brilliant cut maximizes the fire and radiance of the stone so that the light disperses into an exquisite rainbow of colors.

Rock solid guarantee. This .925 sterling silver ring is prong-set with a 1 ½ carat DiamondAura round brilliant in the center, showcased between two DiamondAura round brilliants of ½ carats each. Adding to your 4 C's, we will include the DiamondAura stud earrings for FREE! Try the DiamondAura 3-Stone Classique Ring for 30 days. If for any reason you are not satisfied with your purchase, simply return it to us for a full refund of the purchase price and keep the stud earrings as our gift.

Not Available in Stores

DiamondAura® 3-Stone Classique Ring (2 ½ c.t.w.) • \$145+ S&H

FREE stud earrings with purchase of Classique Ring—a \$59.95 value!

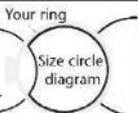
Available in ring sizes 5-10
Call to order toll-free, 24 hours a day, 7 days a week.

1-888-201-7095

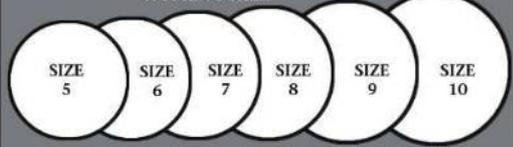
Promotional Code DAR797-02
Please mention this code when you call.

Stauer 14101 Southcross Drive W.,
Dept. DAR797-02
Burnsville, Minnesota 55337
www.stauer.com

Place one of your own rings on top of one of the circle diagrams. Your ring size is the circle that matches the inside diameter of your ring. If your ring falls between sizes, order the next larger size.



WOMEN'S SIZES





HOW GOOD HAVE YOU BEEN THIS YEAR?



Shell Holiday Gift Cards are the perfect gift for anyone on your nice list this season. They're conveniently available in \$25, \$50, and \$100 denominations and accepted at more than 14,000 Shell locations nationwide. With Shell V-Power® gasoline, you'll be giving sportscar enthusiasts what they really want, maximum protection and optimum performance. Purchase Shell Holiday Gift Cards while supplies last at your local Shell location, or buy them online at www.shell.us/giftcard.



Kurt Ahrens. It was a lively dinner party, and the heroes of the circuit told tales and graciously answered queries about that inaugural Porsche victory.

The following two days at Le Mans were warm with sunshine and camaraderie among the participants—though the racing of vintage cars in Europe is quite competitive and challenging. And each of the two days, we were included in the Porsche Parade in honor of the 40th anniversary win, which featured a large number of factory and private Porsches taking to the track for three or four laps—everything from Panamera sedans to the 911 Sport Classic limited production model to Turbos of all kinds including Cayenne SUVs. It was a blast to be out on the fabled track again (my previous run was in 1995 in a D-Type Jaguar for four laps).

Following our track driving, I found my way to the air-conditioned Press Room within the large grandstand along the main straight of the track. And I was delighted to find that the Press Room has been named in honor of *Road & Track's* longtime European Editor, the late Paul Frère, who won the 24 Hours of Le Mans in 1960 driving a Ferrari Testa Rossa with fellow Belgian Olivier Gendebien.

As the sun began to lower toward the horizon late Sunday, it was time to depart Le Mans for the drive back to Paris. But our minds were still jammed with images and sounds of a magnificent celebration of a golden Porsche era in motor racing.



» Along with cars such as the 935, above, and some classic 917s from Porsche's museum, bottom of page, there were notable drivers in attendance. That's Richard Attwood at left, who won Le Mans in 1970, giving the 917 its first victory in the 24-hour French endurance race... in its second appearance there. Below, left to right: the versatile Vic Elford (who won the 1968 Monte Carlo Rallye in a Porsche 911) is joined by Gérard Larrousse (Elford's teammate at Le Mans in 1971) and Christophe Lapiere, who competes in the French Carrera Cup.



MORE PHOTOS

GO ONLINE FOR MORE: ROADANDTRACK.COM/CLASSIC



During the Speed Week 2010 held in August at the Bonneville Salt Flats, I showed up in a specially prepared Suzuki Kizashi to break the record for Blown Gas Coupes—cars with fixed roofs and turbo-charged engines. The folks who usually show up at a Bonneville event weren't accustomed to seeing a compact Japanese sedan among their hot rods and streamliners, so to say that we stuck out would be an understatement. That said, I've been through a similar experience before in 2007, when I ran a Honda Civic at Bonneville, reaching 170-something mph. Well, I was back to take care of unfinished business—to get into the exclusive 200-Mph Club. »

The Speed LOCKER

Breaking a record
and getting into the
200-Mph Club with
a Suzuki Kizashi

BY SAM MITANI
PHOTOS BY CHRIS CANTLE

So why was I there with a Suzuki Kizashi? The reason was entirely personal. The man behind the creation of the Kizashi was Hirota Ono, a senior operating officer of Suzuki Motor Corp., a man many people thought would become the next chairman of the company. I met him a number of times in Hamamatsu, Japan, where he welcomed me with open arms and waxed enthusiastic about the Kizashi concept car. Only a few months after our last meeting, he passed away, a victim of cancer. Apparently, he was sick when I last saw him, but he didn't even mention this fact during our time together. The news was devastating, and I wanted to do something to show the world what a special car he left behind as his last project. My chance would come two years later, right after the production version of the Kizashi went on sale.

During a meal with Richard Holdener, a veteran of making small Japanese

pumping out about 560 bhp at the crank. The car was ready for the record attempt.

As usual, it was hot at the Bonneville Salt Flats, located a few miles from the Utah-Nevada border near a town called Wendover. Temperatures were in the 90s, but the heat was intensified by the reflective salt. The thing I was dreading was wearing the 4-layer Nomex racing suit required for runs over 175 mph. Imagine wearing the bomb suit in the movie, *The Hurt Locker*, and sitting in a tight cockpit with all the windows rolled up on a hot day.

The attendance at Speed Week seemed down compared to my last visit in 2007, probably the result of the bad economy. And most of the guys doing the driving were older guys, in their 50s or 60s. I surmised that maybe it was because most of these guys had already lived pretty full lives, so it was all or nothing time for many of them. As I

"I must have been nearing 200 mph when the car started veering left."



cars go fast, including the Civic I drove at Bonneville, we discussed the possibility of transforming the Kizashi into a land-speed car and possibly going after a record. As luck would have it, Holdener knew the record for that class was 202.301 mph.

"I'm sure we can make it go faster," he said.

Transforming a compact family sedan into a car that would go 200-plus mph at Bonneville is no simple task. The process usually takes several months; however, Holdener's company, Advanced Product Engineering, which also includes Tom Habrzyk and Scott Bailey, had just three months before Speed Week to accomplish this task. Already, the odds were stacked against us.

As soon as they took delivery of a stock Kizashi, the guys took the entire car apart, including the engine. Then came weeks of careful measuring and re-measuring, ordering numerous special parts that included pistons, connecting rods and a giant turbocharger. They were hoping to transform the 185-bhp Suzuki inline-4 into a fire-breathing turbocharged engine with 500-plus bhp. Habrzyk maintained that the original block and 6-speed transmission were more than strong enough to cope with the extra power.

Once the engine was returned under the hood and the specialized rollcage and parachute were installed, the car was put on a dynamometer. It produced 513 horsepower at the wheels, which meant it was

waited, a crunched up streamliner was being towed back to the pits...the driver was carried to the hospital. Not exactly something I wanted to see at this moment in time.

I sat in the Kizashi, all suited up waiting for my turn. The heat was getting intense, so I asked for ice and water that I immediately poured into my suit. This provided slight relief, but with my helmet on, claustrophobia was setting in. I felt quite nervous, but calm. As I took controlled breaths, I imagined every possible disastrous scenario, from a simple tire puncture to actually losing control and flipping over (I've seen this happen a number of times at Bonneville). There were two fire extinguishers in the car, one for the cabin and one for the engine compartment; I made sure I could reach the controls for both of them. Finally, the starter signaled me to go.

I slowly got on the throttle. The revs jumped like a Formula racer, hitting the rev limiter in an instant. I clumsily shifted to 2nd and worked my way to 5th with my right foot planted to the floor. I must have been nearing 200 mph when the car started veering left. Oh *&#! I made the slightest adjustment with the steering wheel. Then the car started sliding way to the right, I made another slight correction. The view ahead was surreal. The salt surface was really slippery, as I could feel the tires lose traction at every upshift. One steering error would spell disaster. I was much more comfortable driving an exotic

on the *Autobahn* at 200 mph than this fully-prepped car on this stuff. The red mile markers whizzing by in a blur were the only indicators of my speed against the bright white background. But I could feel how fast I was going, and I knew that one small error would spell disaster. I shifted to 6th and prayed for the 5-mile marker, my finish line, to appear. When it did, I pulled the chute and steered toward the escape road, where I immediately got out of the car and removed my helmet. I was drenched in sweat. Holdener and Habrzyk arrived in our tow truck a few minutes later, declaring that I hit 203.4 mph. A few minutes later, the Southern California Timing Association (SCTA) confirmed it. Yes! I set the record...or so I had thought. I then remembered that we had to come back the next day and do it all over again. SCTA rules state that two runs, with an average speed higher than the existing record, are required to be considered a new record. So I had to do this all over again...

We were up at dawn the next morning. Upon getting to the start line, we experienced a setback—some scoundrel had sabotaged our car overnight in impound, removing part of the safety harness. But thanks to SCTA officials, they gave us time to go buy and install a new one. I quietly hoped that the big rat didn't mess with the suspension or steering. I was concerned for my survival.

As I left the starting line, the car felt stronger than the day before, probably because of the cooler temperatures. The first four mile markers went by in a blur, and I felt the engine reach the top of the 6th gear before crossing the 5-mile marker. The car was absolutely flying, and I knew it. I pulled the chute and hoped for the best.

Holdener, Habrzyk and Bailey greeted me on the escape road with big smiles. "Two hundred and four miles an hour, we did it!" Holdener said.

The timing official confirmed our record. Our runs averaged to 203.720 mph, eclipsing the previous record by more than 1 mph. The little silver Kizashi had done it. My first thought was of Mr. Ono, who I imagined giving me a thumbs-up somewhere beyond the great sky, and perhaps, just perhaps, he helped us realize this goal despite the numerous obstacles we faced. His pet project is now in the record books.

SEE INSTANT BONNEVILLE VIDEO:

SCAN THE CODE WITH YOUR SMARTPHONE

OR TEXT "LANDSPEED" TO 44636

SEE PAGE 12 FOR DETAILS.



SOME THINGS NEVER GO OUT OF STYLE



Bobby Rahal
BOBBY RAHAL SIGNATURE EVENT

Join Legends of Motorsports, A Bobby Rahal Signature Event as it celebrates a grand finale to its inaugural season. The new historic racing series invites you to relive the sights, sounds and smells that made you fall in love with racing, from prototypes to production cars and even stock cars, plus paddock access and family-friendly entertainment, all at one of the world's most iconic road courses.

DECEMBER 3 - 5, | SEBRING INTERNATIONAL RACEWAY

Visit www.legendsofmotorsports.com for ticket, track touring and hospitality prices.



Long-Term Test

BY JONATHAN ELFALAN >> ROAD TEST EDITOR

2010 Audi S4

The preservation of performance

BY JONATHAN ELFALAN >> PHOTOS BY BRUCE BENEDICT

THERE ARE VARIOUS THINGS THAT SPUR innovation. But of late, an ever-warming (or cooling) effect on our planet and the fuels that propel us have been the main motivators behind future vehicle design decisions. Thankfully, there is still a strong group of manufacturers who believe we should have our cake and eat it too, which is why high-performance sedans such as the latest Audi S4 still exist.

Having ditched its 4.2-liter V-8 for a more efficient direct-injected, supercharged 3.0-liter V-6, the new S4 is a prime example of going forward by dialing back. The S4 may have lost a small amount of peak horsepower (333 bhp versus the V-8's 340 bhp) but in turn has gained an EPA-estimated 5 more mpg in the city and 7 more on the highway, not to mention an additional 23 lb.-ft. of peak torque (325 lb.-ft. total) between 2900–5300 rpm. This results in a car that's 38 percent more efficient but one that accelerates harder, as the 0-to-60-mph

run comes up in just 4.5 seconds versus the V-8's 5.2-sec. run.

Not only does the new S4 trounce its predecessor with aplomb, it seems overmatched with other cars in its competitive set now that Audi has decided to make the RS versions a more permanent part of its U.S. lineup to handle BMW M and Mercedes AMG models. The result of our test with the Acura TL, BMW 335i and Infiniti G37S ("Four-Door Firepower," May 2010) was a landslide victory for the Quattro-ring team followed soon by a request letter from us for a long-term car

of the exact same specifications—save for the \$475 Meteor Gray Pearl paint.

Starting at an acceptable MSRP of \$45,900, you may be surprised to find that there are nearly \$20,000 worth of options you can tack on if you so desire. Our Prestige model (\$6100) includes an upgrade from 18- to 19-in. alloy wheels wrapped with summer tires, a 14-speaker 505-watt Bang & Olufsen sound system, Audi's 40-GB hard-drive-based MMI navigation system with 7-in. color LCD screen, voice command and driver memory seat.

If you want the option of Audi's Drive Select (\$3950) as we did, which allows you to toggle among various modes (Comfort, Auto, Dynamic) of suspension, throttle, steering and sport-differential tuning on the fly, then the Prestige trim level is required. A fourth mode, called Individual, is also in the Drive Select rotation, and allows you to mix and match your favorite settings of each component

2010 Audi S4

Delivered price	\$59,150
Total miles	5046
Maintenance costs to date	\$0
Repair costs to date	\$0
Our mileage to date, EPA city/highway	19.5, 18/27
Best mpg (avg of 3)	25.0
Worst mpg (avg of 3)	15.4

Your best defense against radar

(choose one): **Situation Awareness?**
 Situation Ignorance?



Mike Valentine: Electronics Engineer and Co-Inventor of the original Escort® detector.

The Shrug Factor

When a beeper gives two beeps and then goes quiet, most drivers shrug; "It's probably nothing," they say. Wrong! Two beeps is exactly the warning when instant-on ambushes somebody ahead. You could be next. Every beep may not be radar, but it's a threat until you know otherwise.

V1 has antennas facing both forward and behind, for radar and for laser. It scans all around your car. This patented SA system reports to you through locating arrows and the Bogey Counter. With V1, you won't shrug.

Situation Awareness.

Fighter pilots just say "SA." When you peel off the military jargon, SA turns out to be man's oldest survival technique: *know what's going on around you.*

For combat pilots, SA is a two-step process. First: know all the threats — where they are and how many. Second: identify each one, friend or foe? A jet warrior will never be surprised by a bogey closing on his six if he has SA.



Situation Awareness:
V1 says 2 radars ahead.

Situation Ignorance:
 Other detectors
 always say "BEEP!"

SA on the Road

The Valentine One Radar Locator is born of my personal passion for SA. I want to know the threats, both radar and laser. *All of them. As far away as possible.*



Situation Awareness:
V1 says 2 radars, ahead and behind.

When Valentine One finds radar or laser, a red arrow points toward the source. Ahead? Behind? Off to the side? V1 tells you instantly. Other detectors? They all go "beep" and leave you guessing, just like they did in the Seventies. Situation Ignorance, in other words.

Arrows and the Bogey Counter

V1's advanced computer analysis tracks each signal separately. And the arrows point toward each one. A digital display called the Bogey Counter tells "how many." V1 won't keep you ignorant. Example: you see one radar, but there's another ahead. V1 tells you about each one. The beepers just go "beep."

Situation Ignorance

Our patents prevent our competitors from matching V1's SA. So they try to distract you with technology. "Intelligence" is the latest claim for a GPS scheme aimed at reducing your Shrug Factor by reducing beeps. But GPS doesn't find new threats, just false alarms you already know about.

I guarantee V1 to be free of bells, whistles, and distracting gizmos. It's an instrument of Situation Awareness, pure and simple.

"Awesome...the patented arrows are a huge advantage."

— MPH

What others say about V1

"The Valentine One radar detector provides the best, most comprehensive, most useful, and least annoying alerts."

PC Magazine

"It's the iPod of the Radar Detectors."

us.gizmodo.com

"Best detection range in our tests."

Wired

"This is the only unit that can track radar and laser in 360 degrees, and it can detect multiple threats, helping drivers to better identify false signals."

Popular Science

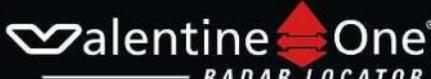
"The controls and Interface are a marvel of logical design."

Wired

"The only radar detector that works at all is the Valentine One. It shows if the signal is forward, rear, or side, as well as the number of signals."

Best Life, quoting Alex Roy, four-time trophy winner of the Gumball Rally

Escort is a registered trademark of Escort, Inc.



Valentine Research, Inc. Phone 513-984-8900
 Department No. XADO Fax 513-984-8976
 10280 Alliance Road
 Cincinnati, Ohio 45242



©2010 VRI

Please call toll-free **1-800-331-3030**
 or visit **www.valentine1.com**

- Valentine One Radar Locator with Laser Detection - \$399
- Carrying Case - \$29
- Concealed Display Module - \$39
- For covert operation: removes all visual warnings to a location of your choosing (1" x 2" x 1.5")
- Plus Shipping
- Ohio residents add sales tax
- 30-Day Money-Back Guarantee

"...it's worth every penny." — Wired

just mentioned (i.e., if you like everything about the Dynamic mode but prefer Comfort steering). If you don't care so much for such chassis flexibility, we'd still recommend a mini splurge for the Sports Rear Differential (\$1100), which adds an appreciable amount of agility to the Quattro all-wheel-drive system through torque-vectoring capabilities.

On the inside, the hand of the Genuine Silk Nappa leather (\$1000) is always a treat, even if its scent isn't. The useful Driver Assist Package (\$900) adds rear parking sensors, Audi side assist (vehicle blind spot warning) and one of the best backup cameras—where the display's

» Supercharged V-6, which overhangs the front wheels, is a gem, as is the stylish cabin that's just a bit tight on rear room.

guidelines bend and curve in relation to your steering angle—on the market.

At the end of the day, there wasn't much we left off our \$59,150 test car, but the one big item we did pass on was the 7-speed dual-clutch S tronic transmission (\$1400), which would have bumped us over the \$60,000 mark. As nice an auto-

mated transmission as the S tronic is, we still really admire the manual transmissions that Audi makes, and the fact that they still choose to make them. There are a lot of innovations, and thus changes, that are made in the interest of preserving the world we love, but there are also some things that are better left untouched. 🚗





Ask about our Tire Road Hazard Service Program

TIRE RACK
.com

Nationwide 1 and 2 day ground service from our 6 distribution centers.



BRIDGESTONE **BLIZZAK**

THE OFFICIAL TIRE OF WINTER



BLIZZAK™ WS70™ NEW!

Studless Ice and Snow

Coupes, Sedans, Minivans and Crossovers



Bridgestone's NanoPro-Tech silica-enhanced tube multicell compound has thousands of microscopic tubes, cells, and bite particles uniformly distributed to help wick away water from between the tire and road, as well as provide extra traction in slush, packed snow and on ice. T-Speed Rated



Four Main Circumferential Grooves
Increase steering ability in snow



Elongated Directional Tread Design
Enhances rain, slush and snow evacuation



3-D Zig-Zag Sipes
Upgrade traction in snow and on ice



BLIZZAK™ LM-60™

Performance Winter / Snow

Sports Cars, Sporty Coupes and Luxurious Performance Sedans



The Blizzak LM-60's high silica winter / snow tread compound is molded into a directional tread design made up of independent tread blocks featuring 3-D zig-zag sipes to combine durability and handling with traction on winter's dry, wet and snow-covered roads. H-Speed Rated



BLIZZAK™ DM-V1™

Studless Ice and Snow

Pickups, Crossover Vehicles and SUVs



The Blizzak DM-V1's Multicell Z compound features microscopic tubes and cells to absorb the thin film of water that forms as tires run over packed snow and ice, while micro bite particles contribute to the edge effect that improves grip in wintry conditions. R-Speed Rated

Call or visit tirerack.com for up-to-date sizes, pricing and availability.



All Bridgestone tires listed on this page meet the severe snow service performance standards of the Rubber Manufacturers Association (RMA) and the Rubber Association of Canada (RAC) for snow traction, and are branded with the mountain/snowflake symbol. Due to the traction capabilities of the Blizzak winter tires, Bridgestone recommends using them only in sets of four to provide the best handling characteristics and tire performance.



PASSION
for EXCELLENCE

Hours: EST M-F 8am-8pm SAT 9am-4pm

1-888-371-8473

www.tirerack.com

©2010 Tire Rack

TIRE RACK[®] .com

Traction. Control. Confidence.

Tires are like shoes. Winter tires are designed for surefooted travel in the worst conditions. *What's your vehicle wearing?*



Today's winter tires make traction and handling concerns a thing of the past.

For example, the tread compound technology and intricate tread patterns of winter tires work together to provide traction on snow covered roads, and extreme grip when roads turn icy. Other unique technologies and tire designs channel water away from heavy rains and take on the slippery wet roads of rainy seasons. Tire Rack has the tires that are right for you, your vehicle, and the weather you drive in.



WINTER TIRE & WHEEL PACKAGES

Tire Rack's Tire & Wheel Packages make it easy to change your tires with the seasons. With winter tires mounted on their own wheels, you can install the seasonal package yourself. When the weather changes, you're ready. When the seasons change again, your summer Tire & Wheel Package goes back on.



INSTALL



A NATIONWIDE NETWORK OF OVER 5,000 RECOMMENDED INSTALLERS

It's easy to find one near your home or office and your order can be shipped directly to an installer location from one of our six strategically located distribution centers. Because the best tires in the world can't help you if they're not properly installed on your vehicle.



RESEARCH



BUY



DELIVER



INSTALL

REVOLUTIONIZING
Tire Buying Since 1979[®]

1-888-371-8473

www.tirerack.com

©2010 Tire Rack



Ask about our Tire Road Hazard Service Program

TIRE RACK
.com

Nationwide 1 and 2 day ground service from our 6 distribution centers.



POWER IS NOTHING WITHOUT CONTROL.

Winter 210/240/270 Sottozero Serie II Winter 210/240 Sottozero

Performance Winter / Snow

Winter Sottozero tires are available in H-, V- and W-speed rated sizes (including some RunFlat applications) for sport cars, coupes and sedans to deliver winter performance for drivers whose enthusiasm doesn't cool off when temperatures drop. Designed to be effective in freezing and near freezing temperatures by offering significantly more traction than summer tires when driven in cold, dry, wet or snowy conditions.

Interactive Brickwork Siping

Sipes create a brickwork pattern that increases both lateral and longitudinal stability while providing more biting edges to increase snow traction.



Winter 240 Sottozero Serie II

Winter 210 Sottozero Serie II



Winter Carving Edge

Winter Carving

Winter Carving Edge & Winter Carving Studdable Winter / Snow

For sport cars, coupes, sedans, minivans as well as CUVs and SUVs. A directional tread design with rounded shoulders increases hydroplaning resistance on wet and slush-covered roads while enhancing dry road handling. High density lateral sipes across the face of the tire enhance snow starting and stopping traction while optional metal studs in the shoulder and intermediate tread blocks increase traction on packed snow and icy roads.

Scorpion Ice & Snow

Light Truck/SUV Studless Ice and Snow

Primarily for luxury SUVs. Combines snow and ice traction with European high-speed winter driving performance. A stable shoulder enhances dry road handling while circumferential grooves help maintain good traction on wet and slush covered roads, and angled, siped independent tread blocks help bite into snow.



For best selection call now or visit www.tirerack.com



All tires listed meet the severe snow service performance standards of The Rubber Manufacturers Association (RMA) and the Rubber Association of Canada (RAC) for snow traction, and are branded with the mountain/snowflake symbol.

Hours: EST M-F 8am-8pm SAT 9am-4pm

1-888-371-8473

www.tirerack.com

©2010 Tire Rack



Ask about our Tire Road Hazard Service Program

TIRE RACK .com



worldmags



Over 500 Tire Models from 17 Manufacturers IN STOCK AND READY TO SHIP!



Tire Rebates and Special Offers

Now is the time to buy! Below are just a few of the special offers available this month. See them all at www.tirerack.com/specials

Get up to **\$80** by Mail-In Rebate when you purchase a set of four select Dunlop tires.*



* Offer valid October 2, 2010 through December 4, 2010

Get up to **\$80** by Mail-In Rebate when you purchase a set of four select Goodyear tires.



Offer Valid October 2, 2010 to December 4, 2010

Great Hit! Get up to \$60 back via mail-in rebate when you purchase a set of four (4) select Hankook tires.



\$60 REBATE

Offer Valid 9/1/10 - 11/30/10

KUMHO TIRES **\$100** VISA® PREPAID CARD

When you purchase a set of 4 Ecsta LE Sport tires Valid: 9/1/10 - 12/31/10



 **Sign Up Now!**

To find out about special offers in the future, sign up for our emails at www.tirerack.com/email

Consider a Tire & Wheel Package

Smart, Cost-Effective, Convenient

- High quality, vehicle-specific, exact fitments
- All necessary hardware (lugs, center caps, centering rings, etc.) included at no charge with most wheels
- Arrives ready to bolt on! Switch at your convenience (in your own garage) between your different Tire & Wheel Packages (race, snow, street)
- Free scratchless mounting and Hunter Road Force™ balancing
- Free hidden weight balancing on alloy wheels
- TPMS sensors and related installation hardware for vehicles equipped with TPMS are shown (where applicable)
- TPMS sensors purchased as part of a package are installed free of charge



Select Make ▼

Select Year ▼

Select Model ▼



Build your package today at www.tirerack.com/packages

Hours: EST M-F 8am-8pm SAT 9am-4pm

1-888-371-8473

www.tirerack.com

©2010 Tire Rack

worldmags



Ask about our Tire Road Hazard Service Program

TIRE RACK
.com

Nationwide 1 and 2 day ground service from our 6 distribution centers.



MICHELIN

X-Ice[®] Xi2

Studless Ice and Snow

For coupes, sedans and family vans

Developed to combine predictable dry and wet road handling with enhanced snow and ice traction. MICHELIN[®] Flex-Ice silica-based winter tread rubber compound offers firmness at higher ambient temperatures for wet and dry road stability while it remains flexible at lower temperatures for snow and ice traction. The V-Shape Directional Tread Pattern promotes water and slush evacuation.



Step Grooves

Caterpillar effect enhances deep snow traction



Supporting Knobs

Provide lateral support to improve handling and wear



Cross Z Sipes II

Blend snow traction and high-speed stability



Pilot[®] Alpin[®] PA3[™]

Performance Winter / Snow

For sports cars, sporty coupes and performance sedans

Developed to increase wintertime driving confidence, the MICHELIN[®] Pilot[®] Alpin[®] PA3[™] tire enhances traction and handling during cold weather driving on dry, wet and snow-covered roads to help deliver the power and precision expected from a high performance automobile equipped with low profile sizes.

For best selection, call now or visit www.tirerack.com



All tires listed meet the severe snow service performance standards of The Rubber Manufacturers Association (RMA) and the Rubber Association of Canada (RAC) for snow traction.

