

**SNEAK!
PREVIEW!**

NEXT-GEN VIPER FOR 2013



ROAD & TRACK

OCTOBER 2010

2011 New Cars

**OUT WITH
THE OLD...
...IN WITH
THE NEW!**



**2010
FINAL
EDITION
VIPER**

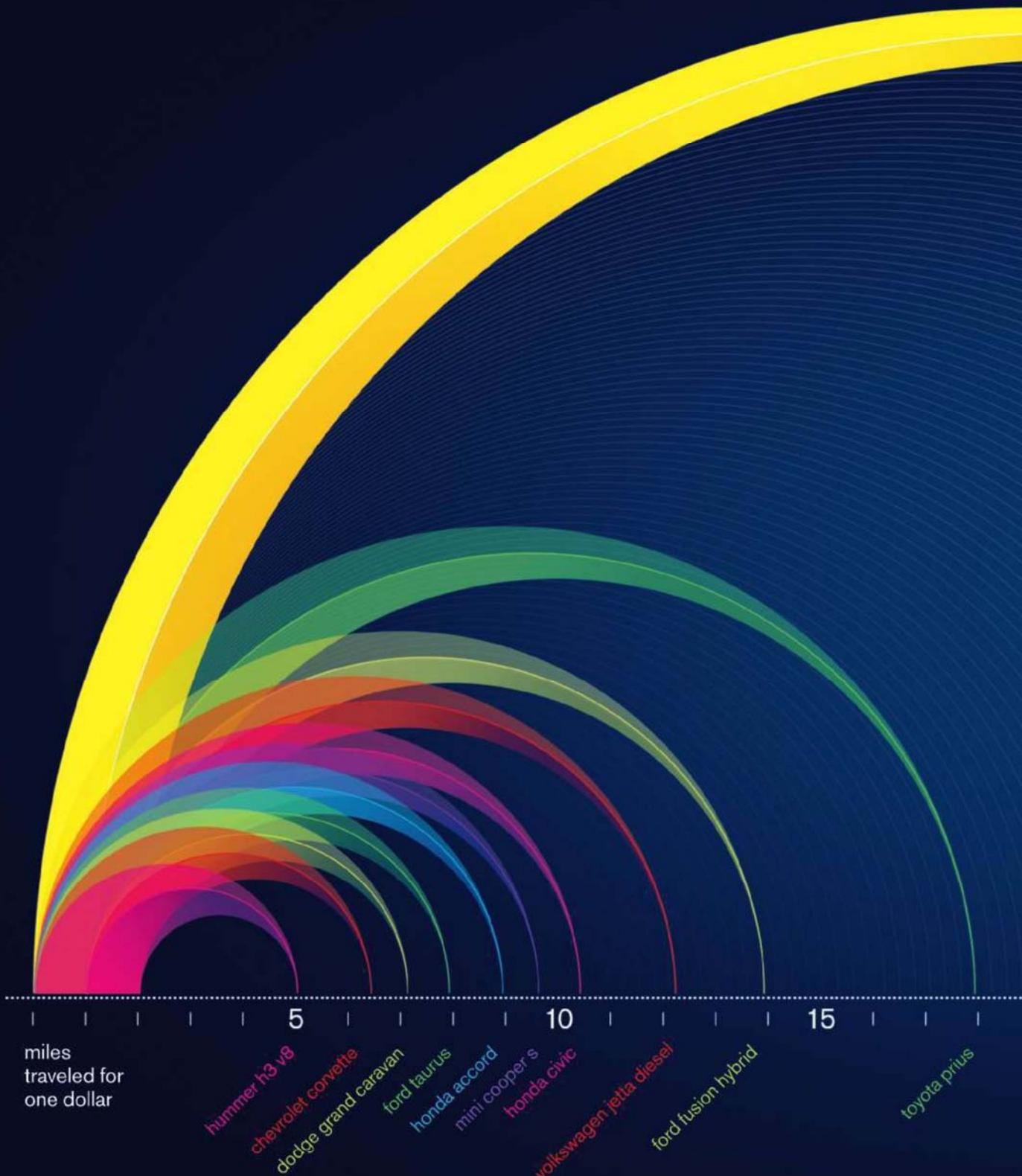
**2011
CTS-V
COUPE**

INCOMING!

AUDI A7 SPORTBACK
MERCEDES S63 AMG
PORSCHE 911 GT2 RS
McLAREN MP4-12C
CAMARO SS CONVERTIBLE

**iPad
EDITION**

**BONUS
VIDEO
+ PHOTO
GALLERIES**



Miles per dollar for gas-powered and hybrid vehicles based on 2010 EPA-estimated combined city and highway miles per gallon and average national cost of regular unleaded gasoline forecasted by Global Insight for 2011 Q1. Miles per dollar for LEAF based on 100-mile estimate range and average national cost of \$0.11 cents per kilowatt hour as of August 2009. Based upon US EPA LA4 city cycle conducted in laboratory tests. See http://www.fueleconomy.gov/feg/fe_test_schedules.shtml. Gradual loss of capacity in battery will result with time and use. Actual range will vary depending upon driving/charging habits, speed, conditions, weather, temperature and battery age. All trademarks are registered marks of their respective owners. Always wear your seat belt, and please don't drink and drive. © 2010 Nissan North America, Inc.