Ending Soon!



Buy 4 and drive away
with \$**70***
after mail-in rebate



Get a \$70 Prepaid MasterCard[®] Card via mail-in rebate when you buy ANY set of (4) four new MICHELIN[®] brand passenger or light truck tires October 14 through November 15, 2010 and submit a redemption form.

* VISIT WWW.TIRERACK.COM/SPECIALS FOR COMPLETE OFFER DETAILS. TIRES MUST BE PURCHASED FROM IN-STOCK INVENTORY BETWEEN 10/14/10 AND 11/15/10. VOID WHERE PROHIBITED. THE CARD IS ISSUED BY CITIBANK, N.A. PURSUANT TO A LICENSE BY MASTERCARD INTERNATIONAL INCORPORATED AND MANAGED BY CITI PREPAID SERVICES. MASTERCARD IS A REGISTERED TRADEMARK OF MASTERCARD INTERNATIONAL INCORPORATED. CARDS WILL NOT HAVE CASH ACCESS AND CAN BE USED EVERYWHERE MASTERCARD DEBIT CARDS ARE ACCEPTED.

COPYRIGHT ©2010 MICHELIN NORTH AMERICA, INC. ALL RIGHTS RESERVED. THE MICHELIN MAN IS A REGISTERED TRADEMARK OWNED BY MICHELIN NORTH AMERICA, INC.

Hours: EST M-F 8am-8pm SAT 9am-4pm

1-888-371-8473

www.tirerack.com

©2010 Tire Rack



Ask about our Tire Road Hazard Service Program

TIRE RACK .com



Winter Tires



For the best selection call now or visit www.tirerack.com

BRIDGESTONE

Blizzak DM-V1

215/70 R-15 \$96	245/75 R-17 \$127	P265/70 R-18 \$142
235/75 R-15 \$105	255/60 R-17 145	275/60 R-18 163
215/70 R-16 108	P255/65 R-17 130	285/60 R-18 170
225/70 R-16 109	P255/70 R-17 134	P285/60 R-19 141
P225/75 R-16 103	P255/75 R-17 132	P285/65 R-19 177
235/70 R-16 113	265/65 R-17 136	P255/60 R-19 171
P235/75 R-16 \$109	265/70 R-17 136	P245/60 R-20 168
P245/75 R-16 112	P265/70 R-17 150	P245/60 R-20 170
265/70 R-16 125	235/65 R-18 137	P255/65 R-20 155
275/70 R-16 130	235/60 R-18 \$140	P265/60 R-20 172
P215/70 R-17 116	235/65 R-18 144	275/40 R-20 \$204
225/65 R-17 117	245/60 R-18 144	275/45 R-20 \$192
235/65 R-17 \$118	255/55 R-18 \$159	P275/55 R-20 174
P235/70 R-17 \$119	P255/65 R-18 155	P275/60 R-20 185
P235/75 R-17 122	P255/70 R-18 135	285/50 R-20 \$186
245/65 R-17 124	265/60 R-18 156	P285/45 R-22 227
P245/70 R-17 128	265/65 R-18 161	

Blizzak LM-22

235/45 R-18 \$169	265/45 R-21 \$301
-------------------	-------------------

Blizzak LM-25

225/50 R-18 \$139	205/50 R-17 \$159	255/40 R-20 \$367
225/40 R-18 \$125	245/50 R-17 216	285/35 R-20 \$393
RFT (RunFlat)	245/45 R-18 254	
205/55 R-16 \$148		

Blizzak LM-25 4X4

RFT (RunFlat)	235/55 R-18 \$267
---------------	-------------------

Blizzak LM-60

215/45 R-17 \$148	245/45 R-18 \$205	275/35 R-19 \$285
225/45 R-17 153	255/40 R-18 \$215	275/45 R-19 \$288
235/45 R-17 \$165	255/45 R-18 214	245/40 R-20 281
235/50 R-17 173	265/35 R-18 \$241	245/45 R-20 267
235/55 R-17 \$162	275/55 R-18 242	275/55 R-18 252
245/40 R-17 177	225/40 R-18 222	255/35 R-20 \$302
215/45 R-18 \$179	225/45 R-19 212	255/45 R-20 278
225/40 R-18 \$177	235/35 R-19 251	255/50 R-20 \$266
225/45 R-18 \$190	245/40 R-19 241	RFT (RunFlat)
225/50 R-18 192	245/45 R-19 230	195/55 R-16 \$143
P225/60 R-18 188	255/35 R-19 \$277	205/45 R-17 165
233/45 R-18 196	255/40 R-19 \$262	255/40 R-18 218
235/50 R-18 \$207	255/50 R-19 236	255/40 R-18 245
245/40 R-18 \$209	265/35 R-19 274	255/35 R-18 255

Blizzak WS60

175/65 R-14 \$80	205/60 R-15 \$83	205/40 R-17 \$117
185/65 R-14 77	195/60 R-16 86	215/60 R-17 115
145/65 R-15 82	185/65 R-16 \$106	225/65 R-17 116
155/60 R-15 77	195/55 R-16 106	225/40 R-18 156
175/55 R-15 84	205/50 R-16 111	235/40 R-18 162
175/65 R-15 77	225/55 R-16 114	245/40 R-18 168
185/55 R-15 81	235/65 R-16 104	245/50 R-18 \$168
195/65 R-15 70	235/65 R-16 101	

Blizzak WS70

185/60 R-15 \$82	225/60 R-16 \$104	225/60 R-17 \$114
185/65 R-15 82	235/65 R-16 105	225/65 R-17 115
195/60 R-15 87	235/65 R-16 109	235/45 R-17 156
195/65 R-15 84	205/50 R-17 \$125	235/55 R-17 133
205/65 R-15 89	215/45 R-17 133	235/60 R-17 120
215/70 R-15 92	215/55 R-17 141	235/65 R-17 116
205/65 R-16 112	215/55 R-17 119	245/45 R-17 166
205/60 R-16 96	215/60 R-17 109	P215/55 R-18 152
205/65 R-16 96	215/65 R-17 109	225/45 R-18 147
215/65 R-16 114	235/65 R-16 105	225/45 R-18 158
215/60 R-16 99	225/50 R-17 146	225/60 R-18 137
215/65 R-16 99	225/55 R-17 124	

Blizzak LM-50 RFT (RunFlat)

225/60 R-17 \$125	165/65 R-14 \$75	RFT (RunFlat)
		245/40 R-18 \$216

Blizzak MZ-03

215/65 R-16 \$139	245/75 R-16 \$150	RFT (RunFlat)
235/75 R-16 \$139	265/75 R-16 152	265/70 R-17 \$173
235/85 R-16 \$148	245/70 R-16 \$163	

Continental

ExtremeWinterContact

175/70 R-13 \$55	205/60 R-16 \$87	215/45 R-17 \$135
175/65 R-14 65	215/60 R-16 106	215/60 R-17 128
185/65 R-14 71	215/65 R-16 97	215/65 R-17 117
185/70 R-14 67	215/65 R-16 \$95	215/80 R-17 114
185/60 R-15 \$73	225/55 R-16 \$113	225/45 R-17 \$133
185/65 R-15 \$72	225/60 R-16 101	225/55 R-17 \$126
195/55 R-15 96	225/70 R-16 100	225/65 R-17 100
195/65 R-15 91	L225/75 R-16 145	235/55 R-17 \$135
195/65 R-15 76	235/60 R-16 111	235/65 R-17 \$127
205/60 R-15 76	235/75 R-16 116	L235/80 R-17 \$172
205/65 R-15 80	L235/85 R-16 144	245/65 R-17 133
205/70 R-15 76	245/75 R-16 109	245/70 R-17 133
215/60 R-15 87	255/70 R-16 122	L245/70 R-17 \$159
215/65 R-15 82	265/70 R-16 126	265/70 R-17 136
215/70 R-15 81	L265/75 R-16 156	L265/70 R-17 170
205/65 R-16 \$97	205/50 R-16 \$120	L2385/70 R-17 \$189

ContiWinterContact TS810 S

205/55 R-17 \$172	235/50 R-17 \$229	245/40 R-18 \$255
-------------------	-------------------	-------------------

GOODYEAR

Ultra Grip SUV

245/70 R-16 \$113	235/65 R-17 \$125	265/65 R-17 \$136
265/70 R-16 123	255/60 R-17 115	
235/55 R-17 125	255/65 R-17 127	

Eagle Ultra Grip GW3

195/55 R-15 \$99	P225/60 R-18 \$159	Ultra Grip Performance
205/50 R-16 115		215/50 R-17 \$135

DUNLOP

Graspic DS-3

175/70 R-13 \$54	205/60 R-15 \$75	225/55 R-16 \$102
175/65 R-14 69	205/65 R-15 79	225/60 R-16 91
175/70 R-14 65	205/70 R-15 75	215/45 R-17 \$118
185/60 R-14 73	215/65 R-15 81	215/50 R-17 120
185/65 R-14 68	215/70 R-15 78	215/55 R-17 112
185/70 R-14 65	205/50 R-16 85	215/60 R-17 104
195/70 R-14 70	205/55 R-16 92	225/45 R-17 123
185/60 R-15 71	205/60 R-16 85	225/55 R-17 111
185/65 R-15 73	205/65 R-16 87	225/45 R-17 135
195/55 R-15 83	215/55 R-16 98	225/50 R-18 159
195/60 R-15 76	215/60 R-16 88	225/55 R-18 143
195/65 R-15 74	215/65 R-16 87	

SP Winter Sport 3D

195/65 R-15 \$91	235/45 R-17 \$165	265/35 R-18 \$262
205/65 R-15 93	235/55 R-17 165	285/35 ZR-18 \$293
205/65 R-16 111	245/45 R-17 \$149	235/65 R-19 \$248
205/60 R-16 117	245/40 R-17 \$144	235/50 R-19 209
215/55 R-16 131	255/45 R-17 186	255/35 R-19 \$279
215/60 R-16 116	225/40 R-18 188	285/30 ZR-19 \$314
225/55 R-16 131	235/40 R-18 205	275/45 R-20 \$256
235/60 R-16 134	235/40 ZR-18 \$212	RFT (RunFlat)
205/50 R-17 135	235/50 R-18 228	175/60 R-16 \$139
225/45 R-17 158	235/60 R-18 170	195/55 R-16 120
225/45 R-17 \$162	245/40 R-18 \$223	245/45 R-18 \$270
225/55 R-17 149	245/50 R-18 234	245/50 R-18 289

SP Winter Sport M3

205/50 R-15 \$96	215/45 R-17 \$145	ROF (RunOnFlat)
225/60 R-15 109	215/50 R-17 141	205/55 R-16 \$148
205/45 R-16 126	235/45 R-18 199	225/45 R-17 189
215/60 R-16 107	245/50 R-18 201	225/50 R-17 188
225/50 R-16 137	255/45 R-18 229	
225/60 R-16 118	245/40 R-19 \$249	

Grandtrek WT M3 ROF (RunOnFlat) - Grandtrek SJ5

255/55 R-18 \$275	275/60 R-18 \$171
-------------------	-------------------

PIRELLI

Scorpion Ice & Snow

215/65 R-16 \$92	245/55 R-18 \$165	255/45 R-20 \$256
215/70 R-16 99	245/60 R-18 185	255/50 R-20 272
225/70 R-16 109	255/55 R-18 \$167	265/45 R-20 \$269
235/70 R-16 106	255/55 R-18 \$182	275/40 R-20 \$274
245/70 R-16 112	255/55 R-18 \$184	275/45 R-20 \$276
255/65 R-16 116	265/55 R-18 192	285/55 R-18 208
225/65 R-17 130	265/60 R-18 209	285/40 R-20 \$283
235/60 R-17 149	235/65 R-18 \$182	265/45 R-21 305
235/65 R-17 \$145	245/60 R-19 206	255/55 R-18 \$200
245/65 R-17 \$155	255/60 R-19 215	255/50 R-19 \$263
245/65 R-17 \$166	255/55 R-19 215	275/40 R-20 \$333
255/65 R-17 173	265/50 R-19 232	315/35 R-20 \$384
265/65 R-17 163	265/50 R-19 233	285/40 R-21 \$389
275/65 R-17 189	285/40 R-19 249	285/35 R-21 \$409
235/65 R-18 \$166	275/45 R-19 \$233	325/30 R-21 \$409
235/60 R-18 157	285/45 R-19 243	
235/65 R-18 \$179	245/45 R-20 \$242	

Winter 210 Snowcontrol Serie II

195/50 R-15 \$79	195/65 R-15 88
------------------	----------------

Winter 210 SnowSport

195/50 R-16 \$118	RFT (RunFlat)
	195/55 R-16 \$115

Winter 240 SnowSport

205/50 R-17 \$144	265/35 R-18 \$240	RFT (RunFlat)
255/40 R-17 192	265/40 R-18 229	205/45 R-17 \$159
225/40 R-18 175		

Winter 210 Sottzero

195/55 R-16 \$98	215/60 R-17 \$144	RFT (RunFlat)
205/45 R-16 \$102	235/45 R-17 158	205/50 R-17 \$164
205/55 R-16 98	245/45 R-17 169	225/45 R-17 169
225/55 R-16 116	225/60 R-18 151	

Winter 240 Sottzero

225/55 R-17 \$165	265/35 R-18 \$221	265/35 R-20 \$355
235/55 R-17 171	285/40 R-18 305	285/30 R-20 \$399
215/45 R-18 \$166	295/35 R-18 272	RFT (RunFlat)
235/45 R-18 \$177	245/40 R-19 \$299	245/45 R-17 \$207
235/50 R-18 \$209	255/40 R-19 \$299	245/40 R-18 219
245/40 R-18 198	285/35 R-19 332	245/45 R-18 \$234
245/45 R-18 \$196	285/40 R-19 318	275/35 R-19 \$359

Winter 210 Sottzero Serie II

205/55 R-16 \$98	225/45 R-17 \$139	RFT (RunFlat)
205/60 R-16 \$99	225/50 R-17 \$149	205/55 R-16 \$133
215/60 R-16 \$105	225/55 R-17 145	225/60 R-17 177
205/45 R-17 \$132	245/45 R-17 174	255/40 R-18 226
215/45 R-17 142	245/40 R-18 180	
215/55 R-17 142	235/50 R-19 258	

Winter 240 Sottzero Serie II

205/50 R-17 \$140	265/40 R-18 \$222	285/35 R-20 \$412
205/55 R-17 145	275/45 R-18 301	RFT (RunFlat)
225/45 R-17 \$153	295/35 R-18 272	215/40 R-18 \$205
235/50 R-17 185	235/35 R-19 217	245/40 R-18 \$215
225/40 R-18 \$155	245/45 R-19 \$250	245/35 R-18 \$279
225/45 R-18 \$174	255/35 R-19 \$260	255/40 R-18 \$281
235/40 R-18 \$196	255/45 R-19 \$300	245/45 R-19 \$287
235/40 R-18 \$192	275/40 R-19 \$356	275/40 R-19 \$386
235/40 R-18 \$188	285/40 R-19 325	245/40 R-20 \$215
245/50 R-18 199	295/30 R-19 288	275/35 R-20 \$519
255/40 R-18 209	255/40 R-20 \$366	

Winter 270 Sottzero Serie II

235/45 R-20 \$335	245/3
-------------------	-------



Ask about our Tire Road Hazard Service Program

TIRE RACK
.com

Nationwide 1 and 2 day ground service from our 6 distribution centers.



Why Should You Consider a Winter Tire & Wheel Package?

Tire Rack's Winter Tire & Wheel Packages make changing to winter tires easy and efficient.

With winter tires mounted on their own wheels, you can install a seasonal package yourself. When the weather changes, you're ready. When the seasons change again, your summer package goes back on just as efficiently.

Benefits of Buying a Package

- High quality, vehicle-specific, exact fitsments
- Package arrives ready to bolt on your vehicle
- Switch seasonal packages at your convenience

Package Includes

- 4 tires and 4 wheels, mounted and balanced
- Free scratchless mounting
- Free Hunter Road Force™ balancing
- All necessary hardware at no extra cost!



Sample Tire & Wheel Packages



'11 BMW 135i Coupe
17x7.5 Sport Edition A7
205/50-17 Pirelli Winter 210 Sottozero RFT
Total Package Price: \$1,116
Optional Set of TPMS Sensors: \$196



'11 Audi A4 2.0 Quattro
17x8 MSW Type 15
225/50-17 Michelin Pilot Alpin PA3 X^{XL}
Total Package Price: \$1,200



'11 Chevrolet Impala LT
16x7.5 Elbrus I05
225/60-16 Contin. ExtremeWinterContact
Total Package Price: \$840
Optional Set of TPMS Sensors: \$136



'11 Volkswagen GTI
16x6.5 New Steel Wheels w/Covers
205/55-16 Dunlop SP Winter Sport 3D
Total Package Price: \$672
Optional Set of TPMS Sensors: \$196



'10 Ford Edge SE
17x7.5 Sport Edition F7
265/65-17 General AltiMAX Arctic X^{XL}
Total Package Price: \$844
Optional Set of TPMS Sensors: \$288



'10 Nissan Titan King Cab
18x8 Sport Edition TK1
P265/70-18 Bridgestone Blizzak DM-V1
Total Package Price: \$1,204

Build Your Own at tirerack.com



Visit tirerack.com/snow and select your vehicle. Pick our Preferred Package or choose a tire size for your Winter Tire & Wheel Package from the options shown under "Build Your Own Package." Pick a tire, then choose a wheel to complete the package.

What About TPMS?

If your vehicle came equipped with a direct tire pressure monitoring system, we can recommend wheels that are compatible with its sensors. An extra set of sensors is also available for most systems, and can arrive **pre-installed on your package!**





Featured Brand: **MSW**

www.tirerack.com/msw

TYPE 11
15 16 17 18
STARTING AT \$85ea.

TYPE 12
17 18 19 20
STARTING AT \$143ea.

TYPE 14
14 15 16 17 18
STARTING AT \$78ea.

TYPE 15
14 15 16 17 18
STARTING AT \$78ea.

TYPE 22
16 17
STARTING AT \$94ea.

VISIT WWW.TIRERACK.COM TO SEE OUR ENTIRE SELECTION OF OVER 449 WHEEL STYLES!



O.Z. ALLEGGERITA HLT
16 17 18
STARTING AT \$219ea.

O.Z. SUPERTURISMO LM
18 19
STARTING AT \$335ea.

O.Z. ULTRALEGGERA HLT
19 20
STARTING AT \$339ea.

ASA AR3
17 18
STARTING AT \$136ea.

BREMMER KRAFT BR05
17 18
STARTING AT \$149ea.

BREYTON RACE GTP
19 20 21
STARTING AT \$349ea.

See Them On Your Car
Visit the Upgrade Garage at www.tirerack.com. Experience one-click access to everything that fits your vehicle, and keep a wishlist of your favorites.

What About TPMS?
If your vehicle came equipped with a direct tire pressure monitoring system, we can assist you in selecting wheels that are compatible with its sensors. We also offer an extra set of sensors for all TPMS systems, so your tire and wheel package can arrive with sensors already installed.

Want More Info?
Call and talk to our highly trained experts.



O.Z. WAVE
17 18
STARTING AT \$136ea.

ASA AR1
15 16 17 18 19 20
STARTING AT \$79ea.

ASA GT4
17 18 19 20
STARTING AT \$145ea.

BREMMER BR04
17 18
STARTING AT \$149ea.

BREYTON RACE GTSR-M
20
STARTING AT \$419ea.

ENKEI RACING PF01
15 16 17 18
STARTING AT \$216ea.



ENKEI PERF. ALETTA
17 18
STARTING AT \$165ea.

ENKEI PERF. EDR9
15 16 17 18
STARTING AT \$121ea.

ENKEI PERF. EKM3
17 18
STARTING AT \$163ea.

ENKEI PERF. FALCON
16 17 18 20
STARTING AT \$152ea.

ENKEI PERF. IMOLA
17 18
STARTING AT \$140ea.

KMC ROCKSTAR black
18 20 22
STARTING AT \$180ea.



ELBRUS 105
14 15 16 17 18
STARTING AT \$84ea.

ELBRUS 106
15 16 17 18
STARTING AT \$75ea.

MODA MD9
15 16 17 18
STARTING AT \$85ea.

MODA MD10
15 16 17
STARTING AT \$85ea.

MODA MD12
16 17
STARTING AT \$82ea.

SPARCO PISTA
14 15 16 17 18
STARTING AT \$89ea.

SPORT MUSCLE BHP
20
STARTING AT \$199ea.

ZINIK Z28 REVENTO
18 20
STARTING AT \$189ea.





Ask about our Tire Road Hazard Service Program

TIRE RACK .com

Nationwide 1 and 2 day ground service from our 6 distribution centers.



Continental TIRE



EXTREME WINTER CONTACT

Studless Ice and Snow

Developed for the drivers of coupes, sedans and minivans, as well as pick-ups, crossovers and SUVs looking for traction on winter's clear, cold, slushy, snow-covered and icy roads, the ExtremeWinterContact is designed to deliver serious performance in bitter winter weather.

Asymmetric tread pattern blends dry road handling with foul-weather traction.

Low-void outboard shoulder blocks tied together by elevated lateral grooves increase dry road steering response and stability.

High-void central and inboard shoulder blocks separated by inclined longitudinal grooves provide swift removal of water, slush and snow.

High-density zigzag sipes offer multiple gripping edges to promote packed snow and ice traction.

Advanced high-tech winter tread compound remains flexible in freezing and near-freezing temperatures to enhance cold weather traction.



Install ExtremeWinterContact tires in sets of four only.

Due to the wintertime traction capabilities of the ExtremeWinterContact, Continental recommends using ExtremeWinterContact only in sets of four to provide the best handling characteristics and tire performance.

Available Sizes

175/70 R-13	205/70 R-15	225/70 R-16	205/50 R-17 ^M	245/65 R-17
175/65 R-14	215/60 R-15	225/75 R-16 ^{STE}	215/45 R-17	245/70 R-17
185/65 R-14 ^M	215/65 R-15	235/60 R-16	215/50 R-17	245/70 R-17 ^{STE}
185/70 R-14	215/70 R-15	235/75 R-16	215/55 R-17	265/65 R-17
185/60 R-15 ^M	205/55 R-16 ^M	235/85 R-16 ^{STE}	215/60 R-17	265/70 R-17
185/65 R-15 ^M	205/60 R-16 ^M	245/75 R-16	225/45 R-17 ^M	265/70 R-17 ^{STE}
195/55 R-15 ^M	215/55 R-16 ^M	245/75 R-16 ^{STE}	225/55 R-17	285/70 R-17 ^{TD}
195/60 R-15 ^M	215/60 R-16	255/70 R-16	235/45 R-17	
195/65 R-15 ^M	215/65 R-16 ^M	265/70 R-16	235/55 R-17 ^M	
205/60 R-15	225/55 R-16 ^M	265/75 R-16	235/65 R-17 ^M	
205/65 R-15	225/60 R-16	265/75 R-16 ^{STE}	235/80 R-17 ^{STE}	

Call or visit tirerack.com for up-to-date pricing and availability



ExtremeWinterContact tires meet the industry's severe snow service requirements and are branded with the mountain/snowflake symbol.

Hours: EST M-F 8am-8pm SAT 9am-4pm

1-888-371-8473

www.tirerack.com

©2010 Tire Rack

ROAD TEST

Update

Remember the '80s?

Honda builds a new (hybrid) CRX; Nissan plays Frogger



2011 HONDA CR-Z EX

For those who are ready to write off the Honda CR-Z as no CRX Si successor, a little history lesson is in order. When the latter car was launched in 1984, it was designed to be a 2-seat commuter car, not the pocket-rocket it later came to be in the revered Si variants. In fact, when we tested the original in 1984, it recorded a 0-60 mph time of 10.1 seconds. Since there is no CR-Z Si...yet...such should be the expectations for the 2-seat mild hybrid, which is the first such vehicle to offer a 6-speed manual. With its electric assist and combined 122 hp it's certainly zippier than the 76-hp original, getting to 60 mph in 8.6 sec. That number may not be impressive by today's standards, but it's

2011 Honda CR-Z EX	
List price	\$20,760
Price as tested	\$22,560
Curb weight	2654 lb
Engine, transmission	electric-assist 1.5-liter I-4, 6-sp manual
Combined horsepower, hp @ rpm	122 @ 6000
Torque, lb-ft @ rpm	128 @ 1000-1750
0-60 mph	8.6 sec
0-100 mph	24.7 sec
0-1320 ft (1/4 mile)	16.4 sec @ 83.7 mph
Top speed	na
Braking, 60-0 mph	128 ft
Braking, 80-0 mph	226 ft
Lateral accel (200-ft skidpad)	0.82g
Speed thru 700-ft slalom	66.8 mph
Our mileage, EPA city/highway	est 32.0, 31/37 mpg

not a bad starting point either, when you consider the fun factor of rowing your own gears. The car's relatively compact dimensions and light weight also mean handling is engaging—the CR-Z pulled 0.82g on the skidpad and motored through the slalom at 66.8 mph. Under-scoring the CRX's handling appeal back in the day, that car registered 0.81g and 64.0 mph through the slalom. Of course, it's no mere coincidence that both promise around 34-35

mpg in combined city and highway driving. The more things change, the more they stay the same... —Matt DeLorenzo

2011 NISSAN JUKE SV

You may or may not remember the classic 1980s arcade game called Frogger, where bumps of a joystick propelled a pixelated frog across busy lanes of traffic, hopefully into voids where the cars weren't, to a catchy soundtrack of *bloop-bloop* sounds that made the quarters fly out of your pocket. Well, the Juke is the automotive version of Frogger, and we found it to be as fun as the game.

It has looks that only a mother amphibian could love—high-set blister-pack headlights, exaggerated fender forms, a reverse-rake stance of a stadium truck, and a rear end that's a cross between a Volvo C30 and Nissan's own 370Z. Like it or not, the Juke is different, and it ought to polarize. Though a road-oriented vehicle, the Juke's generous ramp angles and flamingo-esque ride height look ready for bounding through a rutted river wash. (Although our test car was front-drive, an available torque-vectoring awd system can send up to 50 percent of torque to the rear axle; and of that, up to 100 percent to either rear wheel.)

New to the U.S. market is the Juke's MR16DDT direct-injected 4-cylinder, a

1.6-liter that's turbocharged and inter-cooled to produce a peak 188 bhp and 177 lb.-ft. of torque. It's a feisty powerplant with boost building quickly for a snappy across-the-intersection lunge. At the track, the launch is a careful exercise in getting past the turbo's slight off-idle deadness and avoiding wheelspin. As for its handling, the Juke can best be described as eager, if not overly precise.

Inside, there are supportive seats, clear gauges and a bulbous center console inspired by a motorcycle's gas tank. Rear seating is tight on knee room, and the cargo volume is compromised by the reentry-capsule roofline. Nevertheless, we like the Juke's irreverent styling and its punchy powertrain. And although the Juke SV's starting price of \$20,260 is more than a handful of quarters, it seems fair for the services rendered.