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2011
New
Cars

From the gloomy depths of an economy on life support springs a surprisingly vibrant selection of new cars. From the earth-scorching Cadillac CTS-V Coupe to the Nissan Leaf plug-in electric to the uncharacteristically curvaceous Volvo S60, there's a lot to absorb here. Our run-down on all the most exciting 2011 models starts on **p. 37**

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



OF THE YEAR.



BUICK REGAL

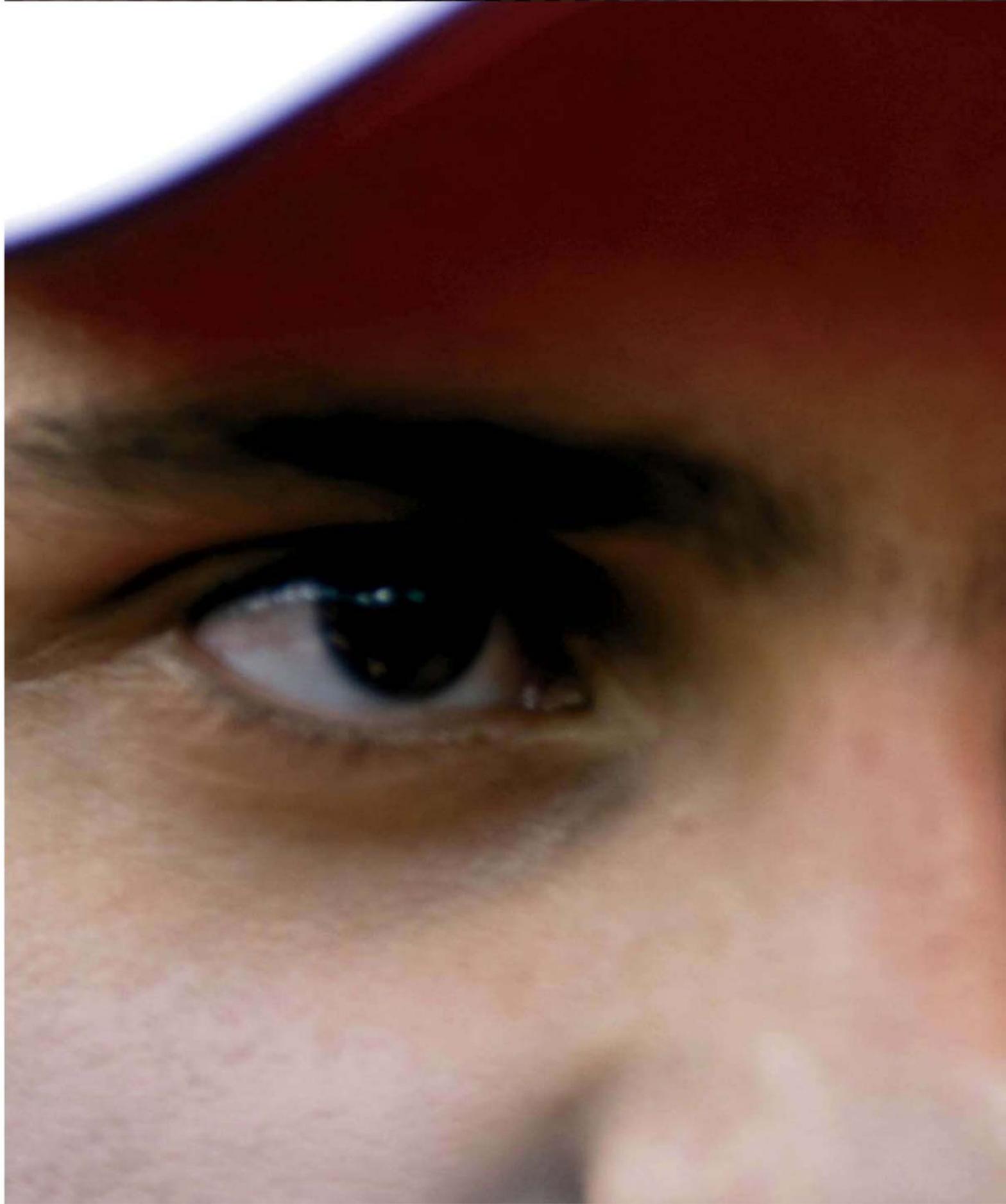


Europe's "Car of the Year 2009"* was a great starting point. Then an international team of engineers began enhancing its performance, refining its design and adding features and amenities to create the all-new Buick Regal: a true world-class sport sedan for America. Featuring an all-aluminum, direct-injected 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.**

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MASSA'S EYES

How would you feel if you were ordered to relinquish the lead to your teammate at Germany, exactly one year after an errant spring from another car nearly blinded you in one eye? Felipe Massa's eyes tell the story: At Ferrari, it's not about the drivers; it's about the Scuderia winning the World Championship. Always has been that way. Always will be that way.