—Douglas Kott



2011 Nissan Juke SV

List price	\$20,260
Price as tested	\$21,810
Curb weight	est 2925 lb
Engine, transmission	turbocharged 1.6-liter I-4, 6-sp manual
Horsepower, bhp @ rpm	188 @ 5600
Torque, lb-ft @ rpm	177 @ 2000-5200
0-60 mph	7.1 sec
0-100 mph	18.6 sec
0-1320 ft (1/4 mile)	15.6 sec @ 91.4 mph
Top speed	na
Braking, 60-0 mph	133 ft
Braking, 80-0 mph	238 ft
Lateral accel (200-ft skidpad)	0.84g
Speed thru 700-ft slalom	67.3 mph
Our mileage, EPA city/highway	est 25.0, 24/31 mpg

MORE PHOTOS

ROADANDTRACK.COM/HONDACRZ OR ROADANDTRACK.COM/JUKE

Brazil Expedition Uncovers Thousands of Carats of Exquisite Natural Emeralds

Brandish a whopping 50 carats of genuine South American emeralds in a handcrafted new necklace design for less than \$200..... and get a \$100 Stauer Gift Coupon!

Halfway into our ambitious trek through the rain forest I had to remind myself that "Nothing good comes easy." These days it seems that every business trip to Brazil includes a sweltering hike through overgrown jungles, around cascading waterfalls and down steep rock cliffs. But our gem broker insisted it was worth the trouble. To tell you the truth, for the dazzling emeralds he delivered, I'd gladly go back to stomping through jaguar country.

Now our good fortune is your great reward. Don't miss this rare opportunity to own an impressive 50 carat strand of genuine South American emeralds for under \$200. And for a limited time, we'll sweeten every necklace order with a **\$100 Stauer Gift Coupon!**

Faced with this embarrassment of riches, our designer transformed this spectacular cache of large stones (each is over 8 carats average weight) into a stunning 50 ctw necklace of faceted emeralds set into .925 sterling silver. Each emerald is surrounded by delicate sterling silver rope work and filigree in the Bali-style. The 18" necklace dangles from a sterling silver chain that fastens with a secure double-sided shepherd's hook clasp.

What is the source of our emerald's timeless appeal?

The enchanting color of the Stauer **Carnaval Faceted Emerald Necklace** comes from nature's chemistry. Our polished and faceted, well-formed natural emeralds are immediately recognized as something special. Indeed, when we evaluated these emeralds, color was the most important quality factor. Today, scientists tell us that the human eye is more sensitive to the color green than to any other. Perhaps that is why green is so soothing to the eye, and why the color green complements every other color in your wardrobe.

Emeralds are, by weight, the most valuable gemstone in the world.

Now you can wear genuine emeralds and feel great about knowing that you were able to treat yourself to precious gems without paying a precious price. A 100+ carat emerald necklace found on Rodeo Drive or 5th Avenue could cost well over \$250,000...but not from Stauer. Wear and admire the exquisite Stauer **Carnaval Faceted Emerald Necklace** for 30 days.

Advertisement

Special Offer
Receive a \$100 Stauer
Gift Coupon with the
purchase of this necklace.
**Yes, you read
that right.**

"You will rarely find an emerald necklace with 50 carats and certainly not at this price!"

— **JAMES T. FENT, Stauer**
GIA Graduate Gemologist

If for any reason you are not dancing the Samba with pure satisfaction after receiving your faceted emerald necklace, simply return it to us for a full refund of the purchase price. But we're confident that when you examine this stunning jewelry, you'll be reminded of the raw beauty of the Amazon rain forests mixed with the flash and dazzle of the exotic Carnival in Rio de Janeiro. **Call Today. This cache of genuine emeralds is extremely limited.**

A.
50 ctw of
genuine emeralds.
Enlarged to
show details.

- A. Carnaval Necklace (50 ctw) \$195 +S&P**
- B. Carnaval Ring (13 ctw) \$125 +S&P**
- C. Carnaval Earrings (20 ctw) \$125 +S&P**
- D. Carnaval Bracelet (50 ctw) \$175 +S&P**

Carnaval Collection (83 ctw) \$445
Includes necklace, ring and earrings.

Now only \$295 +S&P Save \$150!

***Special Offer—Receive a \$100 Stauer Gift Coupon with the purchase of each individual Carnaval.**

1-888-306-7179

Promotional Code FEN313-02
Please mention this code when you call.

Stauer
14101 Southcross Drive W.,
Dept. FEN313-02
Burnsville, Minnesota 55337
www.stauer.com



Smart Luxuries—Surprising Prices

Trackside



SPEC-TACULAR!

A level playing field. That's what organizers in every sport—except perhaps downhill ski racing—want these days. The idea is to give all competitors an equal chance at winning, often by reducing costs. In motorsports, one solution is the spec racer, a single-design racing car powered by a common engine such as the Indy Lights or Star Mazda racers that compete in the Indy Racing League's pro ladder series.

But spec racers aren't the exclusive domain of professional racing. In the

Sports Car Club of America's amateur division, spec racing has been a household word since Sports Renault made its debut as a class in 1985.

With its square-tube space-frame, fiberglass body and a 1.7-liter 85-bhp Renault engine, transmission, hubs, brake rotors and wheels, the Sports Renault was sold as a \$9995 kit that could be assembled into a genuine full-bodied, closed-wheel racing car that mimicked, at least in appearance, a full-blown sports racer—at

a fraction of the cost. Sealed engines, gearboxes and shocks ensured equal performance, and the class quickly became known for its close competition. And its popular appeal. Immediately after the Sports Renault class was announced in 1983, the SCCA received more than 100 orders for the car.

In 1989, when hundreds of Sports Renaults were racing throughout the country, Renault quit the American market, and as the supply of engines began to dwindle, the

SCCA began to replace the French powerplant with a Ford engine of similar displacement and output, essentially a 1.9-liter Ford Escort inline-4 with a 5-speed gearbox. For a while, both Renaults and Fords coexisted with the latter known as a Spec Racer Ford. But Fords soon outnumbered Renaults, and the FoMoCo engine, which currently makes 110 bhp, became standard for all cars in what became the Spec Racer Ford class.

Twenty-five years and 867 cars later, the Spec

Racer's fundamental design hasn't changed, although the latest cars feature (sealed) Penske shocks, a custom racing seat, alloy wheels fitted with spec Goodyear tires and a slightly redesigned rear body section with non-skirted rear wheel arches. Owing to these changes and largely to inflation, a kit now costs \$27,500. But clean used cars sell for about \$16,000 and because they are sturdy and simple, they are relatively cheap to race and maintain. Throw in close competition and the ca-





The SCCA's Spec Racer class is now 25 years old; meanwhile, Spec Miata is still going strong

BY JOE RUSZ » PHOTOS BY MARK WEBER



» The Spec Racer Ford class at the 2010 Runoffs was won by Brian Schofield, above left, in the No. 61 car. Andrew Charbonneau, above, took Spec Miata.

maraderie bred by a single-make series, and you can see why Spec Racer Ford has become the SCCA's second most popular class,

averaging 955 national-level and 1104 regional-level entries per season.

So what's the club's most popular class? Spec Miata,

the brainchild of Fort Worth, Texas, race shop owner Shannon McMasters, who pitched the idea for the series to the SCCA and Mazda in late 1998. Driven by the popularity of the Miata, enthusiasm for Spec Miata quickly grew, beginning as a regional series before spreading throughout the country and eventually becoming a national class in 2006. Because Miatas are common and relatively inexpensive to buy, race and maintain, Spec Miata, which accounts for 19.3 percent of the club's national entries, currently averages 1064 national and 1863 regional entries per season.

Unlike stock classes, which allow practically no modifications, and full-on racing classes where almost anything goes, Spec Miata regulations allow moderate changes.

And because all 1990 through 2004 Miatas are permitted, later models with their larger, more powerful engines are handicapped—by adding weight and by fitting a throttle restrictor—to equalize performance.

Although some of the engines running in the country's 3000 Spec Miatas are stock, others are built up—by the owners or by professionals, who charge between \$5000 and \$7000 for a racing engine, which makes about 12 horsepower more if it's a 1.6-liter and about 5 bhp more if it's the later-model 1.8.

But it's not all about horsepower. In Spec Miata, as well as in the Spec Racer Ford class, chassis setup (camber, caster, toe-in/out) and such things as rolling resistance play a large part. As such, nobody has a huge advantage, and it makes it a true driver's series in which the affordable nature of parts means drivers aren't unafraid to occasionally "swap paint." After all, that's what happens on a level playing field... 



The Boy's All Right

It was the best of times, but certainly not the worst of times for 19-year-old American Alexander Rossi, who finished 4th in Europe's ultra-competitive GP3 Championship. Rossi, with two wins and three podiums in this eight-venue, 16-race championship, says he's now looking at some "really exciting" options for 2011.



» Alexander Rossi sweeps through Eau Rouge at Spa, top, en route to an impressive 2nd-place finish in the August 29th GP3 race.

Spain's Esteban Gutiérrez, just hired by Sauber as a F1 test driver, took the 2010 GP3 title. —JR



Just call it INDYCAR

Hoping to distance the Indy Racing League from its controversial past, IRL officials announced that in 2011, the sanctioning body will be known simply as IndyCar. "IRL has a negative connotation," said IndyCar series CEO Randy Bernard. Not so IndyCar, which Bernard says "is known around the world."

Rejoining the IndyCar fold in 2011 is the Milwaukee Mile, which replaces Chicagoland Speedway. New Hampshire, which replaces Watkins Glen, is joined by another new venue, the streets of Baltimore. Yet to be decided is the location of the 17-race series' season finale, which may be held either at Las Vegas Motor Speedway or at Auto Club Speedway in Fontana, California. —JR



Everybody knows that Michael Schumacher has won seven world championships, but there's another racer who's done the same thing. In drag racing.

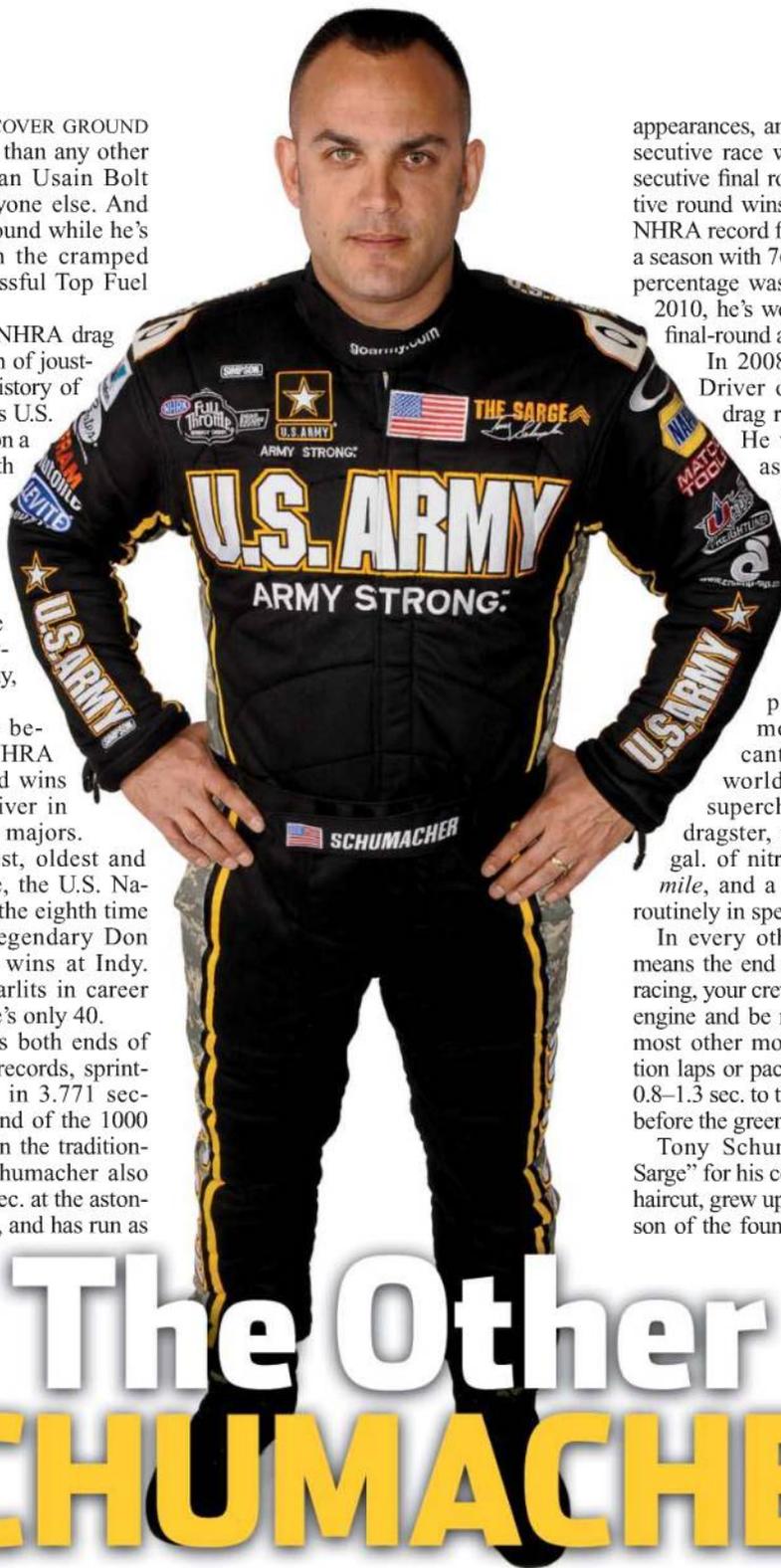
TONY SCHUMACHER CAN COVER GROUND for short distances quicker than any other human being. Quicker than Usain Bolt or Michael Johnson or anyone else. And his feet never touch the ground while he's doing it. He does it from the cramped cockpit of the most successful Top Fuel dragster ever built.

Schumacher's records in NHRA drag racing, the 21st century form of jousting, are unmatched in the history of the sport. In 2009, he and his U.S. Army-sponsored dragster won a sixth consecutive and seventh overall world championship, the first driver in NHRA history to win six Top Fuel championships in a row. (That other Schumacher, Michael, only managed five in a row and a total of seven.) But Michael, says Tony, "made \$700 million more."

Last year Schumacher became the eighth driver in NHRA history to notch 500 round wins and the first Top Fuel driver in NHRA history to win 60 majors. He won the world's largest, oldest and most prestigious drag race, the U.S. Nationals at Indianapolis, for the eighth time in his career, tying the legendary Don Garlits for most all-time wins at Indy. Schumacher trails only Garlits in career winning percentage, and he's only 40.

At this writing, he holds both ends of the NHRA ET and speed records, sprinting from zero to 1000 ft. in 3.771 seconds, with a speed at the end of the 1000 of 324.98 miles per hour. In the traditional quarter-mile format, Schumacher also holds the records, at 4.428 sec. at the astonishing speed of 336.15 mph, and has run as fast as 337.58 mph, the all-time single-run record.

In 2008, Schumacher won a record 15 of the NHRA season's 23 races in a record 18 final-round



appearances, and set records for most consecutive race wins with seven, most consecutive final rounds with 11, and consecutive round wins at 31. He tied the all-time NHRA record for elimination round wins in a season with 76. His elimination round win percentage was 90 percent. At midseason 2010, he's won 65 races in a record 100 final-round appearances and counting.

In 2008, Schumacher was named Driver of the Year, only the third drag racer ever to win this honor. He won the Jerry Titus Award as top driver in motorsports from the American Auto Racing Writers and Broadcasters for the second time and was named the Chris Economaki Champion of Champions for the second time.

All this was accomplished while driving the most powerful, brutal and cantankerous race car in the world, an 8000-bhp, 2300-lb. supercharged, nitro-burning fuel dragster, a car that burns about 18 gal. of nitromethane and alcohol *per mile*, and a car that can blow engines routinely in spectacularly fiery fashion.

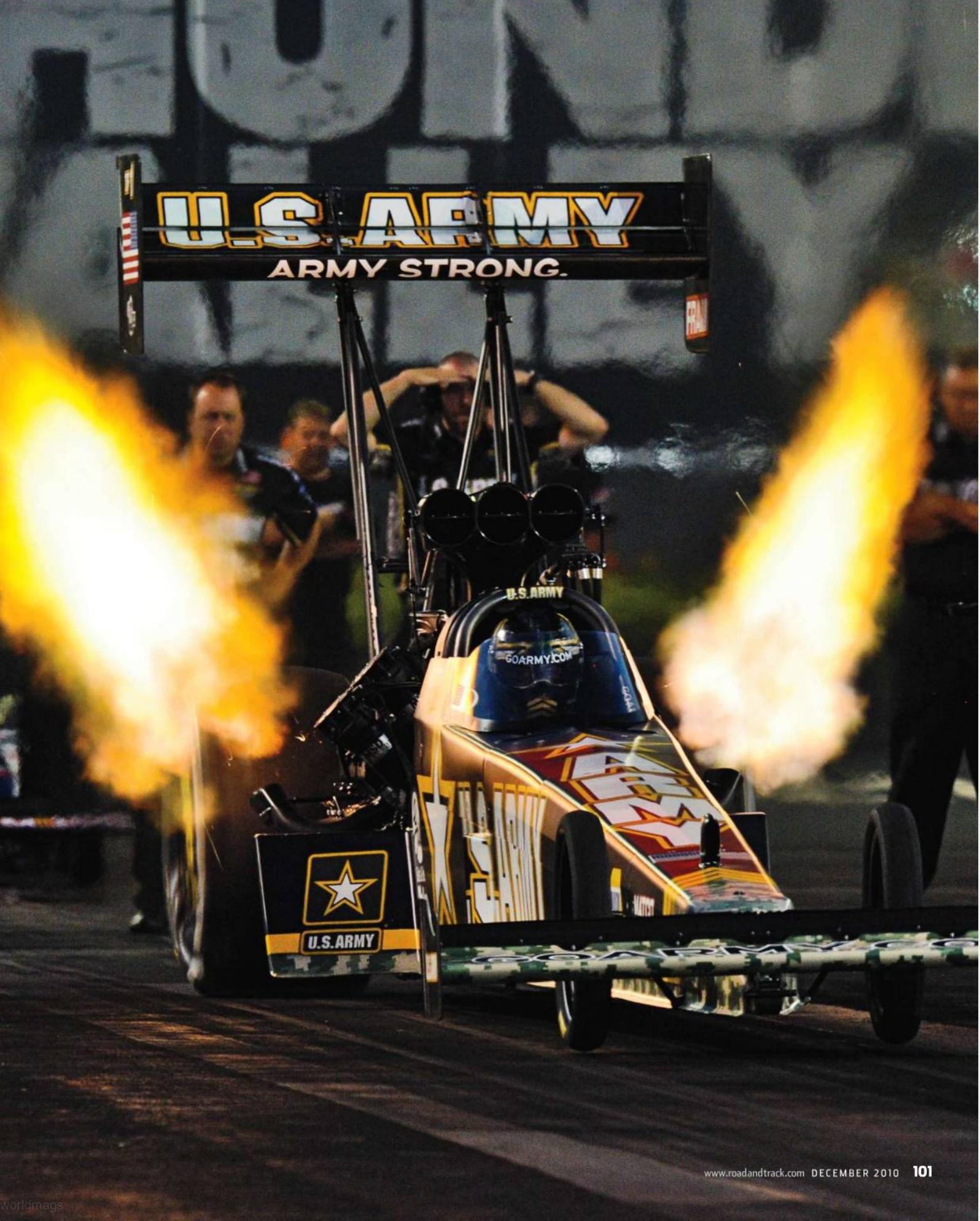
In every other sport, a blown engine means the end of the race. In NHRA drag racing, your crew gets 75 minutes to fix your engine and be ready for the next round. In most other motorsports, there are formation laps or pace laps. In this sport, you get 0.8–1.3 sec. to think about your race strategy before the green light comes on.

Tony Schumacher, nicknamed "The Sarge" for his commanding presence and GI haircut, grew up in an affluent family, grandson of the founder of Schumacher Electric, the world's largest producer of battery chargers.

His father, Don Schumacher, bolted the family business early on to become a full-time profes-

The Other SCHUMACHER

BY JIM MCCRAW » PHOTOS BY RICHARD SHUTE



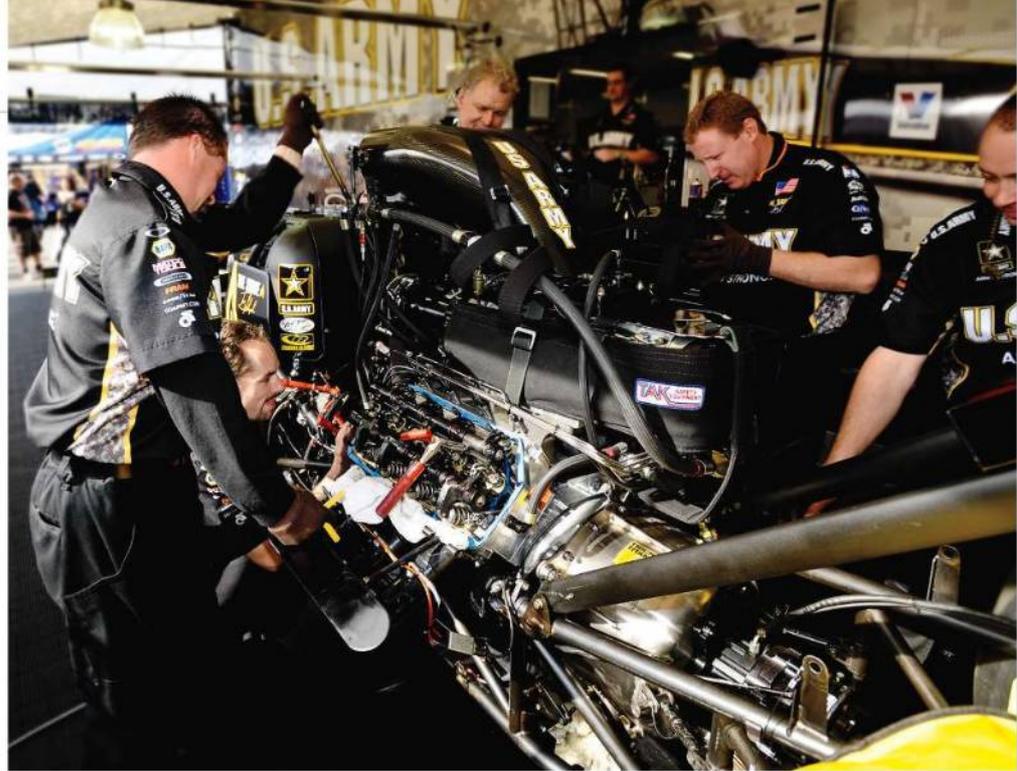
U.S. ARMY
ARMY STRONG.

U.S. ARMY

GOARMY.COM



U.S. ARMY



sional Funny Car pilot, and pulled off one of the sport's earliest major sponsorship deals, flying Wonder Bread's famous colors on his fleet of three Chevrolet Vega station wagon Funny Cars, the Wonder Wagons. He won 15 major events, won an AHRA world championship in 1973, and hung up his helmet in 1974 to run the family business.

But he didn't stay gone for long. In the late 1990s, Don put his full support behind son Tony's professional drag racing career, and now Don Schumacher Racing (DSR) fields three Top Fuel teams and three Funny Car teams out of a 100,000-sq.-ft. facility in Brownsburg, Indiana, making it the single largest drag racing team in the world.

Tony Schumacher became aware of drag racing at his local drag strip, Great Lakes Dragway in Union Grove, Wisconsin. His father took him there to meet and hang out with some of the sport's greats when he was only 5 years old.

Of kids and racing, Schumacher says: "It's very important for me to spend that time with the kids at the races. Every kid that walks up to me gets some time. I've watched some of the stars in different ball sports that just don't give the time to the kids and it just shocks me. You can change a life. You're gonna change it whether you do it right or wrong. Why not just spend some time with them, talk to them and shake their hands. It's as gratifying to you as it is to them, if you let it be." He doesn't get to see his own three kids much during the season, racing nine weekends out of 11 in June, July and August.

"It's funny," he says. "When I'm in the car now, and I have to go out and set a

record or something to get enough points to be the world champion, I'm really good at distancing myself from that moment and remembering back to when I was a kid and just wanted to be in a cool car. To be able to get back to that, when it's not about the money, not about the trophy, just how cool it is, that's what probably has gotten me through some big, big moments.

"Am I different than anybody else? No. I'm pretty lucky to have a great team. My dad is a great team owner who gives us great parts. But we don't have any better parts than anybody else. Our people get up in the morning and have breakfast like everybody else. We're all humans. Why do we win so much? That's the question. And I try not to look too deeply into it, because I don't want to screw anything up. I believe in God, I believe God has a plan. I've been blessed with great moments, with a great team that's capable of pulling them off. I've had a great driving career and a great life in general. I've enjoyed it.

"People seem to think that I got up one morning and said, 'Daddy, buy me a Top Fuel dragster. No. He expected me to go into the family business, which I will, eventually, when I grow up, but he just told me to go have some fun. I took two good buddies with me, and we had fun, just racing for trophies.'

Young Tony got started by drag racing his 16th birthday gift, a 1986 Pontiac Firebird Trans Am, at local Chicagoland drag strips. He says, "As deviant as I was, I didn't deserve a *bicycle!*"

The Trans Am only ran the quarter mile in 16.3 sec., but he was addicted. His street car quickly morphed into a strip-only '69

Chevelle with a big-block Chevy engine that ran in the 10-sec. bracket. He parked the Chevelle in 1989 and went off to race in the Skip Barber series for a whole season, an unusual move for a drag racer.

He says: "That school taught me how to drive a Top Fuel dragster better than if I had gone to any of the drag racing schools. It taught me about weight control, how to control a car. A Formula Ford car is not a high-horsepower car in any way, but it showed me that you have to let a car settle down before you can control it. When my car smokes the tires now, I'm very good at stopping, collecting the car, and then going back at it."

The stock-bodied Chevelle made way for a Super Comp rear-engine dragster with a Chevy big-block and one giant carburetor, running about 8.9 sec. in the quarter mile. Schumacher toured on the circuit for the first time.

Then came a phone call during college finals at Roosevelt University. The seat in Wayne Knuth's jet-engined dragster "Odyssey" was open, and did he want to drive it? He did, running exhibition-only at drag strips all over the country for two years, running elapsed times in the 5.40-sec. range at speeds approaching 300 mph!

After that, Schumacher slowed down a bit and built a blown alcohol Olds Achieva-bodied Funny Car to race in NHRA, painted like his father's old Funny Car. The Achieva's engine exploded and blew the body clean off the chassis. He almost quit, then and there.

"I was devastated. I was out of parts, pieces and money. I called NHRA, and they hooked me up with the Peek Broth-

» It may run in anger for only a few seconds during each pass down the strip, but the big blown nitro-fed V-8 in Schumacher's Top Fueler is constantly being tended to and rebuilt by the crew. Schumacher, far left, keeps busy meeting with soldiers and their families at NHRA events. Additionally, he's visited U.S. troops in Iraq and Afghanistan.

ers in Denver. I flew to Denver and talked my way into the seat of their Top Fuel car in 20 minutes. I got my license the following weekend, and went straight to [the U.S. Nationals at] Indy. I was the runner-up in Top Fuel my first time out!" After beating TF veterans Mike Dunn and Larry Dixon, he lost to Cory McLenathan, now his teammate at DSR. By 1998, he was racing for his father in the Exide Batteries car, and won his first world championship in that car in 1999.

"When Mike [Green] leans over into the cockpit and says, 'Here we go!' that's the coolest part of the whole race. You haven't won. You haven't lost. You haven't gotten down the track, but you're about to. That's the coolest! In two minutes (after startup, burnout, backup, tire cleaning, last-minute checks and staging), we're gonna know the outcome. Very different from a road course, where you're talking about setup and wedge and tire pressure. I'm at the starting line, and I can see the finish line. It's basically the bottom of the ninth, two out and you're up. There's no time to screw up. Everything's on the line."

Schumacher says it doesn't matter who's in the other lane, ever. "I'm cold as ice. I race the racetrack and the conditions, not the guy in the other lane."

Of losing a race, he says, "You have to have some grace. If you can't get out of the car, go over and shake the hand of the guy that beat you, if you can't be a gracious loser, you can't be a good winner in any way, shape or form. It's always been my way."

"I have a beautiful wife and three beautiful kids. I've already won! There's nothing you can do. Beat me in a race, I just get up, go home and see my kids."

"I love racing. I love holding up that trophy at the end of the day. But that's not what the *moment* is about. The *moment* is about getting up in the morning and figuring out how to *get* that trophy. It's in the battle, not when the battle is over. I enjoy the battle and what it takes to get each of those trophies. That's what you have to pass on to your kids. It's about figuring out *how* to win, being great at the game and enjoying the game, not waiting for the results. When I tell my grandkids about it, I'll tell them that I got beat sometimes, probably more than I won, but I left nothing on the table. I tried with



**WE MAKE IT.
WE TEACH IT.
WE GUARANTEE IT.**



6" & 3" MACHINE POLISH & BEST OF SHOW WAX® KIT SPECIALS

Over the past 20 years we've perfected machine orbital polishing and waxing. Our machine orbital system is simply the best way to polish out scratches and swirl marks, remove oxidation and apply wax on any painted surface. Polish and protect resulting in a smooth, shiny finish that's unsurpassed. Experience richer color, greater depth and more clarity to your paint's finish. It's safe, easy and fun. Choose from two kits and save money today. When it comes to the finest products in car care: We make it. We teach it. We guarantee it. Griot's Garage... Car Care for the Perfectionist!

11605 6" MACHINE POLISH & WAX KIT \$199.00 Save \$45.90 with this kit!

11316 3" MACHINE POLISH & WAX KIT w/BAG \$149.99 Save \$34.93!

Savings based on individual items purchased separately.

Use code AVR6 when ordering to save!

ORDER TOLL FREE 800-345-5789

or at www.griotsgarage.com/AVR6



Have fun in your garage!®

CALL TO RECEIVE OUR FREE FULL COLOR CATALOG OR REQUEST ONE ON OUR WEBSITE.

everything I had, every race.”

Are racing drivers, specifically drag racers, athletes? This one is. Schumacher played soccer, baseball, ice hockey and football in high school, playing both offense and defense in football, and still plays ice hockey in a men’s league at age 40. He also golfs and coaches his kids’ baseball team. Suited up and seated in the tow vehicle, he straps on a mask and breathes pure oxygen for a few minutes before every race. He says it calms him down and helps him perform “like a machine.”

Although he jokes that he is actually racing for something less than six minutes during the entire 23-race NHRA season, Schumacher stresses that those six minutes are life on the edge of a razor blade, and that *everything* has to be right, *every* time. There are no pitstops in drag racing, no wedge adjustments, no in-race repairs. So he works out every day, watches his diet very carefully, carb-loads before every race, and makes sure he weighs 175–178 lb. fully uniformed and helmeted. In that 175 lb., there is not one ounce of doubt or reluctance.

Every time Schumacher slides into his custom-fitted dragster seat and gets belted in by his crewman, his body will be pummeled by a 5.5g launch and a negative 6g braking force at the end of the run with

brakes full on and both parachutes out.

In October of 2000, with his first championship trophy already won and the new Army paint job barely dry on the car, Schumacher’s Top Fuel career almost ended when the rear wing came off the car at Memphis Motorsports Park when the car was going 320 mph, the fastest crash in drag racing history. The car hopped the fence, disintegrated, and left him with a left femur broken in seven places, a broken ankle, broken fingers, broken teeth, a concussion and back injuries. Two days later, he was back at the drag strip, and two races later, he was back in the race car, and he finished second in the points championship.

Crew chief Mike Green has more than 25 years’ experience as a fuel dragster crew chief with top teams. He says of Tony Schumacher, “When we went from a quarter mile to a thousand feet, it made the racing even closer. The shorter time we run, the more even the cars are. The racing in Top Fuel is the closest, most competitive, best racing I’ve ever been a part of. When the cars are that close, it makes the driver even more important. When Tony comes back from a run, he can spend five minutes talking about the nuances of a 3.7-sec. run. That’s a very valuable tool.”

Master Sergeant Tom Tiernan, U.S.A.



» Yes, he pilots an 8000-hp Top Fueler on weekends, but at home Tony Schumacher is just another dad who coaches baseball.

(Ret.), the point man between the U.S. Army Accessions Command and its motorsports teams and activities, says of the Army’s 10-year relationship and \$3 million annual contract with DSR: “Tony Schumacher is probably the hardest-working driver in all of motorsports. He does more for his sponsor than any other driver.” The Army erects and mans an elaborate multimedia recruiting station at all 23 of NHRA’s races.

Tiernan says Schumacher loves soldiers and goes above and beyond the call of duty with trips to Iraq and Kuwait, to Walter Reed Army Hospital, to vocational schools, high schools and colleges. He regularly hosts the Army’s hometown heroes, wounded warriors and other soldiers at





the races, which are broadcast to Iraq and Afghanistan. Tiernan says, "Tony Schumacher is the genuine article. He's the finest individual you'd ever want to meet."

During the week, when he's home, Schumacher drives a fleet of used cars that includes his daily driver Ford pickup, a BMW for his wife Cara, a minivan for hauling the three kids, a Corvette, a handful of Suzuki dirt bikes, his Harley, and a new one-of-a-kind Kris Krome chopper. But he's practically in the Army, and duty calls, frequently.

He's jumped with the Golden Knights parachute team, fired weapons against the

Army's best marksmen, and tasted Army life up close. He regularly carries medals, photos and other memorabilia in the cockpit with him when asked by Army families. He gives about 100 inspirational talks a year, and says he'll continue to do that after he retires from driving because he likes it so much.

Tony says, "Retiring is the biggest sacrifice I will ever have to make, because I love driving the race car, and it's not about my age, it's about my kids' age. I've always said that, when my kids grow up, I will coach their baseball, and that's what

I'm going to do. I don't want to be 60 knowing that I just blew off my kids for the sake of my ego. That can't happen."

His car owner and father, Don Schumacher, says of Tony: "I don't know exactly what it is that drives him, but he is a driven individual who wants to win, and pushes himself to win in every environment. He is certainly one of the best drivers ever in a Top Fuel car. He has excelled in some pressure situations without ever making a mistake, without ever getting the car out of the groove. He is a very special driver. And he hates to lose." ©



YOU CAN'T BOLT ON GRIP. BUT YOUR CAR CAN.



PRESENTING THE G-FORCE™ SUPER SPORT ALL-SEASON. FROM THE MAKERS OF THE FIRST STREET TIRE TO PULL A 1G TURN.



BF Goodrich
Tires



LINCOLN, NEBRASKA—AUTOCROSS, LIKE a quarter-mile pass in a Top Fuel dragster or the liftoff sequence of an Apollo moonshot, makes up for in intensity what it lacks in duration. The concept is simple: Thread your car through a tight, highly technical cone-lined course set up at an airfield or large parking lot, at speeds approaching 70 mph, running against the clock. It's over in about a minute.

The execution?...Oy! (pardon my Yiddish). At max lateral g, you must come to within 2 to 3 inches of critical cones—heck, run over their bases if you can—without knocking them down. Do this

only three hand-wringing times per day, without benefit of practice, the first run on cold tires with indeterminate levels of grip. Summon full driving aggression from the outset, yet display Sisyphian patience in turnarounds where picking up the throttle a sneeze too early will push you wide of a key cone that leads to a higher-speed section. Because that might cost you three-tenths in a sport where victories can be...and often have been...decided by thousandths of a second. Welcome to the nail-biting world of national-level autocross, or Solo competition as the SCCA likes to call it.

I consider myself a pretty good autocrosser, having had some success at local Southern California events with a couple of Porsches (914, 944S2) and most recently, my Toyota MR2 Spyder. But running Nationals in an expertly prepared, class-competitive car was a far-off dream, shot with a soft-focus lens. That is, until top-level National competitor Bill Schenker posted a query on our local Cal Club SCCA forum looking for a co-driver for his CSP Miata of legend. Fingers have seldom flown as fast over the keyboard as they did when I replied to Bill!

So fast-forward to Lincoln, Nebras-



TIRE RACK SCCA 2010 SOLO NATIONAL CHAMPIONSHIPS

120.628 SECONDS OF FURY

Thrown into the deep end of top-level autocrossing,
with an excellent life preserver—Bill Schenker's CSP Miata

BY DOUGLAS KOTT » PHOTOS BY MARC URBANO

ka, in a sprawling airfield paddock—15 rows deep!—surrounded by 1186 of our closest Nationals entrants/friends. Bill is his usual flurry of manic energy, jacking the car up and spinning off lug nuts with an impact driver, usually while talking to someone through the Bluetooth earpiece that seems Dzus-fastened to his head. He's also a generous soul and a genuinely nice guy, helping to school me in some of the finer points of autocross technique at a test-and-tune course separate from the courses we'd be competing on later. His wife, Talya, is an integral part of the effort—checklist in hand and

moral support always at the ready. As is Kurt Williams, a selfless friend who drove Bill's van, full of spares and Miata in tow, halfway across the country for just room, board and love of the sport.

If an individual was ever genetically hard-wired for the top tier of autocrossing, it's Bill. A world-class downhill skier, his hopes were quite literally crushed for the 1994 Lillehammer Winter Olympic Games when, at an Austrian event one week beforehand, he shattered both legs in a horrific wipeout. Undaunted, after 11 knee surgeries and grueling rehab, he realized his childhood dream of competing

at the Olympics four years later in Nagano, Japan. And though he walks with a slight limp now, it doesn't slow him down in the Miata one iota. His ultra-competitive spirit, plus his Olympian skills that transfer from downhill racing to autocross (seeing the line, apexing correctly, being tight on the gates, conserving momentum, not being able to pre-run the course, etc.) explain his meteoric rise to the top.

And the car! What started as a 1999 10th Anniversary Edition Miata has evolved into a splintered, bespoilered cone-carving machine, running on E85 (how appropriate, as we're surrounded

by cornfields) and Hoosier A6 275/45-15 race tires that look as wide as they are tall. Bill, with support from his main sponsor MiataRoadster, has drilled, tweaked, tuned and massaged the car—all within the limits of the rulebook—with sweat, untold man-hours of labor and help from the Hobby Shop, sort of a car-culture commune in Glendora, California, where Bill both works on and stores the Miata.

Although CSP (C Street Prepared) rules don't allow much internal tinkering, Bill's found extra power—significant extra power—from the 1.8-liter engine. As rules allow updates/backdates from all NA and NB Miatas manufactured from 1990 to 2004, Bill fitted a 2001 engine with variable intake cam timing, and had the head and block shaved to factory minimums. A Hydra Nemesis 2.6 ECU is employed, along with coil packs from a GM LS3 V-8, dyno-tuned by the demi-god in these circles, Shawn Church. But perhaps most important is intake tract tuning. Through careful length optimization of intake ducting (wrapped in aerospace-grade gold foil) and velocity stack shape, plus the recent addition of an OE intake manifold sold in just about every market *except* the U.S., Bill and Shawn were able to find double-digit gains in midrange torque. The upshot? On E85, on what Bill considers an "optimistic" dyno, the car makes 180 rwhp and 160 lb.-ft. of torque.

Of course, less weight means greater acceleration, and at about 1975 lb. the Miata has been the lightest on the CSP grid for at least the last three years. A 1990 complete pre-passenger-airbag dash assembly, steering column and center console have been fitted (says Bill: "The rules prevent you from removing



» Bill Schenker (above) is as skilled with a wrench as he is behind the wheel. Below, he explains the nuances of the intake tract's velocity stack while I strike a pose of mock seriousness. Below, 2-piece Swiss-cheesed rotors and motorcycle-spec Wilwood calipers help reduce unsprung weight.



the passenger-side airbag, but allow for changing out the entire dash") and the electric windows converted to hand-crank jobs. There's no top, and a strange hodgepodge of seats—a Memoryfab composite driver's seat and a Lotus Elise shell for the passenger.

But nowhere are Bill's weight-reducing efforts more evident than in the wheel wells, as we pop off one of the front Borgart aluminum 3-piece modulars to reveal a tiny 2-piece Swiss-cheesed brake disc and a somewhat malnourished Wilwood 4-piston caliper. Unlike most forms of motorsport, Bill has sought out the smallest, lightest brakes he can find that still comply with the rules, to reduce unsprung weight. "These are used by the circle-track guys," says Bill. "Wilwood sells this as a motorcycle caliper. Even though the brakes don't work well, they work well enough." Note to self: It's all about carrying speed, and slowing down as little as possible.

Race day dawns under pink-tinged cotton-tuft overcast on the East Course, the faster of the two. (Our total score will be our best run of three, in seconds, added to the next day's best-of-three run, in seconds.) And I'm up first, a position known in Solo jargon as the "tire warmer," as the big Hoosiers need some heat to really grip well. From the cold tires, I'm expecting some push, followed by power oversteer, and I get both in the first several corners, compounded by nerves as raw as an Eddie Murphy stand-up act. Ah, heat and consequently grip! I still manage to tag a cone for a 2-second penalty, and in a total rookie moment, manage to lift a good 50 ft. before the lights. Bill is next and, though quick, not up to his usual high standards.



ROAD & TRACK 2011 VINTAGE CALENDAR



Featuring photography from **The Cahier Archive**

Not lucky enough to have experienced the early years of the modern Grand Prix era? Well, Bernard Cahier was, shooting photos and even serving as R&T's Grand Prix reporter back in the 1950s. As one of the first motoring journalist/photographers—not to mention a gentleman who many drivers considered a friend—Cahier had superb access to the great personalities of the era—guys such as Clark, Moss, Hill, Gurney and Andretti.

In Formula 1 at 60, the *Road & Track* 2011 Vintage Memories calendar, we feature some of Cahier's best F1 images, plus some great shots from his son, Paul-Henri, who brings the Villeneuve, Prost, Senna, Mansell and Schumacher era to life with his own distinctive style. Last year's calendar sold out quickly, so order your *Road & Track* 2011 Vintage Memories Calendar now!

FORMULA 1 AT 60
Road & Track Vintage Memories 2011

2011 Vintage Memories Calendar

\$17⁹⁵
plus shipping
Code# RTVIN11



ROAD & TRACK



To order online: shop.roadandtrack.com
To order by phone: 1-800-914-5656 (toll free)



I stick a microphone in his face and ask what it's like out there. "Not good...but it's not the car; it's me. My inputs are not at the right places. I really felt tentative, and at the National Championships, you can't be tentative." Gradually throughout the day, Bill and I pick up time, and come the end of our run group, we're in 5th and 7th, respectively, out of a 23-entrant class field. Bill's despondent—after all, he's come in 2nd place twice over eight Nationals; but I'm feeling pretty good in 7th, clinging to the last trophy spot...for now.

Day two, and the West Course is diabolical, with pinched entries and exits to the turnaround elements, with cones just begging to be knocked over. The skies are threatening—leaden and lifeless—and I've picked up a couple of emergency rain ponchos just in case. As before, I'm up first, and am getting more comfortable with the whip-crack power delivery of the Miata's engine, the tight OS Giken diff and the considerable grip of the Hoosiers—on the right surface, the car has seen 1.66g. My first run, I early-apex a critical cone and lose out on a less-than-optimal run through a faster slalom section; the next, I fix the error...that run felt decent. Meanwhile, in our alternating runs, Bill is playing the Miata like a Stradivarius. His timing is back, and he attacks and dissects the course like the champion he is, putting in the second-fastest time of the day in class.



» Above, the fast guys in CSP. From left to right: Bill Schenker, 3rd; Scott Fraser, 1st; Tom Kubo, 4th; and Matt McCabe, 2nd. Below, passengers are duly warned with the sticker on the dash. Locally, Bill's Miata is known as "The Beast," and for good reason—180 horsepower at the wheels and 275-width Hoosier tires make for a hairy ride!



And then the rains came. It was just slightly damp for my 3rd run, with still enough grip to improve my time, so naturally I overdrove the car and pummeled two cones. In the next 20 minutes, a light rain developed, and Bill's car, with him in it, started filling up like an aquarium. I offered to fit the hardtop. "Tops are for sissies," says Bill with a laugh, adding, "This looks like a wet test session for slicks."

Such are the vagaries of Solo. Bill's epic earlier run in the dry had moved him up into 3rd overall, his overall 2-day time of 118.212 sec. being 1.160 sec. arrears of class winner Scott Fraser. I had backpedaled to 9th (total time 120.628), disappointed to be out of the trophies but happy to have not embarrassed myself.

A huge thanks to you, Bill. And to Tire Rack for supplying the Hoosiers to make the story possible. I find this Nationals stuff highly addictive, so my options are either entering a 12-step autocross detox program or arranging a co-drive for next year. I'm leaning toward the latter...

SEE INSTANT SOLO VIDEO:

SCAN THE CODE WITH YOUR SMARTPHONE

OR TEXT "SCCASOLO" TO 44636

SEE PAGE 12 FOR DETAILS.





Tame the Road



**Winter
i*Pike**

Awaken your passion for the open road. When you'd rather take the road less traveled, there is nothing Hankook tires can't handle. **Now who's in control?**

HANKOOK
driving emotion

©2010 Hankook Tire America Corp. 1450 Valley Road, Wayne, NJ 07470 1-800-HANKOOK

hankooktireusa.com



GO ONLINE TO
DiscountTireDirect.com



CALL TO ORDER
800.790.6444
M-F 8am-8pm EST SAT 8am-5pm EST

**DISCOUNT
TIRE DIRECT**

DISCOUNT TIRE DIRECT .com

The **lowest** delivered price on the Internet

WHEELS >

We carry wheels in many styles to fit any vehicle on the road.



Seven X 13" PRICES START AT **\$68** Five X 14" PRICES START AT **\$71** Mesh X 14" PRICES START AT **\$80** Old School 15" PRICES START AT **\$129** A5 14" PRICES START AT **\$85** A10 14" PRICES START AT **\$85**



Lightning 14" PRICES START AT **\$89** Illusion 15" PRICES START AT **\$94** DR-19 15" PRICES START AT **\$100** DR-34 15" PRICES START AT **\$100** DR-37 17" PRICES START AT **\$115** MG-3 15" PRICES START AT **\$105** Mesh 15" PRICES START AT **\$144** Zolder 17" PRICES START AT **\$176**

Hankook
UP TO **\$60** MAIL-IN REBATE
with the purchase of 4 select Hankook tires!

Certain restrictions apply. Ask a sales associate for details. Offer valid 9/1/10 - 11/30/10.

Vöxx
Legra 15" PRICES START AT **\$99**

PIRELLI
P5 Cinturato PRICES START AT **\$57**

TIRES >

Low prices. More choices. We have popular name brand tires in stock.



Ziex ZE-512 PRICES START AT **\$53** Ziex ZE-912 PRICES START AT **\$59** Ventus HR II PRICES START AT **\$61** Ventus V4 ES H105 PRICES START AT **\$84** Ventus V12 EVO K110 PRICES START AT **\$93** S.drive PRICES START AT **\$70** AVID Envigor PRICES START AT **\$82**



g-Force Super Sport A/S PRICES START AT **\$71** Eagle GT PRICES START AT **\$73** Exclaim UHP PRICES START AT **\$76** Potenza G019 Grid PRICES START AT **\$75** Sport Signature PRICES START AT **\$85** NT-555 PRICES START AT **\$101** Extreme Contact DWS PRICES START AT **\$104** Pilot Exalto A/S PRICES START AT **\$90** Primacy MXV4 PRICES START AT **\$107**



GO ONLINE TO DOWNLOAD A **FREE Style Guide**
View hundreds of wheels in one spot



ORDER YOUR TIRES AND MAKE SURE TO ADD CERTIFICATES FOR **Refund or Replacement**

In the event your tires fail, we will replace it at no additional charge. Call for details.

FREE SHIPPING

SAME DAY SHIPPING ON MOST ORDERS!

Valid for UPS Ground service to the 48 contiguous states. Some restrictions apply.

FREE MOUNTING and BALANCING on ALL Tire and Wheel Packages.

WINTER PACKAGES



Preserve your all-season tires by easily switching to a set of winter tires mounted on new wheels. Order yours today.

Includes: **4 winter tires, 4 wheels** (hubcaps with steel wheels) and **FREE mounting & balancing.**



83 with iPike W409

165/65R-14
PRICES START AT **\$476**



83 with Eurowinter HS439

185/65R-15
PRICES START AT **\$518**



83 with Ice Bear W300

205/60R-16
PRICES START AT **\$630**



Winter 2 with Eurowinter HS439

225/45R-17
PRICES START AT **\$919**

WINTER TIRES
THEY ARE NOT JUST FOR SNOW!
THEY ARE SAFER BELOW **45°** THAN ALL SEASON TIRES

FALKEN TIRE
Eurowinter HS439
PRICES START AT **\$62**

iPike W409 PRICES START AT \$67	Ice Bear W300 PRICES START AT \$76	l'cept Evo W310 PRICES START AT \$94	iceGuard iG20 PRICES START AT \$73	W.drive PRICES START AT \$126	KW22 PRICES START AT \$65	KW19 PRICES START AT \$77	Hakkapellitta R PRICES START AT \$128	Hakkapellitta 5 PRICES START AT \$134
Altimax Arctic PRICES START AT \$55	X-Ice X12 PRICES START AT \$88	Primacy Alpin PA3 PRICES START AT \$110	Latitude X-ice PRICES START AT \$161	Pilot Alpin PA3 PRICES START AT \$175	Geolandar I/T G072 PRICES START AT \$91	iPike RW11 PRICES START AT \$102	Latitude Alpin HP PRICES START AT \$163	Latitude Alpin PRICES START AT \$175



GO ONLINE TO
DiscountTireDirect.com



CALL TO ORDER
800.790.6444
M-F 8am-8pm EST SAT 8am-5pm EST

DISCOUNT TIRE DIRECT



The **PODIUM**

Don Panoz

How to Build a Racing Series...and a Car

When my son Danny decided to build sports cars back in 1989, I asked what was wrong with him. Didn't he understand about Tucker and DeLorean and everybody else? But he persisted and by '96 he had made quite a success of it. Even so, I told him that a really serious sports car needed a racing heritage, and he said, "I'm busy designing the new Esperante, but you're retired, so why don't you do the racing?"

At that time I'd only been to four races in my life and I didn't know a damn thing about it. So Danny introduced me to Adrian Reynard, a good old English race-car designer who asked me what I wanted. Well, I'd seen the Steve McQueen movie, so I said, "Le Mans." And that's how it all started.

With Danny building road cars and me building racing cars, we began to invest in technology and bought some racing-related com-

a hybrid—in 1998 when we won GTR-1 at the Petit Le Mans with a car affectionately called Sparky, which combined our standard GTR-1 car's V-8 engine with a 100-horsepower electric motor and about 300 lb. of Varta lithium ion batteries.

Now, looking back at all the great moments and triumphs we had with our GTR-1 racing car, we realized that while the public loved its front engine design and its distinctive sound, because of the car's big frontal radiator area and drag, we lost races on tracks with long straights. Although Danny's Esperante had done very well competing with the Ferraris, Porsches and other sports cars of the day, it had come to the end of its useful life. We needed a new car, one that could capture the public's imagination and deal with issues such as drag. And we wanted the car's name, Abruzzi, to reflect the heritage of our family, which came from the Abruzzo area of Italy.

Because of my involvement with the ACO, I decided to call this first series of cars the Spirit of Le Mans, in reference to an era when road cars were driven to the track, raced, and then driven home. The Abruzzi comes as close as possible to doing that. Eighty-one Spirit of Le Mans cars will be built with the chassis and car numbers each representing one of the 24 Hours of Le Mans races. Because it's a powerful car with 600-some horsepower and 612 lb.-ft. of torque, the owner will be given two days of professional driver training, and then be invited to next year's 24 Hours where, as a guest of the ACO, he

"I decided to call this first series of cars the Spirit of Le Mans."

can do a full lap of the Le Mans circuit.

Priced at €417,000 (\$546,270), the Spirit of Le Mans cars will be homologated only in Europe, and they will be a true collector's item. But later there will be a U.S. version of the Abruzzi that will not be a limited production model. We're also building Abruzzi race cars that will run in GT2 at next year's Sebring 12 Hours.

Historically, racing has had its ups and downs, great moments and dull ones. But going into our 13th year, I think that despite an economic crisis, the American Le Mans Series has continued to grow. It has a pretty good car count and a good fan base. We race at good venues, put on a good show and give people access to the drivers. Our motto has always been and will continue to be: "For the fans." 🏁

Racing- and road-car builder, track owner (Road Atlanta, Motorsport) and race promoter (Sebring), Dr. Donald Panoz, founder of the American Le Mans Series, is co-inventor of the pharmaceutical transdermal patch.



panies like G-Force, which we acquired because I was really fed up with having to go to England for everything we needed. So I set up a base in Hoschton, Georgia, where we built Indy cars and cars for other series including the American Le Mans Series, which came about as a result of an unpleasant experience we had running our Panoz GTR-1 at the Daytona 24 Hours in January 1998.

We were penalized before we ever raced and it left a sour taste in my mouth. As a new kid on the block I thought there's no room in racing for politics. If you're faster and you've met the same constraints that everybody else has, you should win. That's the philosophy the *Automobile Club de l'Ouest*, the folks that run Le Mans, follow, so I thought, "Why not just adopt their rules and run with 'em?" We did just that—at the first Petit Le Mans in 1998, which turned out to be such a success that before the race was over, the ACO officials negotiated an agreement for us to do an American Le Mans Series.