PHOTO BY PAUL-HENRI CAHIER

Canon EOS-1Ds Mark III 1/200s at f/4.0.
ISO 200 Canon 200mm lens with
1.4x tele extender

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OCTOBER 2010

Check out this month's **BONUS "EYE CANDY" VIDEO SPECIAL:**



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MOTOWN SHOWDOWN: 556-bhp CTS-V Coupe vs. 550-bhp Shelby GT500

*SEE PAGE 16 FOR "HOW-TO" INSTRUCTIONS. YOU CAN ALSO TEXT "GRUDGE" TO 44636 OR GO ONLINE: ROADANDTRACK.COM/GRUDGE



VIDEO SERIES: BUILDING A RECORD- BREAKING KIZASHI

Every year, cars line up on the Bonneville Salt Flats in Utah during Speed Week with the hope of breaking land speed records in various categories. This year, *Road & Track* was there with our eye on the current Blown Gas Coupe record of 202-plus mph.

For two months, we modified a Suzuki Kizashi with the goal of becoming the new land speed record holder in this class.

Follow our progress with R&T's new video series that details the Kizashi's build, and our runs at Bonneville as they happened.

RoadandTrack.com/**KizashiBuild**



SPORTS CARS WITH THE BEST RESALE VALUE

The best sports cars are wickedly fast, have razor-sharp handling and guarantee a great drive. Yet when it comes to resale value, many dream machines can turn into money-losing nightmares due to depreciation. However, there are a few that do hold their value. Here's our list of the ones with the most staying power.

RoadandTrack.com/**Value**



HEAD-TURNING CARS THAT WON'T BREAK THE BANK

Driving a car that looks like a million bucks doesn't mean you have to hand over a seven-figure check to own one. To prove it, we've come up with a list of new cars that ooze with sex appeal, grab attention wherever they go, and most important, all cost less than \$25K.

RoadandTrack.com/**Hot25K**



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The Road Ahead

BY MATT DELORENZO >> EDITOR-IN-CHIEF

New Model Year Musings

The traditional October start of the new model year used to be something akin to car Christmas for enthusiasts. Show-room windows were papered over, new models were delivered draped with dropcloths or under the cover of darkness. Dealers held galas and manufacturers spent huge sums on ad blitzes to hawk their latest wares. Chevrolet went as far as doing a 5-minute-long commercial featuring the stars of *Bonanza*, *Bewitched* and *The Man from U.N.C.L.E.* to introduce the '65 lineup.

It's not quite the same these days. Manufacturers now introduce cars when they're ready for market rather than waiting for some arbitrary fall date. The 2011 models have been arriving almost since the start of this calendar year. Rather than being a celebration, the traditional start of the model year is a more reflective period, a time to take stock of the automotive landscape and what all these changes mean. In this vein, our new car issue not only catalogs what's new for 2011, but also what cars are going away and other changes we expect to see over the next 12 months. It's a bittersweet undertaking, for every Ferrari 458 Italia and Mercedes-Benz SLS AMG to get excited about, there's a Pontiac G8 or Saturn Sky that is history. The 2011 model year is remarkable in the number of divisions that have simply disappeared—Pontiac, Saturn, Mercury and Hummer—marques both new and old that are no longer viable in a market that has shrunk to nearly half of its record highs.

Much can be learned about the state of the industry by vehicles that are being discontinued. Take the PT Cruiser for instance. This retro trucklet was a sensation when it was launched in 2000 (ironically, it was originally going to be a Plymouth, but was switched to Chrysler when that poorly performing brand was axed). It struck a chord for its design and utility. Unfortunately, its popularity waned as cost cutting cheapened the interior and new features, like all-wheel drive, were shelved. The PT literally was left to languish despite having a solid core of happy and loyal owners (myself included).

Replacing the PT at Chrysler's Toluca, Mexico, plant is the plucky Fiat 500, another retro-mobile upon which the Italian automaker is pinning its hopes for a successful return to America after a 28-year hiatus. How well this launch is managed will be a precursor to the 500's viability here and if America is really ready for the return of Alfa Romeo next year, when it launches with a new range of products that reflect the joint efforts of Fiat and its Chrysler partner.