I've always been a fan of technology. We were the first to race



Skip Barber
Racing School

**This year, get the
gift you really want.**

**Gift Certificates are on sale.
Call 866-736-5322 today.**

cut and place in a highly visible spot

**HINT!
HINT!**

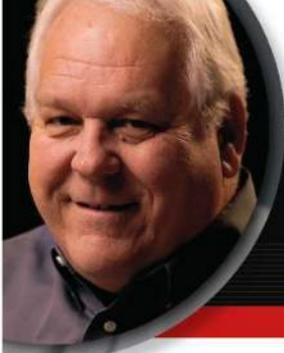
*"I've always wanted
to do this.
Please call so
you can save on
my gift certificate
today!"*



skipbarber.com High Performance Driving School



Skip Barber
Racing School



Tech Tidbits

BY DENNIS SIMANAITIS >> ENGINEERING EDITOR

Cars that Go “Teuf Teuf” and Other Tales from “The Weekend”

One of my super rides of the Monterey Weekend was in the 1928 Mercedes-Benz S Boattail Roadster offered at the Gooding Auction. This stripped-down race car made all the right sounds, including an incredible shriek when full throttle invoked its Roots supercharger. Even more than this, the car’s fascinating provenance validated its \$3,740,000 winning bid at the auction. Once owned by two of the Marx Bros., Zeppo and Chico, this Mercedes took part in the Great Muroc Dry Lake Match Race of 1932.

It all began at a party at Al Jolson’s Beverly Hills home. Phil Berg, business manager for the likes of Clark Gable and Gary Cooper, was there with his Model J Duesenberg. Zeppo and Chico brought their Mercedes, no doubt its supercharger emitting that shriek on arrival. Never one to pass up a good wager—in fact, many bad ones as well—Chico challenged Berg to a \$10,000 match race. The high desert’s Muroc dry lake was chosen as venue.

Come the appointed day, four chartered buses and at least one celebrity-piloted aircraft brought out 200 invited Hollywood celebs. Word got around, and perhaps another thousand ordinary folk showed up. The initial \$10,000 wager grew with side bets to some \$25,000.

The course was a 5-mile circle, traversed thrice. According to a report in the *Los Angeles Times*, “Only inches separated them at the five-mile mark.” Speeds reached 110 mph. Ultimately—



was it the American car’s mechanical fuel pump? Zeppo’s choice of cheap sparkplugs?—the Duesenberg “forged ahead and finished far in the lead.” Chico lost his bet.

There’s another great Chico Marx story, utterly independent of all this but well worth the retelling. Befitting his nickname (pronounced “Chick-oh”), he was quite the womanizer. Once caught at this, Chico told his wife, “I wasn’t kissing her. I was whispering in her mouth.”

PHOTO BY JOHN LAMM

They actually do go “teuf teuf”

At Sunday’s Pebble Beach Concours d’Elegance, the 60th anniversary of this wonderful event, the Henningsen Bros. 1903 Knox Model C Stanhope confirmed for one and all that these earliest automobiles do indeed go *teuf teuf*. (See—and hear—my brief video of this at roadandtrack.com/knox.)

The gentle sound is traceable to the extremely low compression ratios of the era. This particular Knox, a wonderful example of Pebble’s Prewar Preservation class, is utterly original save for slight repair of the driver’s seat in the 1960s.

And, of course, it runs just fine.

Porsche’s 60th in the U.S.



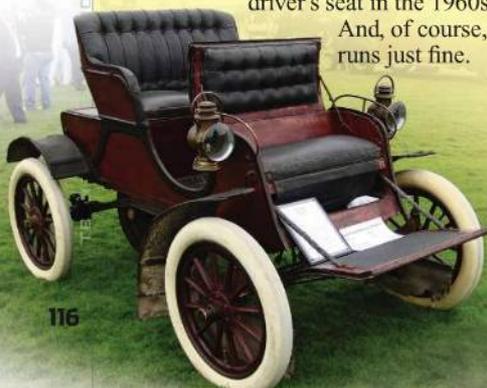
My celebration of Porsche’s 60th anniversary in the U.S. was great fun: The company very kindly was my host for the week during which I had my first drive of a 356, Porsche’s earliest product in this country. I also joined ace videographer John Lamm

for the first action shots of the company’s super 918 Spyder plug-in hybrid.

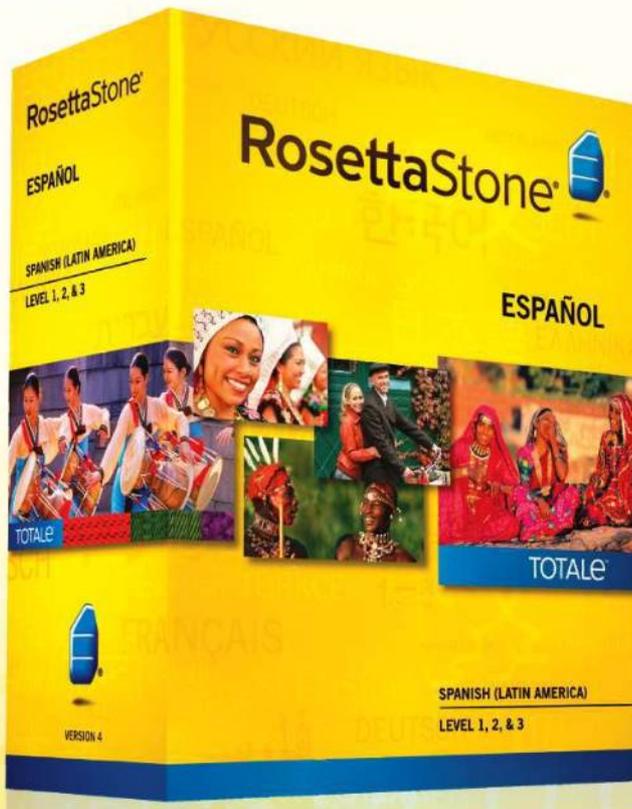
The 918 we saw was essentially a show car, and thus wasn’t driven aggressively.

Once in production, though, it’ll change a lot of thinking about what “hybrid” can mean.

My drive of the Porsche Museum’s 1955 Porsche 356 Speedster clearly exhibited two things: how much fun it must have been to encounter such responsive motoring back then, and how honestly the Porsche tradition has evolved over more than half a century. For more on both, check out roadandtrack.com.



NEW VERSION. MORE IMMERSION.



INTRODUCING TOTALE™ Our Proven Solution. Enriched.

Discover Rosetta Stone's award-winning solution, now with an entirely new online experience that fully immerses you in language as never before.

- Learn naturally using our unique software, complete with proprietary speech-recognition technology.
- Converse confidently through live practice sessions tutored by native speakers.
- Communicate and connect with others as you play games in our exclusive online community.

SAVE 10% when you order today.

Level 1	Reg. \$249	NOW \$224
Level 1, 2, & 3	Reg. \$579	NOW \$521
Level 1, 2, 3, 4, & 5	Reg. \$749	NOW \$674

SIX MONTH, NO-RISK, MONEY-BACK GUARANTEE*

Buy Rosetta Stone today:
(877) 719-9562 RosettaStone.com/rts120

Use promo code rts120 when ordering.

RosettaStone 



In and out of the classroom with *Road & Track*

The late lamented *Car and Driver Mexico* was a Hachette Filipacchi sibling of ours, and I had fleetingly met its Editor-in-Chief Carlos Matamoros at the 2009 Tokyo Motor Show. This time around at Monterey, I got to know Carlos better, to share automotive enthusiasms and also to learn a role that *Road & Track*—and I—had played in his education.

“My mother and teachers wanted me to learn English,” Carlos said, “but my friends and I had other ideas—until I got interested in cars and started reading *Road & Track*. I’d work through your technical articles with a Spanish-English dictionary so I could look up all the words I didn’t know.

“Thank you,” Carlos said, “for many years of learning and enjoyment.”

And thank you, Carlos, for making me—and *Road & Track*—such evidently capable educators.

The Morgan EvaGT makes its debut at Pebble

The Morgan EvaGT 2+2 concept car that made its world debut at the Pebble Beach Concours certainly won’t be confused with the company’s earlier 4-Passenger Family Tourer (such as mine). Yet the car shows that Charles Morgan, grandson of H.F.S. who founded this 101-year-old sports-car maker, is shrewdly aware of the 21st century and its design demands.

The front end is particularly striking, its recessed grille shape being to Malvern Link what the Bugatti Veyron’s horseshoe counterpart is to Molsheim.



Tour d’Elegance in the last Pierce-Arrow Convertible

Thursday’s Tour d’Elegance found me again with friends from Academy of Art University, the only establishment of higher learning I know with its own classic car collection. Wayne Barnes, Pat Pirone and Scott Stephens (grandson of AAU’s founder; son from whom he inherits the car collector gene) brought an elegant 1938 Pierce-Arrow 1801 Convertible Coupe, indeed, the last of its kind before this marque bit the dust. Pat and Scott were kind enough to give The Journalist Pal an inside view; they rode breezily indeed in the rumble seat. Nor was there any bathtub gin in evidence back there—at least that I could see.

What’s the link between a Bantam and Labatt’s beer?

Michael and Barbara Malamut’s 1941 American Bantam Convertible Coupe exemplified Tuesday’s (temporarily downsized) Concours on the Avenue, a Limited Edition 2010 version of this popular Carmel happening. Folks of The Carmel Foundation, beneficiaries of the event, tell me that its guiding lights, Doug and Genie Freedman, hope to bring it back next year as a full two-day, Ocean Avenue-filling celebration.

The American Austin/Bantam was a British Austin Seven built under license in Butler, Pennsylvania, 1930–1941. Other Austin Seven offspring included the French Rosengart and German Dixi that evolved into BMW’s automotive product. Early Datsuns were also Seven-inspired. The Bantam, as it was known from 1935 to 1941, was styled by Alexis de Sakhnoffsky, he of the streamlined Labatt’s Brewery trucks and other extreme designs of the era.

Maybe next year, Concours on the Avenue could have a Labatt’s truck. (This eclectically wonderful event had a cement mixer this year!)





PHOTO BY RICHARD OWEN

My CTS Sport Wagon meets a Bugatti

Visiting the Gooding tent, this latest CTS found itself parked next to a neat classic, the 1931 Type 50 Bugatti of Henry and Gale Petronis.

I've long admired Cadillac's Art and Science design theme, and I find it especially handsome on the Sport Wagon. So did a goodly number of admirers during this high-interest car weekend.

See my blog at roadandtrack.com.



I enjoyed the company of a Cadillac CTS Sport Wagon for the week's adventures. Visiting the Gooding tent, this latest CTS found itself parked next to a neat classic, the 1931 Type 50 Bugatti of Henry and Gale Petronis.

I'm glad the Carter Street building wasn't too near

The Quail, a Motorsports Gathering, honored Carroll Shelby and 45 Years of the Shelby Mustang.

It was OI' Shel who turned the Mustang into a genuine enthusiast's car, and The Quail had a continuous line of Shelby Mustangs from the 1965 GT350 through the latest as proof. The origin of "GT350" is oft-told but nonetheless a good story. Shelby and Ford execs were struggling for a name when he was struck by inspiration: "I want you to tell me how far it is to the Carter Street building," Carroll said to one of the mechanics. The latter walked it out at 347 paces. "Fine," said OI' Shel, "We'll call it the 'GT350.'" 



Stop Dreaming. Start Driving.

Bob Bondurant

BONDURANT.COM

BOB BONDURANT

SCHOOL OF HIGH PERFORMANCE DRIVING



PHOENIX, ARIZONA
1.877.375.RACE
 7 2 2 3

The Official High Performance Driving School of Chevrolet.

Proudly Located on the Gila River Indian Reservation.

worldmags

STOPPING POWER



Nobody does it better than Hawk Performance!

PROFESSIONAL MOTORSPORTS

Hawk Performance, the official brake pad of SCCA & NASA, is the proven industry leader with championships in virtually every form of racing.

DRIVING SCHOOLS

World-class driving schools like Skip Barber Racing rely on the stopping power, durability and safety of Hawk Performance. Shouldn't you?

TRACK, STRIP OR OFF-ROAD

When you want to go fast, don't forget to prep your car with the right equipment. Hawk Performance is the brake pad of choice for all forms of amateur racing.

CARS, TRUCKS & SUV'S

Why spend thousands of dollars on a big brake kit when you can get up to 49% more stopping power by simply upgrading to Hawk pads? Product available for most original equipment and specialty calipers. Upgrade now, install Hawk Performance disc brake pads.



HAWK
PERFORMANCE

RACE PROVEN. STREET LEGAL.
Brake Pad Technology

1-800-542-0972 • HawkPerformance.com



Tech Correspondence

BY TOM WILSON

Should I Switch to High-Mileage Oil?

HIGH-MILEAGE OIL

I have two Nissans, a 1994 Altima with 144,000 miles and a 1999 Maxima with 121,000 miles. Both cars have received oil service every 3000 miles since new using Castrol GTX 5W-30 oil. Do you think there is any real benefit to switching to a high-mileage oil?

Terry Tillman
FRISCO, TEXAS

In short, we don't know, but it can't hurt.

More specifically, high-mileage oils claim more detergency to combat sludge formation, along with seal conditioners, anti-wear additives and a non-defined mechanism to reduce oil burn-off. These claims are no doubt true, but we also suspect many of the same additives are found to a lesser degree in standard oils. Frequently changing standard oil will therefore deliver many of the same benefits as using oil with more additives that's not changed as often.

Because you have been using a recognized good brand of oil and changed it often, our guess is your Nissans do not have much issue with blow-by, oil consumption or leakage. Changing to high-mileage oil might extend those benefits, but to what greater extent than maintaining your current oil regime is impossible to say.

NATURALLY FULL OF GAS

Since we have an abundance of natural gas here in America, what are the pros and cons of converting our cars to run on liquefied natural gas?

Ed Hillery
DETROIT, MICHIGAN

If by converting you mean individuals changing their autos from gasoline to natural gas, then the main issues are cost and in-vehicle storage space, followed by a lack of refill infrastructure. Compressed natural gas requires bulky, high-pressure fuel tanks while liquid natural gas needs super-insulated containment. The same issues apply to auto manufacturers, although they have more latitude with the bulky packaging problem.

NISSAN 300ZX POWER STEERING

My 1993 Nissan 300ZX with 67,000 miles occasionally loses the power assist to

the steering. Sometimes it will steer hard for a short time and then return to normal. Sometimes the power cuts in and out quickly. I've been to the dealer and an independent mechanic who both say all the steering parts look good. Of course the problem did not occur when they looked at it.

Is there a most likely failing part I can have replaced? On fast hard turns, it is scary to drive with the assist cutting in and out.

Herbert Peck
EL CERRITO, CALIFORNIA

Consider the vehicle speed sensor. Your car has variable-speed power assist, which uses vehicle speed information to control the amount of power steering assist. Anecdotal evidence has pointed to failing vehicle speed sensors on other 300ZXs with similar power steering issues, so have one of your pro mechanics check that circuit.

AUDI SHIFTING

I have a 2003 Audi TT 6-speed. After driving my son's Acura RSX Type S 6-speed I now realize how slow and notchy my tranny is. Any suggestions for faster, lower-effort shifting on the TT?

Dave Jonas
WESTLAKE, OHIO

We presume you have a stock manual transmission in your TT, and in that case we'd closely inspect the clutch and especially its hydraulic operating system. The brake fluid used here loves to absorb water, which settles to the lowest point in the system—the clutch slave cylinder. The water then corrodes the aluminum cylinder, which slowly degrades, and often limits clutch motion.

Typically, this degradation is gradual and difficult to notice—indeed, a visual inspection of the slave cylinder will show normal action—but sometimes even a small limit to the slave cylinder's travel can result in sticky shifting.

CORVETTE ALIGNMENT

I purchased a new Chevrolet Corvette convertible in 2006. At 19,000 miles I noticed the inside of both front tires was worn to the cord. It looked like the front alignment had been set so the top of the tires were tilted in like the tires on an open-wheel race car. Is that what the factory intended?

I purchased two same-spec tires and had the car aligned at Goodyear. The manager suggested making a slight, though still within specs, adjustment to the alignment. He also suggested swapping the front tires side to side at intervals to avoid that kind of wear.

After 5000 miles, I am now seeing some feathering on the outside of the front tires. I drive moderately.

How should I have the front end set up? What is the best compromise for tire wear and handling? After spending \$850 on front tires and alignment, I don't want to do this often.

John Hudson
ST. AUGUSTINE, FLORIDA

Chevrolet specifies relatively aggressive alignment specifications for the Corvette because it is a sports car and tends to get cornered with enthusiasm. Thus, Chevy does tilt the front tires in at the top—negative camber—more than they would on a sedan. Like all alignment specifications, these are a compromise, however, and when driven moderately, or largely on straight, flat roads, the factory Corvette alignment will result in front inner tire wear. Your Goodyear shop manager did the right thing in dialing out a little of the negative camber, which should definitely help reduce your inner tire wear.

The outer tire feathering could be from excessive toe-in, or less likely in your low-mileage case, tired shocks. You should confirm your Corvette has just a hair of toe-in; say, roughly around 0.05 in. Too much toe-in would be in the 0.20-in. ballpark and you want to avoid any toe-out altogether.

Light feathering in a front-to-rear direction is normal with a radial tire. Because it sounds like your alignment shop has done well for you previously, we suggest working with them on what may or may not be a toe-in setting issue for the way you drive.

NO FUN WITH MATH

Using the horsepower and torque characteristics of the engine, is there a method to calculate the driving speed that will produce the best gas mileage from your car?

Steve Buckley
NEWBURY PARK, CALIFORNIA

Not really, Steve. To do that you need to account for more variables such as gearing and especially aerodynamics. A good first approximation can be made simply by keeping engine rpm as low as possible while in the transmission's highest gear, but that's not accounting for that one big player, aerodynamic drag.

Do you have a technical question?

Send it to RTLetters@hfmus.com, or Technical Correspondence, *Road & Track*, 1499 Monrovia Ave., Newport Beach, Calif. 92663. Be sure to include your first and last name, hometown and state.



ACADEMY of ART UNIVERSITY

FOUNDED IN SAN FRANCISCO 1929 BY ARTISTS FOR ARTISTS



Nonthawat Kongsarai, Industrial Design Student



Andrew Amaral, Industrial Design Student

School of Industrial Design

ENROLL NOW

TAKE CLASSES ONLINE OR IN SAN FRANCISCO

AA | BFA | MFA Accredited Degrees

Product Design • Transportation Design • Furniture Design • Toy Design

800.544.2787 • WWW.ACADEMYART.EDU

Accredited member WASC, NASAD, Council for Interior Design Accreditation (BFA-IAD)

Get your hands on some

EAS\$Y MONEY!

\$115,000.00 up for grabs!

CASH, CARS, TRIPS & MORE

Go to

roadandtrack.com/sweepstakes

Enter today and every day!

124 PRIZES
guaranteed to be awarded!

From your friends at



NO PURCHASE NECESSARY TO ENTER OR WIN. Sweepstakes begins 11/02/09 and closes 03/04/11. Open to U.S. and Canadian residents 18 years of age and older. Sweepstakes may be presented in conjunction with different offers sponsored or cosponsored by The Reader's Digest Association, Inc., its subsidiaries and affiliated companies, and may be presented in conjunction with offers sponsored by different organizations. Void where prohibited. For entry and other details including official rules visit www.roadandtrack.com/sweepstakes

YOU ARE INVITED TO JOIN THE ROAD & TRACK PANEL!

Your friends and family consider you to be their automotive expert, so now we're inviting you to share that knowledge with others. Join the **ROAD & TRACK** online panel and provide your opinions on a wide range of automotive topics. We'll reward you with exclusive opportunities and events, chances to win great prizes and most importantly, to make your voice heard.

TO JOIN GO TO

www.roadandtrack.com/panel



Road Test Summary

Make & Model	Issue	Price as Tested ¹	Engine Type	Horsepower	Torque, lb.-ft.	Curb Weight, lb.	0-60 mph, sec.	0-100 mph, sec.	1/4 mile, sec. @ mph	Top Speed, mph ²	Braking from 60 mph, ft.	Braking from 80 mph, ft.	Skipdial, g	Slalom, mph	Our Fuel Mileage, mpg
Acura TL SH-AWD	5-10 ²	\$44,195	V-6	305	273	3860	5.2	13.1	13.7@102.3	130 ³	113	198	0.91	68.4	15.8
TSX V-6 ¹	9-09 ¹⁰	\$38,760	V-6	280	254	3630	5.9	14.6	14.4@99.3	130 ³	133	241	0.85	64.1	19.0 ⁴
Ameritech McLaren FL	12-97	\$1,131,120	V-12	627	479	2840	3.4	7.7	11.6@125.0	231	127	215	0.86	64.5	11.5
Aston Martin DBS ¹	3-09 ¹⁰	\$276,140	V-12	510	420	3940	4.1	9.2	12.4@114.9	191	111	193	0.95	71.4	na
Rapide ¹	9-10	\$212,445	V-12	470	443	4385	4.7	10.9	13.1@109.5	188	119	214	0.92	69.7	12.0 ⁴
V8 Vantage Roadster	4-10 ^{10,2}	\$157,630	V-8	420	346	3775	4.5	10.2	12.8@113.3	180 ³	119	211	0.95	72.5	10.9
Audi A4 3.2 Quattro ¹	5-09 ²	\$49,975	V-6	265	243	3810	5.9	15.3	14.4@97.5	130 ³	125	224	0.86	66.2	18.3
A5 2.0T Quattro	4-10 ¹⁰	\$45,150	I-4t	211	258	3645	6.2	16.4	14.8@95.2	130 ³	118	204	0.94	68.9	21.3 ⁴
R8 S.2	2-10 ¹⁰	\$172,250	V-10	525	391	3745	3.3	7.6	11.5@123.1	196 ³	118	210	0.99	73.2	14.0 ⁴
S4 Quattro	5-10 ²	\$58,675	V-6s	333	325	4010	4.5	11.0	12.9@108.6	155 ³	114	202	0.96	70.1	14.4
TT S ²	11-09	\$52,075	I-4t	265	258	3235	4.6	11.8	13.2@105.2	155 ³	115	202	0.98	72.0	19.9
Bentley Cont. Flying Spur Spd ¹	8-10 ²	\$226,485	W-12tt	600	553	5575	4.3	11.0	12.9@108.5	201	116	202	0.92	61.2	14.1
Continental Supersports ¹	3-10 ¹⁰	\$274,055	W-12tt	621	590	4915	3.6	8.7	11.9@117.4	204	118	207	0.90	66.3	13.0 ⁴
BMW Z4 sDrive35i	7-09	\$57,500	I-6tt	300	300	3460	4.8	11.7	13.3@106.7	150 ³	116	206	0.89	66.2	21.6
135i	11-09 ²	\$38,175	I-6tt	300	300	3375	4.7	11.7	13.3@105.3	150 ³	117	209	0.92	71.0	19.7
335i	5-10 ²	\$47,625	I-6tt	300	300	3570	4.7	11.7	13.3@105.7	150 ³	119	210	0.91	68.4	18.4
550i Gran Turismo ¹	7-10 ¹⁰	\$74,025	V-8tt	400	450	4720	5.1	11.6	13.4@106.5	150 ³	122	220	0.89	66.7	16.0 ⁴
750i ¹	10-10 ²	\$95,725	V-8tt	400	450	4600	4.9	11.3	13.3@108.0	155 ³	119	210	0.89	68.2	14.9
750Li ¹	8-09	\$110,170	V-8tt	400	450	4735	4.9	11.8	13.4@106.0	150 ³	120	207	0.87	68.7	15.9
Bugatti Veyron 16.4	2-07	\$1,482,700	W-16gt	1001	922	4470	2.6	5.5	10.2@142.9	253	111	199	0.94	68.0	9.0 ⁴
Cadillac CTS-V	8-09 ²	\$66,835	V-8s	556	551	4130	4.1	8.8	12.3@118.8	191	114	198	0.90	70.1	15.6
CTS-V Coupe ¹	10-10 ¹⁰	\$71,410	V-8s	556	551	4240	4.1	9.3	12.3@116.6	175 ³	117	205	0.89	70.3	18.6
Callaway Corvette SC606	9-10	\$116,560	V-8s	606	553	3445	3.8	7.8	11.8@125.3	205	106	193	1.05	74.2	16.0
Chevrolet Camaro ZLT Coupe	8-10 ¹⁰	\$29,175	V-6	304	273	3810	5.9	14.6	14.4@99.4	118 ³	115	206	0.85	68.4	18.3
Camaro SS Coupe	8-10 ²	\$36,265	V-8	426	420	3870	4.6	10.6	13.0@110.7	155 ³	119	209	0.88	68.6	16.9
Corvette Grand Sport	2-10 ¹⁰	\$68,365	V-8	436	428	3360	4.1	9.2	12.4@116.5	190 ³	112	197	0.96	70.7	17.0 ⁴
Corvette ZR1	6-10 ²	\$121,425	V-8s	638	604	3365	3.5	7.3	11.5@128.7	205	112	194	1.04	74.9	14.0
Dodge Challenger R/T	10-09 ²	\$38,170	V-8	376	410	4135	5.8	13.8	14.1@101.2	142 ³	136	246	0.83	62.7	20.3
Viper SRT10 ACR	4-08 ¹⁰	\$98,110	V-10	600	560	3430	3.4	8.0	11.6@122.6	177 ³	109	187	1.12	73.4	na
Ferrari California	2-10	\$200,822	V-8	453	358	3925	3.5	8.6	11.9@116.9	193	106	188	0.96	69.2	14.0 ⁴
Enzo	7-03	\$652,830	V-12	650	485	3230	3.3	6.6	11.1@133.0	218	109	188	1.01	73.0	13.3
599 GTB Fiorano FL	5-07	\$319,408	V-12	611	448	3865	3.2	7.0	11.2@129.3	205	109	186	0.97	71.2	10.0 ⁴
Ford Fiesta SES 5-Door	11-10 ¹⁰	\$19,305	I-4	120	112	2580	9.7	33.2	17.2@80.6	118 ³	138	241	0.82	62.2	30.0 ⁴
GT	12-03	\$150,525	V-8s	500	500	3390 ⁴	3.8	8.8	12.2@121.6	190	117	199	0.99	69.5	15.0 ⁴
Mustang GT Premium	8-10 ²	\$39,680	V-8	412	390	3665	4.6	11.3	13.2@109.3	145 ³	116	204	0.91	70.6	17.5
Mustang V-6 Coupe Premium	8-10 ¹⁰	\$33,055	V-6	305	280	3520	5.4	13.5	14.0@101.4	113 ³	115	199	0.92	69.2	20.6
Shelby GT500	10-10 ¹⁰	\$55,537	V-8s	550	510	3820	4.4	9.2	12.6@118.9	155 ³	117	197	1.00	69.6	16.0 ⁴
Taurus SHO ¹	12-09 ²	\$42,985	V-6tt	365	350	4285	5.2	12.8	13.6@103.2	131 ³	122	216	0.88	64.8	17.5
Hennessey HPE700 Camaro	4-10	\$125,000	V-8s	725	741	3930	4.1	8.0	12.0@125.4	201	117	204	0.92	71.0	11.0 ⁴
HKS Nissan GT-R	10-10 ¹⁰	\$107,000	V-6tt	638	606	3900	3.0	6.8	11.1@128.9	195	122	205	0.97	73.8	na
Honda FCX Clarity ¹	5-09	\$600/mo.	FC	134	189	3575	8.6	27.3	16.8@84.3	100 ³	129	241	0.82	64.1	na
Hyundai Genesis 4.6L V8 ¹	5-09	\$42,000	V-8	375	333	4015	5.5	13.0	13.9@103.8	149 ³	120	218	0.86	63.8	18.0 ⁴
Genesis Coupe Track	6-09 ²	\$30,345	V-6	306	266	3470	5.7	14.7	14.4@99.1	149 ³	118	211	0.90	69.3	18.0 ⁴
Sonata SE ¹	7-10 ¹⁰	\$25,195	I-4	200	186	3340	7.5	20.6	15.8@89.1	130 ³	128	222	0.85	65.4	26.6
Infiniti G37 Coupe Journey ¹	6-09 ²	\$45,045	V-6	330	270	3700	5.4	13.0	13.8@103.2	155 ³	118	206	0.89	68.4	19.0 ⁴
G37S Sport	5-10 ²	\$40,085	V-6	328	269	3665	5.1	12.3	13.6@105.6	155 ³	117	210	0.90	67.8	16.6
Jaguar XFR ¹	8-09 ²	\$80,000	V-8s	510	461	4405	4.3	9.6	12.6@115.3	155 ³	117	206	0.88	66.1	16.7
XJL Supercharged ¹	11-10	\$90,500	V-8s	470	424	4350	4.4	10.2	12.8@112.3	155 ³	117	202	0.87	64.8	15.3
Kia Forte Koup SX	6-10 ¹⁰	\$20,090	I-4	173	168	2920	6.9	18.9	15.4@92.3	130 ³	125	220	0.89	67.2	23.0 ⁴
Lamborghini Gallardo Balboni	11-09	\$255,295	V-10	550 ⁶	398	3210 ¹	3.5	7.5	11.5@126.7	199	115	200	0.95	72.5	13.0 ⁴
Murciélago LP670-4 SV	11-09	\$480,325	V-12	670 ⁶	487	3660 ¹	2.8	6.8	10.9@129.4	209	114	193	0.97	70.0	10.0 ⁴
Lexus HS 250h ¹	11-09 ¹⁰	\$39,150	I-4/Elec	187	138	3690	8.2	na	16.2@88.6	112 ³	126	226	0.77	63.7	28.3
IS 350C ¹	12-09 ¹⁰	\$49,415	V-6	306	277	3895	5.5	13.9	14.0@100.7	141 ³	133	236	0.81	64.5	19.0 ⁴
LFA	7-10	\$388,475	V-10	560 ⁶	354	3580	3.8	7.8	11.8@124.4	202 ³	112	193	1.04	74.2	16.0 ⁴
LS 460 Sport ¹	10-10 ²	\$76,014	V-8	380	367	4545	5.6	13.5	14.1@102.3	130 ³	123	227	0.84	64.5	15.8
Lincoln MKS EcoBoost ¹	10-09 ¹⁰	\$56,625	V-6tt	355	350	4440 ¹	5.0	12.4	13.6@103.8	131 ³	123	214	0.90	62.6	21.4
Lotus Evora	9-10 ²	\$83,520	V-6	276	258	3100	4.9	12.1	13.4@103.9	162 ³	114	198	0.99	71.9	21.8
Exige S 260 Sport	10-09 ¹⁰	\$79,420	I-4s	257	174	2005	4.1	10.4	12.6@110.1	150	112	196	0.97	74.5	21.0 ⁴
Maserati Gran Turismo Conv. ¹	9-10	\$144,335	V-8	440	361	4610	4.8	11.3	13.2@102.8	176	114	197	0.87	69.7	15.3
Mazda Mazda2 Touring	11-10 ¹⁰	\$16,185	I-4	100	98	2305	9.4	na	17.2@80.8	112 ³	136	241	0.83	67.8	28.6
Mazda3s	5-09 ¹⁰	\$22,130	I-4	167	168	3035	7.5	20.0	15.7@89.3	130 ³	132	230	0.86	66.8	22.0 ⁴
Mazdaspeed3	2-10 ¹⁰	\$25,090	I-4t	263	280	3250	6.1	14.5	14.4@99.6	155 ³	126	219	0.90	68.8	17.0