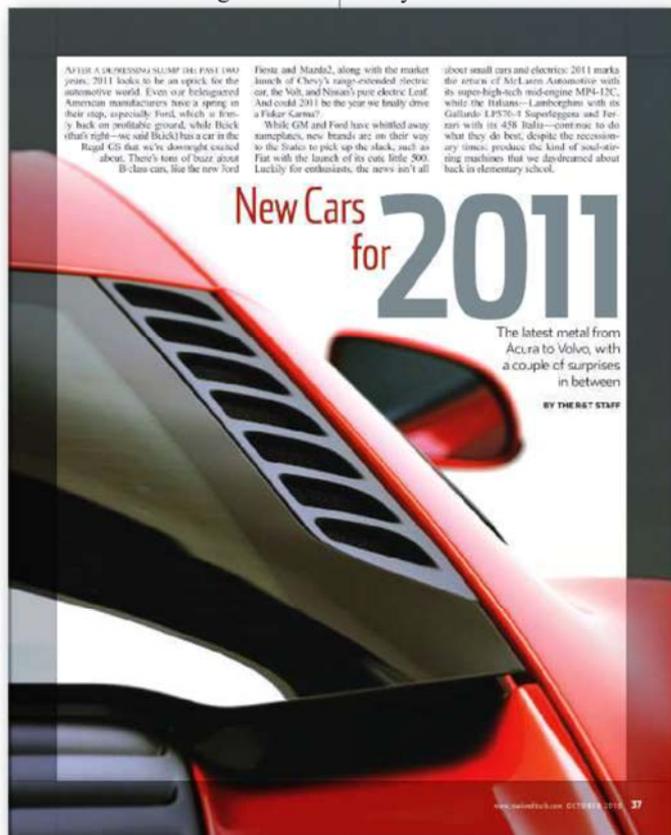
Also worth watching is the newly slimmed down GM. Can it generate critical mass at Buick with the new Regal, a car that is sure to surprise people, and at Chevrolet where the Cruze and Volt are crucial in establishing credibility in both the small car and alternative-power arenas?

Meanwhile, Ford is placing a huge bet that its Explorer, now a crossover as opposed to a truck-based SUV, can recapture buyers in the numbers that made the original a hit. And certainly, there is no lack of excitement with the new 5.0-liter Mustang GT and a greatly improved GT500—now if only they could build a successor to the GT.

Speaking of supercars, the Lexus LFA, after 10 years of development, makes a cameo appearance in 2011—only 500 of these V-10 rockets will be built. While there is much to admire about the LFA, I don't

think it will garner genuine respect for the brand in enthusiast circles because it is such a one-off. The LFA demonstrates Toyota's technical prowess (much as the 2000GT did in the 1960s) but not much else. What is needed is that level of commitment to high performance in cars that are offered year in and year out. Something is out of whack when the full might of Toyota's performance technology is focused on a limited-run supercar, while it has to rely on Subaru to help it develop an affordable, fun-to-drive sporty coupe in the FT-86.

The 2011 model year is shaping up as pivotal for carmakers large and small, from the likes of GM and Toyota to Fisker and Lotus. While there might not be as much magic as in days gone by, there is no lack of drama.



What Matters to You?

Weather

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.

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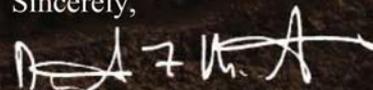
Furthermore, all of our CNC mills are manufactured in Oxnard, CA by Haas. Our 1,000 ton injection molding machines are made in Bolton, Ontario of American and Canadian components. Our thermoforming machinery is made in Carol Stream, IL. The raw steel and aluminum billets which make up our tooling are 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.

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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,



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THE ALL-NEW SONATA





Edited by Mike Monticello

Ampersand

The Future of Viper

What lies up the road for America's meanest supercar?



PHOTO-ILLUSTRATION BY LARSON

In 2008, Dodge sold 1172 Vipers; in 2009, only 659. Prior to that, close to 2000 Vipers were rolling off dealer lots per year. Over 25,000 of these venomous sports cars have been sold since Dodge introduced it in 1992, making the Viper a success, at least until last year's dismal performance.

Things actually started going downhill in 2008 when it was announced that the Viper brand was for sale. Within a year Chrysler went bankrupt and then a deal was struck with Fiat that saved Chrysler and, strangely, also the Viper. A quick succession of management changes

seems to have worked in the Viper's favor. In June of 2009, Fiat chief Sergio Marchionne was appointed CEO of Chrysler Group. The next month came news that not only was Viper no longer for sale, but that Ralph Gilles, Chrysler's vice president of product design (and a known Viper fanatic)

would be the new CEO of Dodge Cars and be directly responsible for the Viper. He extended production of the 2010 model as far as it could go, which was this past June, because in July it would have to become a 2011 model. While there won't be a 2011 model, we have reason to believe we'll

see a concept for a new Viper sometime in 2012, destined for production the following year.

The next Viper will use the same 8.4-liter V-10 making 600 horsepower. There's nothing wrong with this, especially since the pushrod engine is apparently capable, with reason-

1989**Viper RT/10 Concept**
Introduced at the Detroit Auto Show.

EVOLUTION OF A SNAKE:

gine even though the Viper plant is closed. Could it be the Ilmor folks know that Viper production will start up again before they run out of engines? It's a safe bet they do.

Believe it or not, the Mercedes-Benz SLS AMG was destined to be the next Viper's kissing cousin. Although those plans have since been scrapped, the manual transaxle and longer wheelbase developed in the process will likely be kept for the next-generation Viper, which would help with heat management, interior space and finally allow the driver's seat, steering wheel and pedals to all line up.

The steel frame and general construction of the Viper will remain basically the same, as it's already very light and strong. It's also possible a less-powerful V-8 version would be created as a stepping-stone to the Viper—think Chrysler Crossfire concept. Apparently Dodge engineers have even talked to Ferrari about performance stability control and how to improve the car's steering feel.

But rest assured, the next Viper will *not* be a Ferrari—Gilles is too much of a Viper fanatic to allow that. The car is guaranteed to have a true manual gearbox and a real off button for the stability control. It will be significantly better than the current version, yet still retain the brutish nature that only serious car enthusiasts revel in. The Viper saga is not over. It's just on hold.—Shaun Bailey

able modification, of meeting emissions requirements up to 2018. The simple addition of direct injection could see power output rise to 700 bhp. Ilmor Marine sells the engine in 650-bhp and 725-bhp configurations, built at the Viper factory. Interestingly, Ilmor is still selling the en-

1992–2002**RT/10 Roadster**

The original Viper didn't have roll-up windows, but it did have an 8.0-liter V-10 with 400 bhp.

**1996–2002****GTS Coupe**

A bump to 450 bhp and a significant weight savings made the new GTS coupe outsell the roadster.

**1998****1999–2002 GTS ACR**

The American Club Racer was made for those Viper enthusiasts who demanded more in the corners.

**GT2 (100 made)**

Limited production of GTS-R race cars necessitated a run of street-legal cars for homologation.

**2002****Final Edition (360 made)**

Red with white stripes just like the ALMS-winning race cars—326 coupes and 34 ACRs were made.

**2003–2010****SRT10 Convertible**

A folding top and an 8.3-liter V-10 with 500 bhp. Who needs a coupe?

**2006–2010****SRT10 Coupe**

It wasn't planned, but customers demanded a coupe, so Dodge brought it back.

**2008–2010****ACR**

All 2008 models got upgraded to 600 bhp and the ACR came back to dominate the track.

**2010****Final Edition**

No 2011 model will be produced and this could be the last Viper made. But nobody really believes that.





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Porsche 911 GT2 RS



We drive the most powerful road-going Porsche ever—in the rain, no less



Although at first glance the car in these photos could be mistaken for just another 911 variant, the reality is that the 911 GT2 RS takes Porsche's rear-engine sports car to an entirely new performance level. Move in closer and you'll note the RS is differentiated from its siblings by the generous use of carbon-fiber-reinforced plastic (CFRP), most notably in the trunklid, fenders, mirrors, rear air intakes and the lip spoiler. Compared to the stock GT2, the car's 12-mm wider front track, 5-mm lower ride height and

center-locking Speedline wheels make for a more aggressive stance.

The GT2 RS is armed with a racebred engine originally designed for the 24 Hours of Le Mans, brought to production as a 3.6-liter twin-turbo flat-6 with Variable Turbine Geometry (VTG). A single-mass flywheel saves weight and lets the engine rev freely to its 6750-rpm redline, in what feels like a never-ending punch of power. The RS lays its 620 bhp and 516 lb.-ft. of torque to the pavement via a 6-speed manual driv-

ing the rear wheels, and according to Porsche hits 60 mph in just 3.4 seconds with a top speed of 205 mph (the last limited by gearing).

Andreas Preuninger, project manager for Porsche motorsport-derived road cars, notes that the RS was designed not just for acceleration prowess, but also for ultimate speed and handling on a racetrack. In fact, the RS was born when Porsche engineers were fine-tuning the regular GT2 and came up with a wish list of how it could be further im-

proved. So it's no wonder the RS can lap the famed Nürburgring in 7 min., 18 sec.—besting the Corvette ZR1, Dodge Viper ACR and Nissan GT-R.

Despite a rain shower during our drive, the GT2 RS still demonstrated its superb performance. Ball joints throughout most of the suspension ensure that geometries aren't compromised under load. More suspension rigidity also means that the RS can maximize its Michelin Pilot Sport Cup N1 spec (front) and N2 spec (rear) tires, generating a claimed

1.5g lateral grip. Through Germany's Black Forest, the car felt right at home with a precise steering feel and confidence-inspiring rear grip, even in the wet. And despite firmer springs coupled to adjustable dampers, the ride was never choppy and surprisingly compliant.

Production of the 911 GT2 RS will be limited to 500 cars worldwide, with a starting price of \$245,000. We're told about 135 cars are destined for the U.S. starting in October. Don't wait to place your order.

—Patrick Hong

PORSCHE 918 SPYDER A GO!

In a bit of a shocker, Porsche's supervisory board has given the green light for a production version of the plug-in hybrid 918 Spyder concept first seen at the Geneva auto show this past March. Porsche said it decided to develop the hybrid supercar due to "the overwhelming response from the public and customers to the Concept Study." *Bloomberg* reported Porsche received about 2000 hand-raisers since Geneva, clearing the 1000 minimum sales pledges the company required.