Make & Model	Issue	Price as Tested ¹	Engine Type	Horsepower	Torque, lb.-ft.	Curb Weight, lb.	0-60 mph, sec.	0-100 mph, sec.	1/4 mile, sec. @ mph	Top Speed, mph ⁴	Braking from 60 mph, ft.	Braking from 80 mph, ft.	Skidpad, g	Slalom, mph	Our Fuel Mileage, mpg
Mercedes-Benz C63 AMG¹	6-08 ²	\$63,930	V-8	451	443	3920	4.1	9.7	12.5@114.4	155 ⁵	113	201	0.93	69.3	15.1
C350 Sport ¹	9-07	\$44,500	V-6	268	258	3630	5.8	14.8	14.3@98.2	130 ⁶	135	241	0.81	63.8	21.0 ⁷
E63 AMG ¹	6-10 ¹⁰	\$93,075	V-8	518	465	4285	4.1	9.5	12.5@115.1	155 ⁵	119	207	0.92	68.2	15.0 ⁴
E320 Bluetec ¹	7-07 ¹⁰	\$59,375	V-6td	208	388	3860	6.7	17.2	15.0@93.2	130 ⁶	129	252	0.83	62.0	24.0
E550 Coupe ¹	9-09	\$67,225	V-8	382	391	3810	4.7	11.1	13.1@108.9	130 ⁶	137	252	0.84	63.2	15.7
SL63 AMG ¹	4-10 ^{10,2}	\$143,460	V-8	518	465	4420	4.0	9.5	12.4@115.3	186 ⁵	120	211	0.89	66.6	10.0
SL65 AMG ¹	2-09	\$198,175	V-12tt	604	738	4555 ⁴	3.7	8.1	11.8@121.6	155 ⁵	115	202	0.89	67.4	13.4
SL65 AMG Black Series ¹	3-09	\$304,350	V-12tt	661	738	4215	3.9	7.9	11.8@126.3	199 ⁵	112	192	0.99	70.3	14.2
SLR McLaren ¹	7-05	\$455,750	V-8s	617	575	3860	3.5	7.5	11.5@126.1	207	107	186	0.97	69.6	18.0 ⁴
SL5 AMG ¹	7-10	\$202,150	V-8	563	479	3795	3.6	7.7	11.6@124.3	197 ⁵	112	194	0.96	71.8	10.8
Mini Cooper S Clubman	7-08 ¹⁰	\$29,100	I-4t	172	177	2845	6.8	18.2	15.3@92.1	139 ⁶	120	213	0.89	67.2	27.0 ⁷
Cooper S	11-07 ²	\$28,850	I-4t	172	177	2665	6.4	17.7	15.0@92.6	139 ⁶	122	214	0.85	67.9	29.8
John Cooper Works	2-09	\$31,450	I-4t	208	192	2655	6.0	14.8	14.4@98.9	147 ⁶	121	210	0.91	71.3	27.0 ⁷
Mitsubishi Eclipse GT	8-07 ²	\$27,694	V-6	263	260	3570	5.9	14.7	14.5@99.3	148	121	217	0.84	63.9	19.6
Lancer Evolution CSR	3-08 ²	\$33,625	I-4t	291	300	3555	4.9	13.3	13.6@100.9	162 ⁶	124	217	0.97	71.7	15.0 ⁴
Lancer Evolution MR Touring	12-09 ²	\$44,234	I-4t	291	300	3690	4.6	12.1	13.2@103.6	162 ⁶	120	211	0.92	69.2	18.1
Lancer Ralliart	11-08 ²	\$29,915	I-4t	237	253	3540	5.4	15.1	14.1@97.2	130 ⁶	129	227	0.84	66.7	17.3
Nissan Altima 3.5 SE Coupe	8-07	\$25,515	V-6	270	258	3200	5.7	13.9	14.2@101.2	130	130	234	0.84	65.2	18.7
GT-R Premium	6-10 ²	\$85,340	V-6tt	485	434	3920	3.3	8.0	11.6@120.4	193	112	190	1.01	74.8	14.4
Maxima 3.5 SV ¹	9-08	\$34,940	V-6	290	261	3610	6.1	15.4	14.6@97.7	149 ⁶	121	219	0.86	65.4	18.8
Nismo 370Z	9-09 ¹⁰	\$39,540	V-6	350	276	3300	5.0	12.0	13.5@106.6	155 ⁵	123	214	0.93	69.9	19.0 ⁴
Sentra SE-R Spec V	6-07 ²	\$22,715	I-4	200	180	3075	6.6	16.9	15.0@94.2	130 ⁶	134	246	0.87	65.3	22.1
370Z	4-09 ²	\$33,740	V-6	332	270	3360	5.2	12.8	13.7@103.9	155 ⁵	115	208	0.98	69.5	18.7
Pontiac G8 GT¹	6-08	\$29,995	V-8	361	385	3910	5.0	12.3	13.5@104.9	140 ⁶	119	221	0.85	64.3	16.0 ⁴
G8 GXP ¹	3-09 ²	\$43,280	V-8	415	415	4000	4.7	11.1	13.1@109.4	155 ⁵	120	221	0.88	65.0	17.8
Porsche Boxster Spyder	3-10	\$79,210	F-6	320	273	2940	4.4	10.4	12.8@109.6	166 ⁶	112	202	1.02	74.6	19.0 ⁴
Carrera GT	6-04	\$460,400	V-10	605	435	3530 ⁴	3.6	7.0	11.3@131.6	205	124	199	0.99	71.1	11.0 ⁴
Cayman S	9-10 ²	\$70,915	F-6	320	273	3100	4.6	10.6	12.9@108.8	172 ⁶	117	204	1.00	72.6	20.9
Panamera Turbo	12-09	\$153,615	V-8tt	500	516	4635	3.4	8.4	11.7@118.0	188	116	204	0.96	69.1	16.3
911 Carrera S	4-08 ¹⁰	\$94,815	F-6	355	295	3295	4.1	10.3	12.6@111.9	182	111	193	1.00	72.5	19.0 ⁴
911 GT2	12-08	\$198,875	F-6tt	530	501	3265	3.4	7.7	11.5@123.9	204	108	187	1.03	75.9	15.0 ⁴
911 GT3	9-09	\$133,135	F-6	435	317	3075 ⁴	3.7	8.3	11.8@119.5	193	106	186	1.04	75.9	13.0 ⁴
911 Turbo	6-10 ²	\$149,370	F-6tt	500	480	3535	3.5	7.9	11.7@121.8	194	112	195	1.01	73.0	16.0
Rolls-Royce Ghost¹	8-10 ²	\$308,350	V-12tt	563	575	5495	4.7	10.2	12.9@114.3	155 ⁵	119	209	0.85	60.1	16.5
Phantom ¹	8-06 ¹⁰	\$346,650	V-12	453	531	5810	5.9	15.3	14.5@97.4	149 ⁶	123	219	0.77	57.9	11.7
Rosion Q1	1-10	\$108,151	V-6tt	450	390	2675	3.2	7.8	11.6@121.6	185	130	217	1.06	73.0	18.0 ⁴
Saab 9-3 Turbo X SportCombi	10-08 ¹⁰	\$44,755	V-6t	280	295	3910	6.4	19.2	15.0@91.8	155 ⁵	127	225	0.80	65.1	17.3
Saleen S7 Twin Turbo	9-06 ¹⁰	\$602,442	V-8tt	750	700	2900 ⁴	3.3	6.0	10.6@139.8	250	119	210	1.03	69.9	13.0 ⁴
Saturn Astra XR	3-08	\$20,330	I-4	138	125	2820	8.6	na	16.6@84.4	129 ⁶	120	213	0.87	67.0	23.0 ⁷
Shelby GT500 Super Snake	12-07	\$70,670	V-8s	605	590	3915	4.4	9.1	12.5@119.9	150 ⁶	118	204	0.93	68.4	15.6
Smart For Two passion coupe	3-08	\$15,625	I-3	70	68	1825	13.3	na	19.2@70.5	90⁶	130	230	0.72	57.6	32.0⁷
Spyker C8 Spyder	3-07	\$296,785	V-8	400	354	2985	4.4	10.3	12.7@112.0	160	120	204	0.92	67.1	18.0
Subaru Impreza 2.5i	12-07 ¹⁰	\$17,640	F-4	170	170	3055 ⁴	8.2	22.9	16.1@85.6	120 ⁶	138	249	0.79	64.2	21.0 ⁴
Impreza WRX	11-08 ²	\$28,660	F-4t	265	244	3230	5.1	13.5	13.8@101.0	140 ⁶	124	221	0.87	67.0	22.2
Impreza WRX STI	3-08 ²	\$39,440	F-4t	305	290	3360	5.0	14.1	13.6@98.2	155	119	209	0.90	69.8	16.0 ⁴
Legacy 2.5GT Limited	5-10 ¹⁰	\$34,146	F-4t	265	258	3500	5.8	15.2	14.3@97.2	150 ⁶	116	222	0.84	67.2	19.0
Legacy 3.6R Limited ¹	12-09 ¹⁰	\$32,383	F-6	256	247	3555	6.5	16.7	14.9@95.6	149 ⁶	129	232	0.81	63.8	19.2
Tesla Roadster	2-09	\$118,400	Elec	248	276	2750	4.0	11.1	12.7@105.3	121	119	210	0.92	68.6	132 ⁶ hp
Roadster Sport	5-10 ¹⁰	\$159,145	Elec	288	295	2790	3.7	10.9	12.6@104.9	125 ⁵	123	210	0.96	70.3	160 ⁶ hp
Volkswagen CC3.6L4Motion¹	7-09 ²	\$42,630	V-6	280	265	3855	6.1	15.5	14.5@97.0	130 ⁶	127	225	0.91	66.5	19.2
Golf TDI	4-10 ¹⁰	\$27,090	I-4td	140	236	3120	8.8	24.5	16.6@83.9	125 ⁶	132	233	0.84	64.4	38.9
Golf GTI 3-dr	8-10 ¹⁰	\$31,900	I-4t	200	207	3370	6.1	15.8	14.6@96.9	130 ⁶	143	247	0.86	66.2	25.0 ⁴
Golf GTI 5-dr	8-10 ¹⁰	\$24,789	I-4t	200	207	3285	6.6	16.1	14.9@96.2	130 ⁶	136	237	0.88	67.1	25.0 ⁴
R32	12-07 ¹⁰	\$35,430	V-6	250	236	3720	6.0	16.3	14.6@95.0	130 ⁶	134	237	0.85	65.9	18.2
Volvo C30 Version 2.0	11-07 ²	\$27,700	I-5t	227	236	3200	6.5	16.3	14.9@95.8	149 ⁶	122	218	0.85	66.3	22.8
C70	4-07 ²	\$40,400	I-5t	218	236	3785	7.5	18.9	15.7@91.2	150 ⁶	120	217	0.83	65.0	25.8
S80 V8 AWD ¹	6-07	\$56,025	V-8	311	325	4080	5.6	14.3	14.2@99.4	155 ⁵	123	210	0.85	64.6	16.3
V70 ¹	5-08 ¹⁰	\$34,410	I-6	235	236	3530	7.3	18.6	15.6@92.3	130 ⁶	131	230	0.82	63.0	21.5 ⁴

Data apply to the model at the time (issue date) of testing. Legend: For engine types, I is an inline design, F is a flat and R is a rotary. The number following the letter is the number of cylinders or rotor chambers. An additional letter, a "t" or an "s" designates turbo- or supercharging; "d" designates diesel; "FC" designates fuel cell; **boldface**=extremes in that particular category, excluding nonproduction cars; **red**=newest entries; na=not available, na/U.S.; "a"=automatic transmission; "c"=comparison test; "p"=price at time of test, some estimated; "e"=estimated; "el"=electronically limited; "DIN"=hp; "f"=from previous test; "a"=altitude-affected; "aer"=aerodynamically limited; "10"=Road Test Update; "p"=performance data, no sideview. For purchasing back issues, see info on P.5 page.

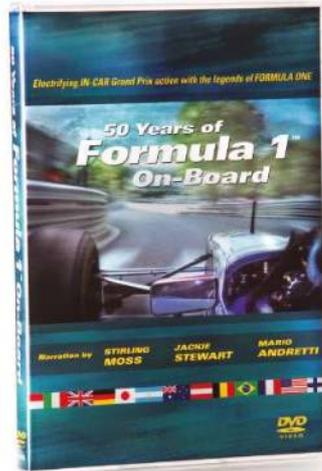
INTERPRETING THE NUMBERS: Factors that affect test numbers include air temperature, barometric pressure, condition of track surface, tune of test car. When comparing cars' performances, look for the **Significant Differences** in each category, as listed below. This is the amount of difference that is meaningful. **WEIGHT** of a car is generally accurate to **within 1 percent**.

ACCELERATION numbers are obtained using drop-clutch starts and lift-throttle shifts. **Significant difference: 0-60 mph, 0.3 sec.; 1/4 mile, 0.5 sec.** **TOP SPEED** is typically as reported by the manufacturer, but occasionally we measure it on a closed test track. **Significant difference: 5.0 mph.**

BRAKING distances are initiated when the pedal is touched, and just enough effort is used to avoid wheel locking; on cars equipped with anti-lock braking systems, the ABS is fully invoked. **Significant difference: 60-0 mph, 10 ft.; 80-0 mph, 15 ft.**

HANDLING is quantified two ways: The skidpad measures steady-speed cornering grip around a 200-ft.-diameter circle (run in both directions). The slalom, run through eight cones spaced at 100-ft. intervals, samples both controllability and grip during transient handling. **Significant difference: Skidpad, 0.02g; slalom, 1.0 mph.**

OUR FUEL MILEAGE is measured largely during urban driving and basically falls between EPA's city and highway estimates. **Significant difference: 0.5 mpg.**



THRILL Rides!

FIFTY YEARS OF FORMULA 1 ON-BOARD DVD

Wanna ride in Fangio's 250F at a private Maserati test? Or how about with Senna on perhaps his best qualifying lap ever, at Suzuka? Thanks to on-board cameras and this fantastic new DVD, you can! Fifty years of classic F1 comes alive on this DVD, putting you in the driver's seat for classic scenes such as Hakkinen chasing Schumacher flat-out through Eau Rouge. It's a breathtaking ride, with abundant in-car footage of greats such as Moss and Stewart complemented by a gallery of champions featuring all 27 FIA World Champions from 1950 to 2004. A "must-have" DVD for any F1 fan!

\$34⁹⁵ plus shipping and handling

ROAD&TRACK

Visit: shop.roadandtrack.com



Countersteer

BY SAM MITANI >> INTERNATIONAL EDITOR

Up Close and Personal with an NHRA Funny Car

After reading one of my blog entries titled “Ron Capps and his Funny Car,” a couple of colleagues in the automotive field approached me and asked: “We don’t get it. What’s so funny about his car?”

At first I thought it was a joke, and a very good one, but I soon realized that they were dead serious. So I explained that a Funny Car was a type of drag racing car, based on production models, whose name originated back in the 1960s because they looked “funny,” a result of their long wheelbase and giant rear tires. I explained in detail about their engines and specifications—as well as the top stars. Satisfied with my response and knowledge about things automotive, they went on their way. Little did they suspect that only a week before, my knowledge about the drag-racing world was extremely limited. Sure I knew what Funny Cars and Top Fuel Cars were and had heard of names like Don Prudhomme, John Force and Tony Schumacher, but that was about the extent of it.

The scene was the Mac Tools U.S. Nationals in Indianapolis, part of the Full Throttle Drag Racing Series. Oakley had invited me to the event, which included a dinner where I sat next to Ron Capps, one of the tops stars in Funny Car racing with 30 total NHRA wins under his belt. Naturally, we talked about racing, not just drag racing, but all types of motorsports, including Formula 1 and ALMS. Capps said he first got his start in go-karts and as a child dreamed of driving in the Indianapolis 500. I told him that I had just returned from setting a land speed record at Bonneville, going over 200 mph, and it would be cool to try a run in a Funny Car. He let out a chuckle and told me to drop by his pit area the next day.

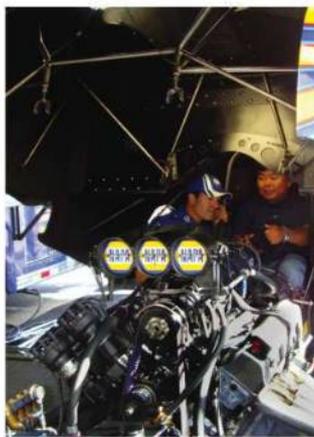
The stands were packed when I arrived at the track, and the atmosphere was electric. It was immediately evident that NHRA fans are passionate about their sport, perhaps more so than fans at an Indy Car or ALMS race. One can liken it to a NASCAR event but on a much smaller scale. Capps greeted me at his pit and showed me around his car. The thing was enormous. It stretched about 240 in. from front to rear, with a wheelbase that measured about 125 in. The rear tires were ridiculously large, while the fronts looked like they were stolen off of a bicycle. The centerpiece of the vehicle was the massive front-mounted 500-cu.-in. supercharged V-8. Fueled by nitromethane, this powerplant with hemi heads pumped out 8000 bhp! (Yes, you read that correctly, eight thousand horsepower.) Capps’ car tipped the scales at about 2570 lb. (with driver).

He invited me to sit in the driver’s seat, which was tucked in a small crevice near the rear of the car. With a little coaching and a lot of twisting, I squeezed in. Oh man, was it cramped. The steering wheel was something from an old video game console. “You don’t steer much in these things,” Capps said. Sitting in front of me was the engine, so close that it was virtually in my mouth. When the

fiberglass body was lowered, the sensation was equivalent to being in a jail cell—hardly any light crept in with only a small view of the outside world. Looking through the windshield was like looking through a crack in a wall. I couldn’t imagine driving in this position, much less going on an all-out run.

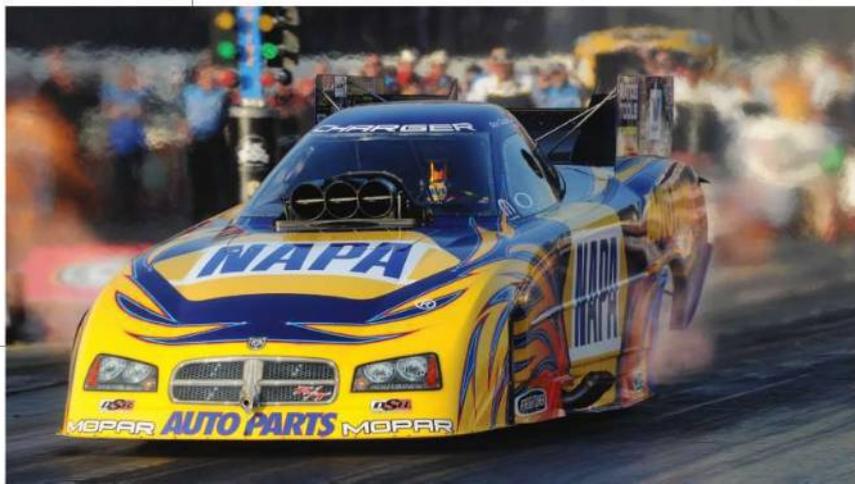
I was at the start line for Capps’ first run, standing only a few yards away from his car. I’ve been to an NHRA event before, but back then, I watched from the stands. I remember marveling at the sheer volume of these engines. How were two cars running side-by-side going to sound from so close up? When the Christmas Tree went green, the universe seemed to shake with 16,000 bhp of fury unleashed at once. The force of the sound was so violent that I nearly passed out. The cars were here one second and gone the next, reaching the end of the drag strip in the blink of an eye. They covered 1000 ft. (320 ft. shorter than a quarter mile) in about 4.1 seconds with a trap speed of nearly 300 mph. The driver is subjected to a massive 6g’s during acceleration and minus 8g’s when the parachutes open to slow the car down. In fact, slowing these cars down generates so much force that some Top Fuel and Funny Car drivers have retired because of detached retinas.

Afterward, Capps asked what I thought of the sport. I told him that



he and all other drag racers were certifiably insane, and that “driving a drag car” has been permanently erased from my bucket list. I now knew why Capps laughed when I mentioned going for a run in his race car; the thought of me driving one of these cars was actually...quite funny.

>>> Funny Car driver Ron Capps helps me get comfortable in his race car (left). This is about as close as I’ll get to driving his 8000-bhp machine because after seeing him tear down the strip, I’m convinced that he’s crazy.





Winter Tire and Wheel Package Savings!



PRICES GOOD AT ANY OF OUR 82 TOWN FAIR TIRE STORES

DOWN GO PRICES!



Winter Tire/Wheel & Hubcap Packages
 14" from \$499
 15" from \$549
 16" from \$599

- Included with each Winter Tire and Wheel Package:**
- 4 Premium Winter Tires
 - 4 Premium Winter Wheels
 - ✓ Professional Mounting
 - ✓ Computerized high speed balance
 - ✓ Chrome Valve Stems
 - ✓ Chrome Lugs & Locks
 - ✓ Factory Alignment
 - ✓ Professional Installation

THREE STYLES - ONE LOW PRICE!

Winter Tire Alloy Wheel Packages
 14" from \$549
 15" from \$599
 16" from \$649



WE STOCK PACKAGES FOR NISSAN - HONDA - TOYOTA - VW - ACURA - BMW - MERCEDES &

Hundred's of Styles to choose from In-store or On-line



TRUCK LOADS OF WINTER TIRES ARRIVING DAILY!



WE BEAT THE INTERNET EVERYTIME!

Winterforce Winter Tire and Wheel Pkg. 14" 195/70R14 \$549 15" 205/65R15 \$649 16" 215/60R16 \$799 OUTTHE DOOR PRICE!	Altimax Arctic Winter Tire and Wheel Pkg. 14" 185/65R14 \$599 15" 205/60R15 \$679 16" 205/55R16 \$779 LOW LOW PRICES!	Blizzak WS-70 Winter Tire and Wheel Pkg. 14" 185/70R14 \$669 15" 195/65R15 \$749 16" 215/60R16 \$849 TIRES AND WHEELS!	Extreme Contact Winter Tire and Wheel Pkg. 15" 205/65R15 \$ 819 16" 215/60R16 \$ 999 17" 215/45R17 \$1019 PERFORMANCE DEAL!	Graspic DS-3 Winter Tire and Wheel Pkg. 14" 185/70R14 \$649 15" 195/65R15 \$729 16" 205/55R16 \$849 NO EXTRA CHARGES!

NOBODY BEATS TOWN FAIR TIRE NOBODY!

No Charge!