The 2-seat 918 Spyder concept mates a 500-bhp V-8 engine mounted amidships with lithium-ion-powered electric motors at the front and rear, adding another 218 hp to the mix. With its carbon-fiber chassis, the 918 Spyder weighs only about 3300 lb. Porsche estimates the Spyder will accelerate to 62 mph (100 km/h) in less than 3.2 seconds and can reach a top speed of 198 mph. We expect to see the production 918 Spyder in about two years, with an estimated price of \$640,000.—PH





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PHOTO BY BRENDA BRIDDY



SPIED! 2012 CHEVROLET CAMARO Z28

It appears rumors of the Chevy Camaro Z28's death have been greatly exaggerated, judging by this recent spy photo. The on-again, off-again ultimate Camaro is apparently on again, likely being readied for a

launch perhaps as early as next year as a 2012 model. While the nose of the prototype sports camouflage to hide a much larger lower front air intake, the lower ride height, big wheels and huge brakes tip off that this is a very special Camaro. Look for a modified hood on the production Z28 to accommodate a version of GM's LSA supercharged 6.2-liter V-8, which currently sees duty in the Cadillac CTS-V to the tune of 556 bhp and 551

lb.-ft. of torque. As with the Corvette LS9 engine upon which it's based, the supercharger and intercooler sit on top of the engine, which adds considerably to the height of the unit. The Z28 is expected to produce well in excess of 500 bhp to properly do battle with the Ford Shelby GT500 Mustang, which incidentally was seen being tested alongside the Camaro.

—Matt DeLorenzo

This story is really all about an engine: AMG's all-new, handbuilt direct-injected 5.5-liter twin-turbo V-8. In standard tune it delivers 544 bhp and 590 lb.-ft. of torque; in optional high-power trim it produces 571 bhp and 664 lb.-ft. of torque, the latter from 2500 to 3750 rpm (with 645 lb.-ft. available from 2000 rpm). On the road that translates into stellar performance: 0-62 mph (100 km/h) in 4.4 seconds and an electronically limited top speed of 186 mph. Not bad for a long-wheelbase luxury sedan that tips the scales north of 5500 lb. What's more, AMG claims the car is 25 percent more economical than the outgoing S63, which used a normally aspirated 6.2-liter V-8.

All this newfound energy is transmitted to the rear wheels via AMG's Speedshift 7-speed transmission, which features a wet start-up clutch that replaces the conventional torque converter. What the previously mentioned performance figures don't reveal, though, is the car's phenomenal midrange performance fueled by those twin turbos once the tachometer sweeps past 2000 rpm—before you can even think about it, this fabulous engine is hurtling the big S-Class down the road at impressive velocities. Quibbles: The automatic can't be considered silky-smooth, the steering feel is a bit light and the handling a tad floaty. The S63 goes on sale in November, priced near \$135,000.—Ian Adcock

2011 MERCEDES-BENZ S63 AMG

Now with twin turbos



Shocking Automotive Survey

PAINSTAKING RESEARCH PROVES BLACK CARS ARE DIFFICULT TO SEE AT NIGHT

In a research study conducted by Monash University of Melbourne, Australia, which analyzed police data of more than 850,000 accidents over 20 years, it was found that if you drive a black car you're 47 percent more likely to be involved in an accident than if you drive a white, gold or yellow car, the last three deemed to be the safest.

Other crash-happy colors include gray, silver, blue and, surprisingly, red.

Further data from the study: During daylight hours, black cars were 12 percent more likely to be in a crash than white vehicles, while during dawn and dusk that figure rocketed to 47 percent. Still, the team suggested that color is less of a factor in crashes than drinking or speeding.—IA





MOPAR '10 CHALLENGER

Mean-spirited pony car



Dodge has revealed a limited-production model called the Mopar '10 Challenger, "representing the first time the Chrysler Group will launch a special-edition version of one of our cars," said Pietro Gorlier, president and CEO of Mopar. Only 500 examples will be produced, all in triple black—black exterior, black interior with black 20-in. forged-alloy wheels, although customers will

have the option to choose among blue, silver and red accents throughout the car.

Mopar spiced up the interior with Katzkin leather seats, a new leather-wrapped steering wheel and a T-handle shifter for automatic-equipped models and a pistol-grip handle for manual gearboxes. But the most noticeable change to the Mopar '10 is that big honking T/A-style hood scoop, which

greatly adds to the car's menacing appearance.

Although in truth the Mopar '10 is mostly an appearance package, Gorlier says the car's cold-air intake should give the 5.7-liter V-8 an estimated 15-bhp increase over the stock

Challenger R/T's 376 bhp. On the handling front, the Mopar '10 comes standard with the R/T's optional Super Track Pak suspension, which includes larger anti-roll bars, stiffer bushings and firmer springs and shocks, while further

handling improvements will be realized via the Mopar '10's front and rear strut-tower braces.

The Mopar '10 Challenger will list for \$38,000, on sale now in both the U.S. and Canada.

—Mike Monticello

AUDI A1

Could America be next?

Audi is entering the lion's den with its diminutive A1. Not only does it face strong competition in Europe from the likes of the Mini, Alfa Romeo MiTo and Citroën's DS3, but profit margins in this sector are slimmer than Keira Knightley, which is why this car is essentially underpinned by the same structure as the cheaper

Volkswagen Polo.

Audi's engineers tweaked the MacPherson strut front suspension and torsion beam rear axle to their own settings, and on the billiard-smooth roads surrounding Berlin it delivered an equally smooth ride. The recalibrated steering has more feel than larger Audis', with the result that the little hatch could be chucked into corners with enough gusto to produce some tire squeal.

The A1's engine—a 1.4-liter TFSI 4-cylinder with 122 bhp and 147 lb.-ft. of torque from 1500–4000 rpm—dispatches 0–62 mph (100 km/h) in 8.9 seconds when paired with the 7-speed S tronic dual-clutch transmission. This is a silky combination, the only letdown being a slight hesitancy when setting off in the stop-start mode.

There's potential for plenty more power to be put through the A1's excellent chassis, and an engi-



neer revealed that a quattro version is in the pipeline along with a 5-door and a convertible. Will you get

to see any of these in your showrooms in the U.S.? The debate is underway at Ingolstadt.—JA

Exciting new things are happening to the Kia Sportage for 2011, including a more powerful 176-bhp base 4-cylinder

engine and, down the road, a 270-bhp 2.0-liter turbo four. This Kia compact utility vehicle offers a choice of front- or all-wheel drive,

a 10-percent larger cargo area than that of the vehicle it replaces, improved fuel economy (22/31 mpg for the base engine) and a

slew of available upgrades, including a panorama sunroof, heated/cooled driver's seat, Bluetooth and satellite radio.

The Sportage's new body has grown 3.5 in. longer and 2.1 in. wider, but it's also considerably sleeker and a bit lower. And despite all the upgrades, weight is down by roughly 200 lb. For the modern electronics enthusiast, Kia has done a deal with Microsoft to produce UVO (your voice) that allows the driver to control cellphone, audio system and text messaging via voice commands.

Out on the road, the new

Sportage offers decent performance (unfortunately the turbo was not yet available), with a good ride and handling mix along with lots of comfort. The rough surface of Washington's Interstate 90 up to Snoqualmie Falls caused notable road noise, but on smoother surfaces the Sportage was quiet and handled the twisties efficiently.

With its base price of \$18,295 and a 10-year/100,000-mile warranty, the Sportage remains a value leader in the cross-over market.

—Thos L. Bryant

2011 KIA SPORTAGE



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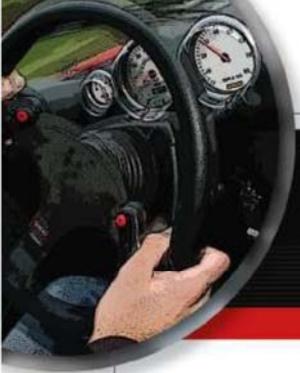


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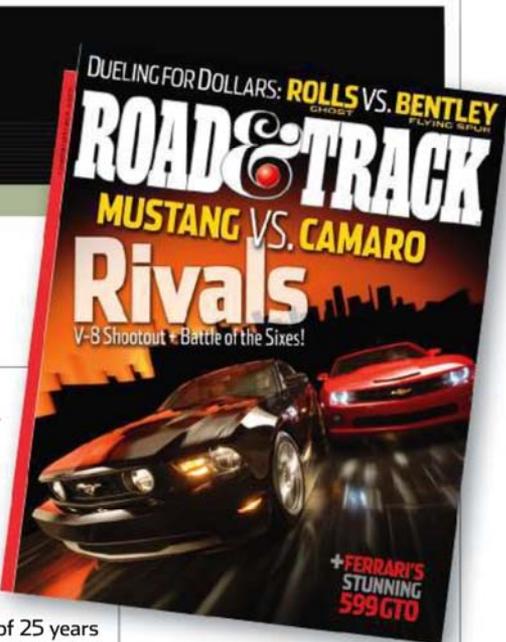
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Your Turn



No Truce in Detroit

RIVALRY RESURRECTED

I totally enjoyed your August issue cover to cover, especially the die-hard Chevrolet Camaro SS vs. Ford Mustang GT muscle car duel (Cover Story and Comparison Road Test, August 2010). Although I am really digging the style of the Camaro SS, I must give Ford their props for redoing the Mustang, and most importantly, bringing back that sweet ol' five-point-ohhhh. This car kicks butt and takes names at the same time. The 5.0 definitely reestablishes the epitome of what a pony car should be and then some, and at a price that will keep the die-hards happy

while doing donuts in Wal-Mart parking lots on Friday nights. Way to go, Ford. You do Vanilla Ice proud; he might even try to make a comeback.

David Hunt
CENTRAL, LOUISIANA

JUST WAIT 25 YEARS

Back in the 1980s I read in your magazine about the Ferrari 288 GTO. That was the issue and the car that turned me into a car nut. I dreamed about what it would be like to be able to drive a car with the performance of the 288. Your current issue reports on the new model (Feature, 2011 Ferrari 599 GTO, August 2010).