- FRONT WHEEL ALIGNMENT with any tire purchase
- INSTALLATION - MOUNTING with every tire purchase

- Lifetime Flat Repair
- Snow Tire Changeover
- Lifetime Rotations
- 30 Day Test Drive on select tires
- Nationwide Tire Warranty

Plus! No Charge Shipping on every Wheel & Tire Package to any Town Fair Tire location. HUNDREDS MORE TIRE & WHEEL SPECIALS ON OUR WEBSITE ... VISIT US TODAY WWW.TOWNFAIR.COM

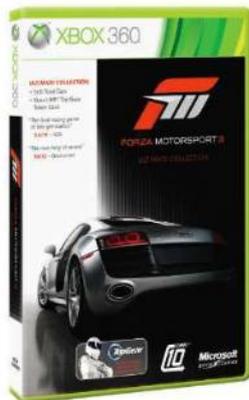
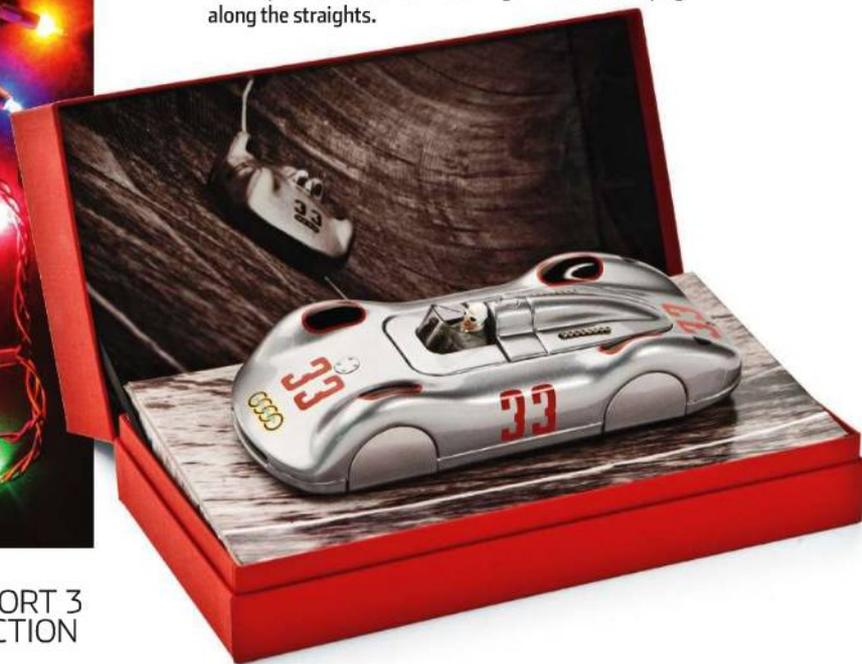
R&T's Holiday Gift Guide

Perfect presents for Dad,
Mom, brother, sister, boss...
or maybe even yourself!



SCHUCO TIN TOYS
shop.roadandtrack.com
\$129.95, \$79.95, \$79.95

Racing history comes alive with these collectable classic tin toys from Schuco. The Auto Union Type C, below (\$129.95), is a gem, mounted in a box that doubles as the high banks of Avus, the German track where in 1937 Bernd Rosemeyer drove the streamliner at speeds in excess of 200 mph. Other fun Schuco creations include the No. 63 Midget Racer and the Charly 1005 motorcycle. Via the adjustment screw, the daredevil rider actually leans into bends and swings himself back upright along the straights.



FORZA MOTORSPORT 3
ULTIMATE COLLECTION
forzamotorsport.net
\$29.99

In October, Forza Motorsport 3 was re-released as Forza Motorsport 3 Ultimate Collection. Big deal, you say. But get this: The ultra-realistic racing game includes an Xbox LIVE downloadable content card giving players access to the Koenigsegg CCX, Lexus LFA and Mercedes-Benz SLS AMG.

R&T VINTAGE CAP
shop.roadandtrack.com
\$14.95

Admit it, you need a ballcap. And is there one more stylish than this R&T cap, with its embroidered Jim Hall Chaparral? Adjustable strap.



NEED FOR SPEED
HOT PURSUIT
hotpursuit.needforspeed.com
\$59.95

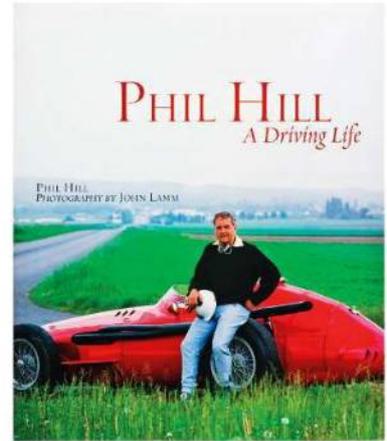
Although we prefer racing games to high-speed chases, Need for Speed Hot Pursuit has an intriguing twist: It lets you compete with your friends via a new online network. If, for instance, a friend just beats your high score, you'll get an immediate update so you can grab the steering wheel and challenge him right back. You can be on either side of the law, and you can even drive the new McLaren MP4-12C. For Xbox 360, PlayStation 3, PC and Wii.





R&T VINTAGE GURNEY PRINT
shop.roadandtrack.com
\$59.95, signed

Thirty-five years after winning the Belgian Grand Prix in a car built by his own All American Racers team in Santa Ana, California, Dan Gurney returned to Spa and lapped the famous circuit in his Eagle, which is considered by many to be the prettiest F1 car of all time. A fan of Dan? This signed print is a must!



PHIL HILL: A DRIVING LIFE
shop.roadandtrack.com
\$75, signed by
photographer John Lamm

In his more than 30 years of reporting for R&T, Phil Hill drove a wide variety of cars, everything from a 3-wheel 1886 Benz to Jim Hall's Chaparrals and even Dale Earnhardt's Goodwrench Chevy. In this book, 26 of those R&T articles are featured, complemented by moving tributes to Dan Gurney as well as to Phil's driving friends who lost their lives to the sport.

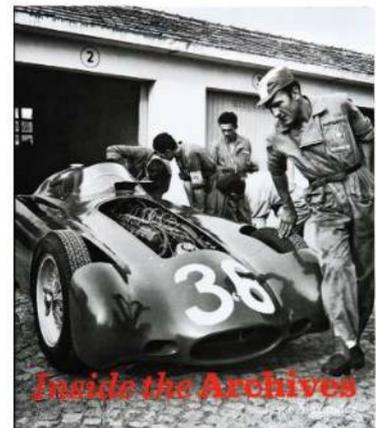
LUMINOX TONY KANAAN
shop.roadandtrack.com
\$950

Just released: this second limited-edition Tony Kanaan timepiece from Luminox. The Swiss-made chronograph carries the bright yellow and green colors of Kanaan's native Brazilian flag. More notable, TK even helped with the design.



R&T VINTAGE T-SHIRTS
shop.roadandtrack.com
\$17.95

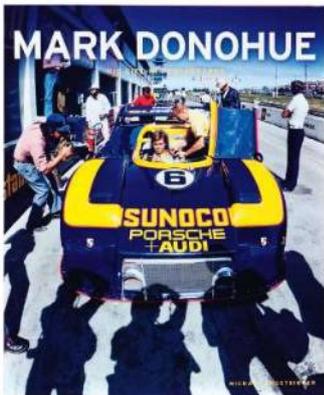
Show your loyalty to R&T! Be the envy of your friends! When you're wearing one of our new vintage T-shirts, you'll be seen as a man (or woman) of impeccable taste (at least by us). High-quality Beefy-Ts from Hanes, 100-percent cotton.



INSIDE THE ARCHIVES
shop.roadandtrack.com
\$75, signed

Jesse Alexander—the preeminent American motorsports photographer in Europe during the glory days of racing—has dug deep into his archives to share some favorite shots, ones previously seen only by Alexander himself. Want to feel like you're in the pits at Le Mans in 1954 or crouching behind a stone wall during the 1962 Targa Florio as a Porsche blasts by? Here's your chance.





MARK DONOHUE: HIS LIFE IN PHOTOGRAPHS
shop.roadandtrack.com
\$49.95, signed

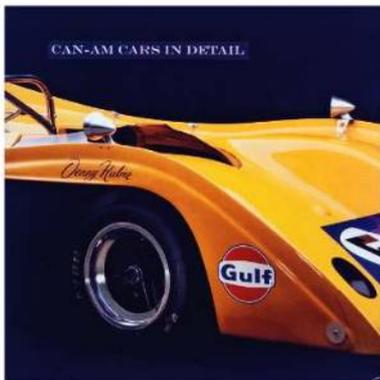
In this book, author Michael Arget-singer shows Donohue's life through hundreds of photos taken at the track, at home and behind the scenes. The photos, many from family, friends and teammates, start with Mark's childhood and cover his career, from the Trans-Am and Can-Am to Indy cars and his tragic return to F1.



CRAFTSMAN RATCHETING ELBOW WRENCHES

www.craftsman.com
\$99.99

Having a hard time reaching that bolt? No prob; Craftsman's new Ratcheting Elbow Wrenches provide access to the toughest jobs, with a pushbutton joint that locks the ratcheting box end into 13 different positions. And the fine-tooth ratchet means you can turn the bolt with as little as a 5-degree swing on the wrench. Your knuckles will thank you.



CAN-AM CARS IN DETAIL
shop.roadandtrack.com
\$99.95, signed

Pete Lyons, R&T Contributor, witnessed firsthand and photographed the amazing engineering creativity that characterized the Can-Am series...and ultimately brought about its demise. Book comes in a protective slipjacket. A great trip back in time.

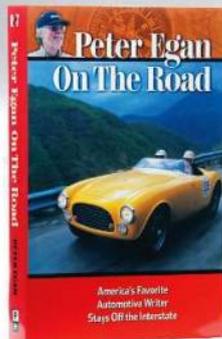
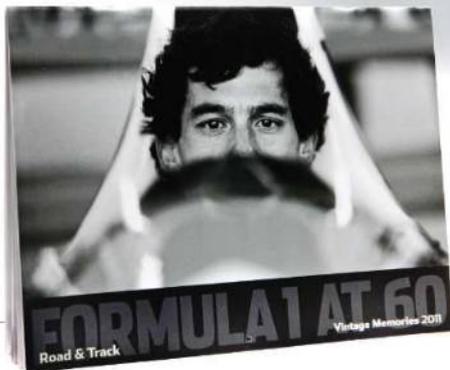
1955 MERCEDES-BENZ 300 SLR UHLENHAUT COUPE
www.cmc-modelcars.com/us
\$319

With more than 1817 parts and an incredibly detailed straight-8 engine, this hefty 1:18 model is a sight to behold, a fitting tribute to Rudolf Uhlenhaut, the great engineer who was head of Mercedes Racing.



2011 R&T VINTAGE CALENDAR
shop.roadandtrack.com
\$17.95

Finally, a great-looking calendar that's more than just pretty pictures; it's one you can actually jot notes on. This year we celebrate 60 Years of F1 Racing via the exquisite work of Bernard and Paul-Henri Cahier.



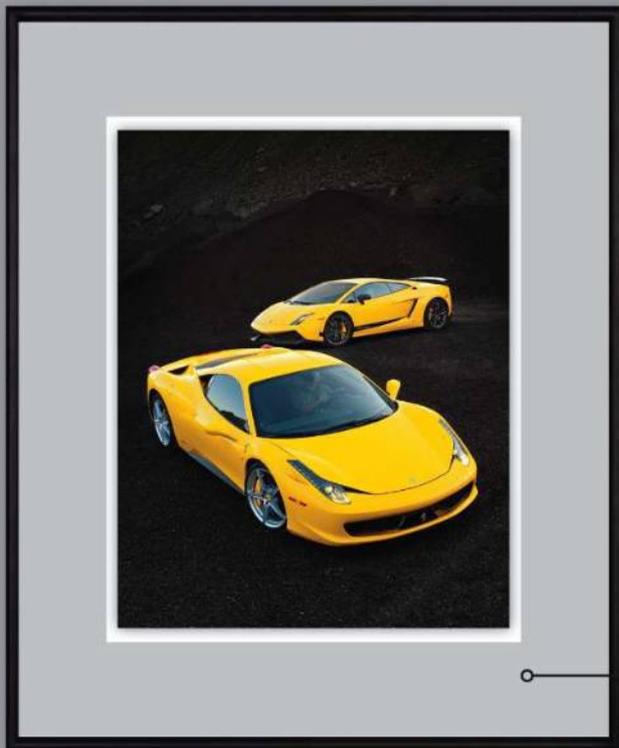
PETER EGAN ON THE ROAD
shop.roadandtrack.com
\$36.95, signed

In this collection of Egan's R&T columns, each chapter is a great read. Savor the book one chapter at a time, and come back to it like an old friend whenever you need a fix of Egan's amusing (and always thoughtful) take on all things automotive.

ROAD & TRACK PHOTO STORE

GREAT HOLIDAY GIFT IDEAS:

Prints, Mugs, Mouse Pads & More!



Is that empty spot on your office wall calling out to be filled by an automotive work of art...say, a beautiful portrait of a Ferrari 458 Italia? If so, we're here to help. Via the R&T Photo Store, more than 1000 stunning images of your favorite cars are available for purchase, each printed on high-quality archival paper and framed if so desired. Our prints are also available on mouse pads, T-shirts, coffee mugs, note cards, ceramic tiles and more. They make great gifts!

**OVER
1000 IMAGES
TO CHOOSE
FROM!**

PHOTO OF THE MONTH:

15% OFF!

FERRARI 458 ITALIA &
LAMBORGHINI GALLARDO SUPERLEGGERA

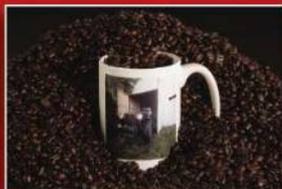
by Guy Spangenberg

DISCOUNTED PRICES
START AT \$21 (8 X 10 PRINT)

Road & Track Photo Store Gift Items



CERAMIC TILES



COFFEE MUGS



T-SHIRTS



MOUSE PADS



NOTE CARDS



PHOTO BY JEFF BLOKHAMILAT

Check out the exciting "Focal Point" gallery in our Photo Store, which offers you the best in racing photography. Our world-class photographers have a knack for capturing the passion and drama of competition. Get your favorite racing shots now!

Gift Certificates

Let your friends and family choose the photo they want in the size and frame they want! Our Gift Certificates can be:

- Redeemed for any of our photo prints or photo gifts.
- Customized with a personal message.
- Sent electronically or through the mail.
- Ordered in a variety of denominations from \$20 to \$300.

TO ORDER, GO TO

roadandtrack.com/prints

or call Toll-Free 1.800.390.7269

AutoAnything™

America's leading site for performance parts & accessories!

K&N
HIGH-FLOW AIR FILTERS & INTAKE KITS

Bolt on Horsepower & Even Save Gas!



Chevy Corvette ('06-'08) Intake Part# 63-3060
Filter Part# 33-2305 (Requires 2)



From **\$234⁹⁵**

Cold Air Intakes

Boost power and lift MPG's with a K&N Intake. Custom-engineered with a famous K&N Filter-charger cone filter and crosslink nylon intake tract. 1,000,000-mile warranty.

- Ford Mustang ('06-'09) Part#63-2565 **+15HP**
- Nissan 350Z ('07-'08).....Part#697071TS **+8HP**
- Honda Accord ('08-'10) Part#69-1210TS **+10HP**
- Chrysler 300 ('08-'10).....Part#63-1114 **+21HP**
- Dodge Challenger ('08-'10) Part#63-1114 **+21HP**
- ...Plus 100s More! Call or Visit Us Online.

From **\$40⁹⁵**

Performance Air Filters

Get increased power, acceleration and better fuel economy. Just give it a simple cleaning every 50,000 miles and your K&N filter will last for the life of your vehicle. 1,000,000 Mile Warranty.

- Nissan Altima 3.5L ('07-'10).....Part# 33-2031-2
- Honda Civic 1.8L ('06-'10)..... Part# 33-2342
- Honda Accord 3.5L ('08-'10)..... Part# 33-2403
- Chrysler 300 5.7L ('05-'10)..... Part# 33-2295
- Ford Mustang 4.6L ('10)..... Part# 33-2431
- ...Plus 100s More! Call or Visit Us Online.

Find your K&N AIR INTAKE or FILTER at www.AutoAnything.com/KN

Power Programmers

Ever feel like your engine can do more? Your vehicle is stronger, faster and fiercer than you might imagine, and a programmer is the key to throwing open the floodgates to full-throttle power. Tap into secret horsepower, torque and MPG in less than 10 minutes.



- Edge (Sharpen your ride's horsepower to a lethal edge)..... From **\$239⁹⁵**
- Superchips (Get super powers beyond those of mortal engines)..... From **\$269⁹⁵**
- Hypertech (Experience "Hyper" power gains)..... **Too Low to Print!**
- Diablosport (Maximize the performance of your engine)..... From **\$299⁹⁵**
- Jet (Give your engine F-15-like power)..... **Too Low to Print!**

Not legal for sale or use on pollution-controlled vehicles in the State of California or states that use the CARB emissions standard.

High-Flow Exhaust Systems

Make the hair on your neck stand straight up every time you turn the key. A custom exhaust cranks the boss sound while rating highly on the seat-of-your-pants meter. Check out our full line of products to make your ride rumble from headers to tips.



- Exhaust Tips..... From **\$34⁹⁵**
- Mufflers..... From **\$69⁹⁵**
- Catalytic Converters..... From **\$74⁹⁵**
- Headers..... From **\$141⁹⁵**
- Exhaust Systems..... From **\$174⁹⁵**



4x4 Survival Brake Series

- Specifically engineered for 4x4s & SUVs
- Tough, powerful & supremely capable
- Suitable for towing and heavy loads
- Directional slot design
- Gun-metal grey paint provides better corrosion protection

From **\$98⁹⁵**



MORE SAVINGS!

Visit us online for our huge selection of FREE gifts, rebates and online specials. Plus, find the newest products on the market.

888.686.5869 www.AutoAnything.com

Phone Sales Hours: (PST) Mon-Thur 5:30am-8pm - Fri 5:30am-5pm - Sat 6am-5pm - Sun 6am-7pm

Free Shipping to Continental US only. No APO/POs. Truck, oversized & select shipments excluded. Not responsible for typographical errors. Prices subject to change.



FREE SHIPPING!

No Minimum Purchase — No Hidden Fees

- ✓ Award Winning Service Since 1979
- ✓ 1-Year Lower Price Guarantee
- ✓ Hassle-Free Returns

Safeguard Your Interior!

Choose from more than 2 dozen styles in 100+ colors. Custom designed for thousands of vehicles. Fronts, rears, 3rd-rows, cargo liners. Call or visit www.AutoAnything.com/floor-mats **8129**.



Protect Your Paint!



Total Weather Protection
Protect your finish from foul weather, harsh sunlight, pollutants and dust.

NOAH MAINTENANCE FABRIC **FROM \$176⁹⁵** (Pictured)
Get multi-layer protection. UV-resistant outer layer with super-soft inner layer. Microscopic pinholes stop water droplets and dust from getting in, yet let moisture and heat escape. 4-year Warranty.

DUSTOP **FROM \$164⁹⁵**
Go with Covercraft's top-of-the-line indoor cover. 4-layer non-woven construction for unparalleled ding and dent protection. Super-soft inner layer pampers your paint. 4-year Warranty.

EVOLUTION **FROM \$152⁹⁵**
Block acid rain, industrial pollutants, tree sap, even bird droppings. Core layers keep out dust, yet allow air to circulate. Super-soft inner lining babies your vehicle. 4 Year Warranty.



Wrap Your Seats in the Hottest Fabrics on the Road!

Even with regular use, your vehicle's seats take a serious beating. Sliding in and out wears the upholstery and fabric. And, don't forget the havoc that direct sunlight, dropped food, beverage spills, kids and pets wreak on your seats. To protect your ride, you need top-of-the-line seat covers that are made from quality materials, like canvas, leather, neoprene and velour. Choose from various patterns and from almost every color of the rainbow. Call or visit www.AutoAnything.com/seat-covers **8129**.



888.686.5869 | www.AutoAnything.com

Phone Sales Hours: (PST) Mon-Thur 5:30am-8pm – Fri 5:30am-5pm – Sat 6am-5pm – Sun 6am-7pm

Free Shipping to Continental US only. No APO/POs. Truck, oversized & select shipments excluded. Not responsible for typographical errors. Prices subject to change.



HOLIDAY GIFT GUIDE

Looking for the perfect holiday gift? You're sure to find something for everyone on your list at AutoAnything.

www.AutoAnything.com/gift-guide



The Stable, Ltd.

THOROUGHBRED MOTORCARS

SINCE 1973

217 Main Street, Gladstone, NJ 07934

Sales: 908-234-2055 Service: 908-234-1755

Storage: 908-234-2595 Fax: 908-781-2599

www.stableltd.com

1950 JAGUAR MK V 3-POSITION DROP-HEAD COUPE



Few American-side drive versions built, even fewer with larger 3.5 litre, 6-cyl. engine & still fewer exist today. Fully restored, finished cream w/ green leather, tan convert. top, walnut fascia/trim. 4-spd manual trans., chrome landau irons, Lucas driving lamps & orig. manuals/tools. \$110,000.

2005 BENTLEY CONTINENTAL GT COUPE



Successful styling departure for Bentley. 4-passenger super coupe w/potent 552 hp., 4-cam, twin-turbo engine, 6-spd automatic transmission & 4-wheel drive. Local car in Silver w/Basalt black leather & dark polished walnut cabin trim, near-new condition with all orig. manuals/tools. 24,234 miles. \$82,000.

1957 MERCEDES-BENZ 220S CABRIOLET



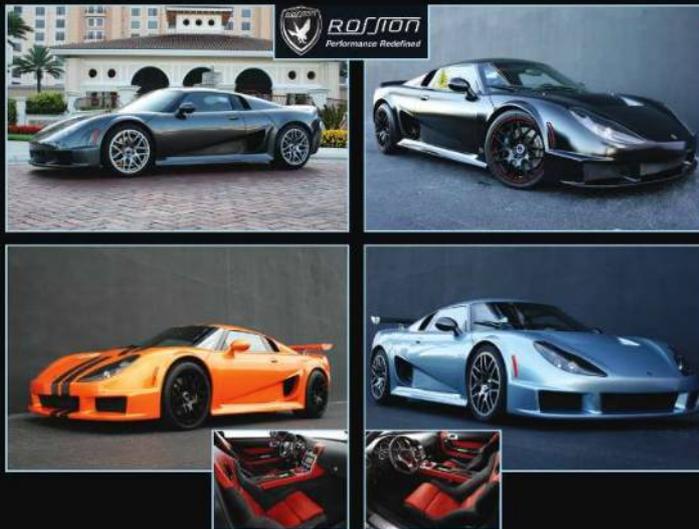
Elegant post-war Mercedes-Benz, beautiful 4-passenger, 2-door convertible in black w/dark red leather, black top, dark red boot & polished walnut fascia/trim. Orig. 6-cylinder engine w/4-speed manual transmission, orig. Blaupunkt AM-FM radio, etc. 79,646 miles. Just traded 1951 300S roadster. \$120,000.

1919 CADILLAC TYPE 57 PHAETON



One local family owned this fabulous car for about 90 years!. Finished in black & midnight blue w/ black leather & top. Spectacular condition w/ original (by number) V-8 engine, twin rear-mounted spares, original Waltham clock, beveled glass convertible top rear window, tilt steering wheel, full leather interior, etc. 35,218 miles since new. \$85,000.

47 GREAT CARS IN STOCK



Rossion Q1, 1 of only 4 cars per month allocated to the USA. Featured in the January 2010 issue of Road & Track, Cover Robb Report and Speed Channel Supercars Exposed. Road & Track January test numbers 0-60 in 3.2 seconds, 0-100 in 7.8 seconds, skid pad 1.06g's. The Bespoke handbuilt Supercar at a Sports car price. Learn more at rossioncars.com or call 1-954-788-1001 ext. 103.



Removes Tar FASTER

"You won't find a better tar remover GUARANTEED"

"Tarminate, then wash and wax"

"Bug splats just rinse away"

1-888-STONER3

Tarminator.com



Your online source for OE remanufactured wheels.

Limited lifetime warranty

THINK OF IT AS A FULL-SIZE VAC THAT FITS IN YOUR HAND:



THE NEW, INCREDIBLY POWERFUL METROPOLITAN® 500!

www.CarVacExcellence.com

1-800-822-1602

A sharp, consistent edge every time!

Standard Sharpening System

Kit includes: Knife handling clamp, oil, guide rods & sharpening hones - all store in the handy carry case.



www.lansky.com

LANSKY SHARPENERS

Send for your FREE catalog. Dept R&T, PO Box 800 Buffalo, NY 14231 716-877-7511

NEW!

UPDATED TO 2006 BMWs!

RESET: SERVICE, ENGINE, LIGHTS

SCAN BMWs & MINIS

R5 SRS: \$129.99

R5/FCX-3: \$149.99

SCAN AND RESET "REAL" BMW ENGINE CODES! RESET DASH LIGHTS SUCH AS SERVICE ENGINE /CHECK-ENGINE, PLUS OILSERVICE & INSPECTION. TOOLS AVAILABLE 87-06. INCLUDES CODE MEANING BOOK. (MINI COOPER VERSION IS \$129.99)

Scan/Reset Airbag Light/codes. Airbag experience advised. Use at your own risk. Avail 1994 - 2002

BASIC BMW OIL /MAINT RESET TOOL 87-99 \$49.95

1-800-231-6861

PeakeResearch.com 408-369-0406

KINEKT GEAR RING



the new equation in jewelry

www.kinektdesign.com

watch our video

888-600-8494



Brakewarehouse.com

and

CARBON Z BRAKES

High Carbon Premium Cast Rotors
Limited Lifetime Warranty

1 800 214 4034

CALIPERS...remanufactured, powder coated, upgrades,

SS Brake lines, ABS parts

PADS...high performance, severe duty, ceramic, carbon fiber, kevlar,
low noise, low dusting

ROTORS...standard, premium, high performance, cryo-treated,
drilled, slotted, drilled and slotted, diamond slotted

www.brakewarehouse.com

www.carbonzbrakes.com

Your One Stop For Brake Parts on the Web!!



Imola Chrono

By Lambretta celebrates Italy's
Autodromo de Imola
(Autodromo Enzo e Dino Ferrari)

Just one of the cool watches &
great values at

Time Quest

(949) 632-1145

www.TimeQuestWatches.com

KEYLESS REMOTE COVERS

COLOR • PROTECTION • STYLE



These strong durable silicone rubber covers
simply slide over your factory remote for
longer lasting protection and added style.

45 Styles
Available
in 10 Makes.



\$6.99
FREE SHIPPING!

Ford GM Dodge Chrysler Jeep
Toyota Scion Lexus Nissan Infiniti BMW
Hyundai Kia Mercedes Subaru Mazda

www.thejacketstore.com

Ebay Store: www.keyfobremotecover.com

1.866.259.0877

Inquire at your
Local Dealership!

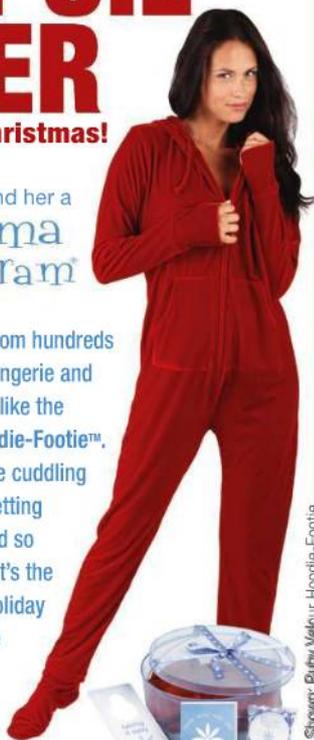
THEJACKETSTORE.COM, LLC - 4738 South 131st St. -
Omaha, NE 68137 - Email: infosales@thejacketstore.com

SPOIL HER

this Christmas!

Send her a
**Pajama
Gram**

Choose from hundreds
of great lingerie and
PJ styles like the
NEW Hoodie-Footie™.
She'll love cuddling
up and getting
cozy... and so
will you. It's the
hottest holiday
gift of the
season.



Shown: Ruby Velvet Hoodie-Footie

FREE gift packaging with every order!
1.800.GIVE.PJS | PajamaGram.com

FOR THE TOUGHEST JOBS ON PLANET EARTH®



Incredibly strong and ideal for
indoor and outdoor applications.
Bonds wood, stone, metal, ceramic,
foam, glass and much more!

FOR THE TOUGHEST JOBS ON PLANET EARTH®

GORILLA TOUGH .COM

1-800-966-3458 Made in U.S.A.

© 2010 Gorilla Glue Company



Dr. Winnifred Cutler: Creator of 10X

RAISE the OCTANE of your AFTERSHAVE



ATHENA PHEROMONE 10x™

unscented cologne/ aftershave additive

10X™ GETS YOU MORE AFFECTION FROM WOMEN

♥ **Rick (PA)** "A friend was telling me about this 10X. He's kind of a nerdy guy, you know but he has this **GORGEOUS** girlfriend. So I figure I gotta try this stuff. I wore it for the first time last night when I went out with a woman who had been in the category of a "friend" for a long time. I wanted to move things to be a lot closer than a friend. Well, you should have seen the look on her face last night. **We are more than friends now. This stuff is like catnip! It is amazing!**"

♥ **Jacques (LA)** 10X reorder: "I am a **physician**, read about your study in the Medical Tribune, and have been buying ever since. **It's really a fine product.**"

Created by Winnifred Cutler, Ph.D. in biology from U. of Penn, post-doc at Stanford.

Co-discovered human pheromones in 1986 (Time 12/1/86; and Newsweek 1/12/87)

www.athenainstitute.com

10X is designed to **enhance your sex-appeal**. Vial of 1/6 oz. added to 2 to 3 oz. of cologne or aftershave lasts 4-6 mos., or use straight Contains synthesized human pheromones.

Effective for 74% in 8 week published scientific study. Not guaranteed to work for all, since body chemistries differ, but **will work for most**. Cosmetics not aphrodisiacs. Also 10:13 for women.

Not in stores. Call (610) 827-2200 - Order online or send to: Athena Institute, Dept RTjd 1211 Braefield Rd. Chester Springs, PA 19425

Please send me ___ vials of 10:13 for women @ \$98.50 and/or ___ vials of 10X for men @ \$99.50 for a *total ___ by: money order, check

Visa/M/C/Disc.

Exp. CVV: Sign: to: Name

Address

City/State zip

Tel: email

(*PA add 6% tax, Canada add US \$7.50 per vial) RTjd

BMW & MINI parts/upgrades



. free shipping most orders \$150+
. free 132-page catalog

BAVARIAN
autosport

Parts, accessories & knowledge since 1974
800.535.2002 • www.BavAuto.com

Custom Patterned Protection

The **Best** indoor and outdoor performance fabrics for your vehicle cover



- Covering your vehicle takes less than a minute and protects BOTH the exterior and interior.
- We offer a wide selection of performance fabrics to meet your specific protection needs.
- Over 80,000 custom patterns assure the perfect fit for your car, pickup or SUV.
- We also custom make covers using your supplied measurements (and our pattern sheet).
- The fabrication is done here in the USA and normal delivery is 10 to 14 days.

GLOBAL
ACCESSORIES
a division of Covercraft Industries, Inc.

www.globalcarstuff.com

1-800-950-9502

TOYOTA
GENUINE PARTS
MAGAUTO.com
 Cheapest Toyota parts online!
 Mechanicsville Toyota
 1-800-338-5538
 M-F 8-5 EST.

Wheel Collision Center
 Excellence in Wheel Repair/Sales
 7286 Penn Drive • Bath, PA 18014

Patent assures 100% WHEEL INTEGRITY
 STOCKING THOUSANDS OF REFINISHED WHEELS

- From \$75/wheel
- Straighten, Weld, Polish,
- Sales/Exchange
- Paint, Powdercoat & Clearcoat

NEW 2010 ONLINE WHEEL CATALOG!

ALLOY WHEEL REPAIR, REFINISHING & SALES

- SUPERIOR WORKMANSHIP
- GUARANTEED
- TESTED PROCESS
- LIFETIME WARRANTY!

www.wheelcollision.com
 1-800-292-RIMS (7467)

Mario's Turbo Klean
 Filthy to Spotless IN SECONDS
 100% Organic - NO Solvents
 or Harsh Chemicals
FIRST ORDER FREE
www.mariosturboklean.com

HONDA
MAGAUTO.com
 Factory Parts @ Wholesale Prices
 1-800-531-2756
 M-F 8-5 EST.

THE PLACE TO BUY... MERCEDES® PARTS & ACCESSORIES

www.slaccessories.com
 800.346.3040
 FAX: 818-342-6033
 slaccessories@yahoo.com
 -ONLINE CATALOG
 -CLOSEOUTS

SIGNATURE LINE™ ACCESSORIES

FREE Car A/V catalog



Get the best system for your car - Just call Crutchfield.

- Huge selection from top brands like Alpine, Boston Acoustics, Focal, Kenwood, JL Audio, Pioneer, Sony and more
- Personalized help from our experts to find the right gear for you



For your free A/V catalog or to talk to a Crutchfield expert, call:
1-800-319-9545
 or visit crutchfield.com/rtk



LARGER SIZE PERMANENT

100% Money Back Guarantee!
 Doctor Approved. Free 6 Months Supply!

Male Enlargement Up To 5 Inches And 50% Gain In Width In 60 Days Or Less!
PRO+PLUS PILLS
FEATURED ON 20/20 TELEVISION SIZE MATTERS

LONGER, WIDER, FIRMER
WE GUARANTEE PERMANENT ENLARGEMENT ONLY WITH PRO+PLUS PILLS

The exclusive ingredients of **PRO+PLUS PILLS** not found in other brands makes it possible for you to maintain your enlargement PERMANENTLY. Your new larger size can be a part of you forever. Continue to take **PRO+PLUS PILLS** to reach your maximum potential and maintain your sexual stamina and performance.

INCREASES SIZE, STRONGER ERECTIONS AND MAINTAINS YOUR SEXUAL VIRILITY

We guarantee your sexual performance can improve substantially. **PRO+PLUS PILLS** boosts your sexual energy, stamina and endurance. Never go soft again and you will stop premature ejaculations.

PRO+PLUS PILLS outperforms all other brands pills and creams. Compare the results from our consumer survey.



PRO+PLUS PILLS ADVANCED FORMULA
 Our exclusive formula for men with a form of HYPOSPADIAS or small penis. Size is less than 6 inches and need a guarantee of accelerated enlargement to reach a much larger size. Can also be used by men larger than 6 inches and need guaranteed maximum enlargement.

CREDIT CARD ORDERS TOLL FREE ANYTIME
1-866-765-PILL (7455) FAX 1-818-345-4643
ONLINE www.avidpromedical.com
www.propiusmedical.com

SEND ORDER FORM AND PAYMENT TO:
AVID PRO MEDICAL dept. 012R6A
Box 1835 North Hollywood, CA 91614

CREDIT CARD ORDERS ONLY Toll Free Anytime
1-866-765-PILL (7455) or FAX 1-818-345-4643
 Phone & Credit Card Orders specify products and dept. (shown above, next to company name)
 Check Money Order Cash Visa MasterCard
 American Express Discover

CREDIT CARD NO.
 EXPIRES: Month/Year CVS CODE 3-digit Security Code found on back of card or 4-digits on front of American Express

PRO+PLUS ADVANCED FORMULA

<input type="checkbox"/> 30 Days Supply Plus 30 Days Supply Free	Total 60 days supply Only \$60.00	\$ _____
<input type="checkbox"/> 60 Days Supply Plus 60 Days Supply Free	Total 120 days supply Only \$110.00	\$ _____
<input type="checkbox"/> 120 Days Supply Plus 120 Days Supply Free	Total 240 days supply Only \$160.00	\$ _____
<input type="checkbox"/> 180 Days Supply Plus 180 Days Supply Free	Total 360 days supply Only \$210.00	\$ _____

SUPER FORMULAS ONLY \$25.00 EACH OR SELECT ONE FREE WITH ANY PRO+PLUS ORDER
 Please Specify Quantities

Sexciter To Excite Women.....FREE \$ _____
 Attract-A-Mate "W": Attract Women...FREE \$ _____
TOTAL PURCHASE: \$ _____

CA Residents add 9.75% sales tax: _____ \$
 Shipping, Rush Service and Insurance \$20.00 VALUE ONLY. \$ **12.00**
TOTAL ENCLOSED OR CHARGED: \$ _____

Orders discreetly shipped with UPS or Priority Mail.
 Foreign Orders - Money Order in U.S. Funds Only. Add \$10.00 S&H.

SIGNATURE (I am over 18 years old) _____

NAME (print) _____

ADDRESS _____

CITY/STATE/ZIP _____

COPYRIGHT © 1996 PRO+PLUS is a trade name of Avid Pro Medical. Individual results may vary. These statements have not been evaluated by the FDA. This product is not intended to diagnose, treat, cure or prevent any disease.

LAMIN-X
PROTECTIVE FILMS

Protect with Style

Sponsor of the
Jetta TDI Cup

- Universal or Precut Kits
- Easy to Install
- Strong, Impact Resistant
- Film Color Variety

Headlight Covers

Fog Light Covers

Tail Light Covers

Clear Bra

706.632.6182 LAMIN-X.COM

ROAD & TRACK
shop.roadandtrack.com

VIAGRA
Cialis[®] LEVITRA[®]
and more quality, FDA-approved medications.

Se habla español

VIAMEDIC
SAFE • SECURE • DISCREET

www.viamedic.com
800.547.9932

A Perfect Fit Because They're
Custom Cut

Advanced Windshield Tint
\$34.95
+\$3.95 per sq ft

1 800 350-5337 wooddash.com

10 Premium Smokes plus cigar travel case,
Only \$29.95
Compare at \$107

We at Thompson have been selling the best selection of premium cigars at incredibly low prices for almost a hundred years! If you haven't had the pleasure of purchasing from us before, here's the deal: as an introductory offer, we'll give you ten top shelf puros including selections from Gurkha, Partagas, C.A.O., Carlos Torano and Perdomo **PLUS a durable aluminum cigar travel case**, ALL for only \$29.95! If you went elsewhere and paid full retail for this incredible collection it would set you back about \$107, but when you buy at Thompson you **SAVE 72%!** How can you afford not to give Thompson a try?!?

Get yours and **SAVE 72%**

Promo code:
T9069

©2010 Thompson Cigar Co.

CALLING ALL CARS
Luxury, Sport, Classic Autos and High-End RV's for-sale-by-owner. Buyers/Sellers 1-800-546-8457.
www.cacars.com

GET YOUR ON-THE-GO CONNECTION TO DAILY CAR NEWS, REVIEWS, PHOTO GALLERIES, AND MORE WITH:

- Car and Driver mobile web
- Car and Driver's free Buyer's Guide app for iPhone and iPod touch
- Car and Driver interactive digital subscriptions via the Zinio iPad and iPhone apps

For more info, visit
www.caranddriver.com/mobile

1-800-458-5341
www.thompsonspecials.com

Use promo code **T9069** for special pricing

Get your Thompson's 10 Sampler now! 10 top-notch cigars and an aluminum case for \$29.95 (#918885) plus \$4.95 shipping & handling. (All shipments to AK, HI, Guam, Virgin Islands and Puerto Rico must go priority mail - add an additional \$10.00. Florida residents add 6% sales tax + appropriate county tax). Remittance of any taxes on orders shipped to a location outside of Florida is the responsibility of the purchaser. In the event we are out of a Premium brand, Thompson reserves the right to substitute another premium brand cigar or size, of equal or greater value. All written orders **MUST** include your signature and date of birth. Limit one per customer.

OFFER GOOD FOR 30 DAYS • NOT AVAILABLE TO MINORS AND GOOD ONLY IN THE USA

THOMPSON & CO., INC.

America's Oldest Mail Order Cigar Company,
Est 1915
P.O. Box 31274
Tampa, FL 33631-3274
Fax: 813-882-4605

Available on the **App Store**

iPhone, iPod touch, and iPad are trademarks of Apple Inc., registered in the U.S. and other countries. For iPhone and iPad+3G, an AT&T wireless data service contract or Wi-Fi internet access is required. For iPod touch and iPad, Wi-Fi internet access is required.

HARBOR FREIGHT TOOLS

Quality Tools at Ridiculously Low Prices

FACTORY DIRECT TO YOU!

How does Harbor Freight Tools sell high quality tools at such ridiculously low prices? We buy direct from the factories who also supply the major brands and sell direct to you. It's just that simple! Come see for yourself at one of our 330 STORES NATIONWIDE and use this 20% OFF Coupon on any of our 7,000 products. We stock Automotive products, Shop Equipment, Hand Tools, Tarps, Compressors, Air & Power Tools, Material Handling, Woodworking Tools, Welders, Tool Boxes, Outdoor Equipment, Generators, and much more.

NOBODY BEATS OUR QUALITY, SERVICE AND PRICE!

- ✓ We Have 10 Million Satisfied Customers
- ✓ We Buy Factory Direct and Pass the SAVINGS on to YOU!
- ✓ Shop & Compare Our Quality Brands Against Other National Brands
- ✓ Thousands of People Switch to Harbor Freight Tools Every Day!
- ✓ NO HASSLE RETURN POLICY ✓ Family Owned & Operated

LIFETIME WARRANTY
ON ALL HAND TOOLS!

We Will Beat Any Competitor's Price Within 1 Year Of Purchase!

330 STORES NATIONWIDE
Store Locator: 1-800-657-8001

Shop Online at
HarborFreight.com

20% OFF ANY SINGLE ITEM!

Use this coupon to save 20% on any one single item purchased when you shop at a Harbor Freight Tools store. Cannot be used with any other discount or coupon. One coupon per customer. Coupon not valid on any of the following - prior purchases, gift cards, Inside Track Club membership or Extended Service Plans. Coupon cannot be bought, sold, or transferred. Original coupon must be presented in store in order to receive the offer. All Campbell Hausfeld products are excluded from this offer. Valid through 3/2/11.



43890110

Get More Coupons at HarborFreight.com/roadandtrack

SUPER COUPON!

CENTRAL HYDRAULICS

1 TON CAPACITY FOLDABLE SHOP CRANE
LOT NO. 93840

\$99.99 REG. PRICE \$189.99

INCLUDES RAM, HOOK AND CHAIN! **SAVE \$90**

HARBOR FREIGHT TOOLS - LIMIT 1
This valuable coupon is good anywhere you shop Harbor Freight Tools (retail stores, online, or catalog). Coupon not valid on prior purchases. Coupon cannot be bought, sold, or transferred. Original coupon must be presented in store, or with your catalog order form or entered online in order to receive the offer. Valid through 3/2/11.

SUPER COUPON!

OSCILLATING MULTIFUNCTION POWER TOOL
LOT NO. 67256

\$29.99 REG. PRICE \$59.99

CHICAGO Power Tools

17 DIFFERENT ATTACHMENTS AVAILABLE IN OUR STORES!

SANDING	SCRAPE CONCRETE
CUT METAL	CUT DRYWALL
CUT PLASTIC	PLUNGE CUTTING
CUT FLOORING	

SAVE 50%

HARBOR FREIGHT TOOLS - LIMIT 1
This valuable coupon is good anywhere you shop Harbor Freight Tools (retail stores, online, or catalog). Coupon not valid on prior purchases. Coupon cannot be bought, sold, or transferred. Original coupon must be presented in store, or with your catalog order form or entered online in order to receive the offer. Valid through 3/2/11.

SUPER COUPON!

580 LB. CAPACITY FOUR DRAWER ROLLER CART
LOT NO. 95659

SAVE \$130 **\$99.99** REG. PRICE \$229.99

HARBOR FREIGHT TOOLS - LIMIT 1
This valuable coupon is good anywhere you shop Harbor Freight Tools (retail stores, online, or catalog). Coupon not valid on prior purchases. Coupon cannot be bought, sold, or transferred. Original coupon must be presented in store, or with your catalog order form or entered online in order to receive the offer. Valid through 3/2/11.

SUPER COUPON!

U.S. GENERAL 2.5 CFM VACUUM PUMP
LOT NO. 98076

SAVE 22% **\$69.99** REG. PRICE \$89.99

SUPER COUPON!

WIRELESS INSPECTION CAMERA WITH 2.4" COLOR LCD MONITOR
CEN-TECH
LOT NO. 66550/67979

SAVE \$70 **\$89.99** REG. PRICE \$159.99

Requires four AA batteries (sold separately).

HARBOR FREIGHT TOOLS - LIMIT 1
This valuable coupon is good anywhere you shop Harbor Freight Tools (retail stores, online, or catalog). Coupon not valid on prior purchases. Coupon cannot be bought, sold, or transferred. Original coupon must be presented in store, or with your catalog order form or entered online in order to receive the offer. Valid through 3/2/11.

SUPER COUPON!

3000 LB. CAPACITY LIGHTWEIGHT ALUMINUM RACING JACK
LOT NO. 91039/67408

U.S. GENERAL Item 91039 shown **SAVE \$40** **\$59.99** REG. PRICE \$99.99

HARBOR FREIGHT TOOLS - LIMIT 1
This valuable coupon is good anywhere you shop Harbor Freight Tools (retail stores, online, or catalog). Coupon not valid on prior purchases. Coupon cannot be bought, sold, or transferred. Original coupon must be presented in store, or with your catalog order form or entered online in order to receive the offer. Valid through 3/2/11.

SUPER COUPON!

CENTRAL PNEUMATIC 40 LB. CAPACITY FLOOR BLAST CABINET
LOT NO. 93608

SAVE \$120 **\$179.99** REG. PRICE \$299.99

SUPER COUPON!

CENTRAL PNEUMATIC 1/4" AIR ANGLE DIE GRINDER
LOT NO. 93088/32046

SAVE 50% **\$9.99** REG. PRICE \$19.99

HARBOR FREIGHT TOOLS - LIMIT 1
This valuable coupon is good anywhere you shop Harbor Freight Tools (retail stores, online, or catalog). Coupon not valid on prior purchases. Coupon cannot be bought, sold, or transferred. Original coupon must be presented in store, or with your catalog order form or entered online in order to receive the offer. Valid through 3/2/11.

SAVE UP TO 80% TODAY - SHOP ONLINE at HarborFreight.com

WeatherTech®

Automotive Accessories



FloorLiner™ is made from a Sturdy High-Density Tri-Extruded Material and is Digitally Measured to Perfectly Fit Your Vehicle! Available in Black, Tan or Gray for Popular Cars, Trucks, SUVs and Minivans.



All-Weather Floor Mats for Virtually Any Car, Pickup, SUV or Minivan! Available in Black, Tan or Gray.



Cargo-Trunk Liner is Computer Designed Protection for Cars, SUVs and Minivans. Available in Black, Tan or Gray.



They just snap right in!

Side Window Deflectors for Virtually any Car, Pickup, SUV or Minivan! No Exterior Tape Needed. Also Available in Dark Tint.



2435 Wisconsin Street • Downers Grove, IL 60515



Canadian Customers; www.WeatherTech.ca

See and Order Everything at
WeatherTech.com
800-441-6287



MacNeil
 AUTOMOTIVE
 PRODUCTS LIMITED

Specialists in Original Equipment and Aftermarket Automotive Accessories

©2010 MacNeil Automotive Products Limited

ADVERTISEMENT

Can Your Touch-Up Paint Do This? Ours Can!



Fast, Simple, Dramatic Paint Chip Repairs... with **NO PAINT BLOBS!**

- * All OEM Factory Match Colors
- * Permanent Repairs
- * No Clear Coat Needed
- * The Cure for Road Rash

Our proprietary paint and blending solution allow professional repairs in minutes, not hours!

Rated #1 by *The Wall St. Journal* among do-it-yourself paint repair products -2/14/08



3 kit sizes: \$39 * \$49 * \$59

DR.COLORCHIP™
AUTOMOTIVE PAINT CHIP REPAIR SYSTEMS

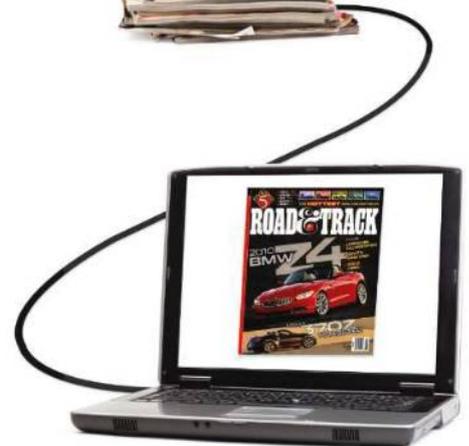
Order Your Kit Today!
Drcolorchip.com (866) 372- 2548



MAKE ROOM IN YOUR GARAGE!

Get a digital subscription or back issues of ROAD & TRACK and save space!

With digital issues of **ROAD & TRACK**, all your old favorites are conveniently stored online and on your computer, so you can easily flip through back issues and search articles, any time, anywhere. No mess, no clutter, just more space for you and your car.



Visit Zinio to get your digital copies today:

www.zinio.com/rt-issues

(Issues available: 2005-present)



I love a hard brake pedal.
Bleed Brakes Like the Pros in minutes.

- Easy to use power bleeder
- Takes just one person
- Save hundreds, do it yourself
- Available for most cars and trucks

STARTING AT **\$49⁹⁵**

MOTIVE PRODUCTS

New demo video: MotiveProducts.com or call 877-59-Brake

BRAKEWORLD.COM
The leader in performance drilled & slotted rotors!

- BEST PRICES • LARGEST SELECTION
- GUARANTEED FITMENT
- MOST KNOWLEDGEABLE REPS

Brake pads & rotors for all: Cars, Trucks, and SUV's
Ultra High Quality Rotors by: **Brembo, Disc Italia, Xbrakes**
Cooler Brakes • Longer Rotor life • Massive Stopping Power

Performance Pads, Advanced Kevlar & Ceramic Pads
Super Quiet & Clean • Shorter Stopping Distance
Longer Pad Life • NO BLACK DUST
Stainless Steel Brake Lines

Shop online 24/7 @ www.brakeworld.com
Toll Free: 866-272-5396 **WHOLESALE PRICES!!**

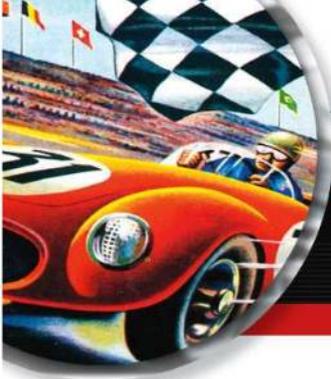
Advertisement

Dear Anna,
"... I still vividly remember the first time my husband Dave came home with **the most enormous erection I have ever seen.** I had to have him immediately. **His climax just kept coming and coming, giving a whole new meaning to the term male-multiple-climax.**"
With the Rhyno BFS and ÖMax combo the man's penis appears bigger, firmer, and fuller as well as enhances male orgasm contractions and heightened orgasmic release... —Seeing stars in Eau Claire, WI

"With Peak Erection Quality and an Intense, Enhanced Climax... It's The Best Sexual Experience Every Time"

Ask Anna vol 43
The Scandinavian Sex Secret
(more info. online)

Get your combo at RhynoBFS.com or Call 866-794-0022



PS

Happy Holidays from your friends at Road & Track!



SANTA'S SUPPLY TRAIN

BY HÉCTOR LUIS BERGANDI

"Santa's Supply Train" by Héctor Luis Bergandi is available as a signed print (22 x 30 in.) from the Road & Track Store for \$99.95. To order, go to shop.roadandtrack.com.

Road & Track® is a registered trademark of Hachette Filipacchi Media U.S., Inc. Copyright © 2010

REPRINTS: For information on reprints and eprints, please contact Brian Kolb at Wright's Media, 877-652-5295 or bkolb@wrightsmedia.com.

EDITORIAL AND PRODUCTION OFFICES located at 1499 Monrovia Ave., Newport Beach, Calif. 92663.

Occasionally we share our information with other reputable companies whose products and services might interest you. If you prefer not to participate in this opportunity, please call the following number and indicate that to the operator: (386) 597-4375.

SUBSCRIPTIONS: U.S. and possessions: \$13.00/one year. Canada: \$29.94/one year (includes 5% GST), Foreign: \$29.94/one year.

BACK ISSUES: To order back issues within the past two years, please go to Backissues.roadandtrack.com. For digital back issues, please go to www.zinio.com/rt-issues.

CANADIAN IDENTIFICATION STATEMENT: Publications Mail Agreement No. 40052054. Canadian Registration Number 126018209RT0001.

Return undeliverable Canadian addresses to: P.O. Box 503, RPO West Beaver Creek, Richmond Hill, ON L4B 4R6, Canada. Email: roadandtrack@emailcustomerservice.com

ROAD & TRACK (ISSN 0035-7189), (USPS 570-670), December 2010, Volume 62, Number 4, is published monthly by Hachette Filipacchi Media U.S., Inc., 1271 Avenue of the Americas, New York, NY 10020.

Periodicals postage paid at New York, NY 10001 and at additional mailing offices. Authorized periodicals postage by the Post Office Department, Ottawa, Canada, and for payment in cash.

POSTMASTER: Send address changes to Road & Track, P.O. Box 422524, Palm Coast, FL 32142-8768; U.S. and Canada: (800) 876-8316, Foreign: (386) 597-4375; Email: roadandtrack@emailcustomerservice.com. If the postal services alert us that your magazine is undeliverable, we have no further obligation unless we receive a corrected address within one year.

AZENIS **RT615K**

At Falken, we believe a race is not just a race, it's a test bed. Our rich motorsports history continues to serve as the proving grounds for our tires. As a result, products such as the RT-615K are engineered to meet the needs of today's enthusiasts. The improved Azenis RT-615K, utilizes a stickier compound enabling increased entry and exit speed with enhanced overall grip, the fusion of versatility and function.



FALKEN TIRE

WE GET YOU GOING™

www.falkentire.com

USE YOUR SMART PHONE

SCAN & CATCH THE ACTION

STAY CONNECTED

WITH FALKEN TIRE



Follow us:



Become a Falken Fanatic at wegetyougoing.com

13649 Valley Blvd. / Fontana, CA 92335 / Tel: 800.723.2553 Fax: 909.466.1169

THE DRIVER'S WATCH

No other watch is engineered quite like a Rolex. The Cosmograph Daytona, introduced in 1963, was designed to meet the demands of professional race-car drivers and quickly earned its iconic status. With its patented chronograph mechanism and bezel with tachometric scale, it allows drivers to perfectly measure elapsed circuit time and calculate average speed. The Cosmograph Daytona is presented here in Rolex-patented Everose gold.

— THE COSMOGRAPH DAYTONA —



FOR AN OFFICIAL ROLEX JEWELER CALL 1-800-367-6539.
 ROLEX OYSTER PERPETUAL AND COSMOGRAPH DAYTONA ARE TRADEMARKS.
 NEW YORK


ROLEX
 ROLEX.COM