I reacquainted myself with the 288's performance numbers and the numbers given in the road test of the 2011 Mustang GT. This Mustang V-6 goes faster in the quarter mile than the hallowed Ferrari GTO of 25 years ago. We are truly living in the golden age of cars. If you want to have the performance of the 2011 599 GTO, wait 25 years and buy a 2036 Mustang V-6!

Thank you for the memories and the daydreams to come.

Chris Spann
BROOMFIELD, COLORADO

It's funny to see how much the Mustang needs to prove itself to be best. Why don't we wait and see what Chevrolet has reserved for us with the 2011 Camaro before screaming glory for Ford? Remember the motto when the first Camaro was unveiled? "A



Camaro is a small vicious carnivore that feeds on Mustangs."

Julian Loiseau
MONTREAL, QUEBEC, CANADA

WHY AN OLD TRIUMPH DOESN'T CARE AND A CURE FOR COLD NECKS

As an ol' Triumph TR3-A enthusiast, I believe I have the answer to the problem with Peter Egan's 1959 TR3 (Side Glances, August 2010). Peter referred to it as a convertible and not a roadster. Semantics maybe, but it did not "analyze your driving habits" because it didn't care. Try treating the old ladies with more respect and they won't pretend to "be sleeping" when you want to play!

Gene McNulty
HORSEHEADS, NEW YORK

After reading how Peter describes the Aircap and Aircarf, the technically marvelous air-flow systems on the new Mercedes-Benz E-Class Cabriolets, and how the driving experience compares to his Lotus Elan and Seven, I visited the Lotus Seven Club's regalia page and found just the thing he needs: A very

stylish neck warmer embroidered with the Lotus Seven Club of Great Britain's logo. Also, I've found that mesh-style Kangol brand knit caps stay on your head and are far superior for motoring in a Seven than your standard woolen tweeds.

Clark Taylor
RIVERSIDE, CALIFORNIA

REVERSE CANCELLATION

You complained about the Rolls-Royce's detentless turn signal stalk (Comparison Road Test, Bentley Continental Flying Spur Speed vs. Rolls-Royce Ghost, August 2010) and how you can't cancel a turn signal without activating the opposite signal. In all probability, the Ghost uses parent BMW's stalk control. With BMW's system, the driver cancels a signal by moving the stalk in the same direction as the original signal.

It's not the car's fault if the driver hasn't bothered to familiarize himself with the controls. These are sophisticated cars that should be allowed some features that may seem like eccentricities to the novice, but which contribute to long-term satisfaction. As a BMW driver, I've grown to like the unusual turn signal control better than the conventional one on my wife's comparable-vintage Mercedes.

Fred Zoepf
CINCINNATI, OHIO

FACTORY CLARIFICATION

The Bentley Mulsanne article (First Drive, August 2010) states that the new V-8 engine produces 752 lb.-ft. of torque from 1750 to 4000 rpm and 505 bhp at 4200 rpm. At 4000 rpm the engine would be producing 572 hp (752 x 4000/5252), or is bhp

different than hp? I thought bhp was calculated by measuring torque on a brake dynamometer and using the same formula.

Lee Furon
WOODLAND HILLS, CALIFORNIA

Right you are. In fact, corrected information from Bentley cites the Mulsanne's peak torque as 752 lb.-ft. extending from 1750 to 3250 rpm. Its peak horsepower is given as 505 bhp at 4200.

—Dennis Simanaitis

TAG, YOU'VE GOT IT

I just viewed the video accessible via the tag reader on page 10 of newest issue ("Adrenaline Rush," August 2010). Works fantastically. Thank you. Not that I needed another reason to stay a lifelong subscriber, but here it is. Keep up the good work.

Chris Cannata
WICHITA, KANSAS

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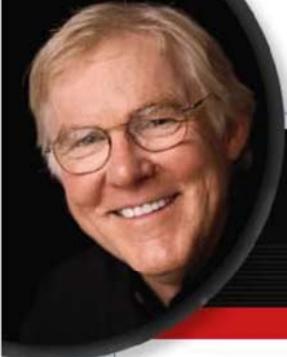
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Side Glances

BY PETER EGAN >> EDITOR-AT-LARGE

Dog Years and Englishmen

Well, this is the big “vacation week” I’d supposedly set aside to work on my 1964 Lotus Elan, to repair all the wear and tear of our recent road trip from Wisconsin to Alabama and back (see “Heart of Gold, Electrics by Lucas” in this issue, page 90). Good intentions, but it doesn’t look like much will happen.

Last week, you see, I went trail riding with some friends in Wyoming and made the classic mistake of getting off my motorcycle before I’d arrived at my destination. Broke my left foot and three ribs while crashing into some surprisingly hard boulders.

And now I am back home, hors de combat, as the French often say in French high school textbooks—removed from combat. My doctor says it might be two or three months before I feel like riding a motorcycle again—or (by logical extension) crawling onto a creeper and sliding under a Lotus to do serious work.

Still, I can occasionally rise like Lazarus from the therapeutic La-Z-Boy chair Barb bought me, clump around in a plastic foam shoe and look at things.

And that’s what I did this morning. Took a cup of coffee, shuffled out to my workshop, sat on a shop stool and pondered

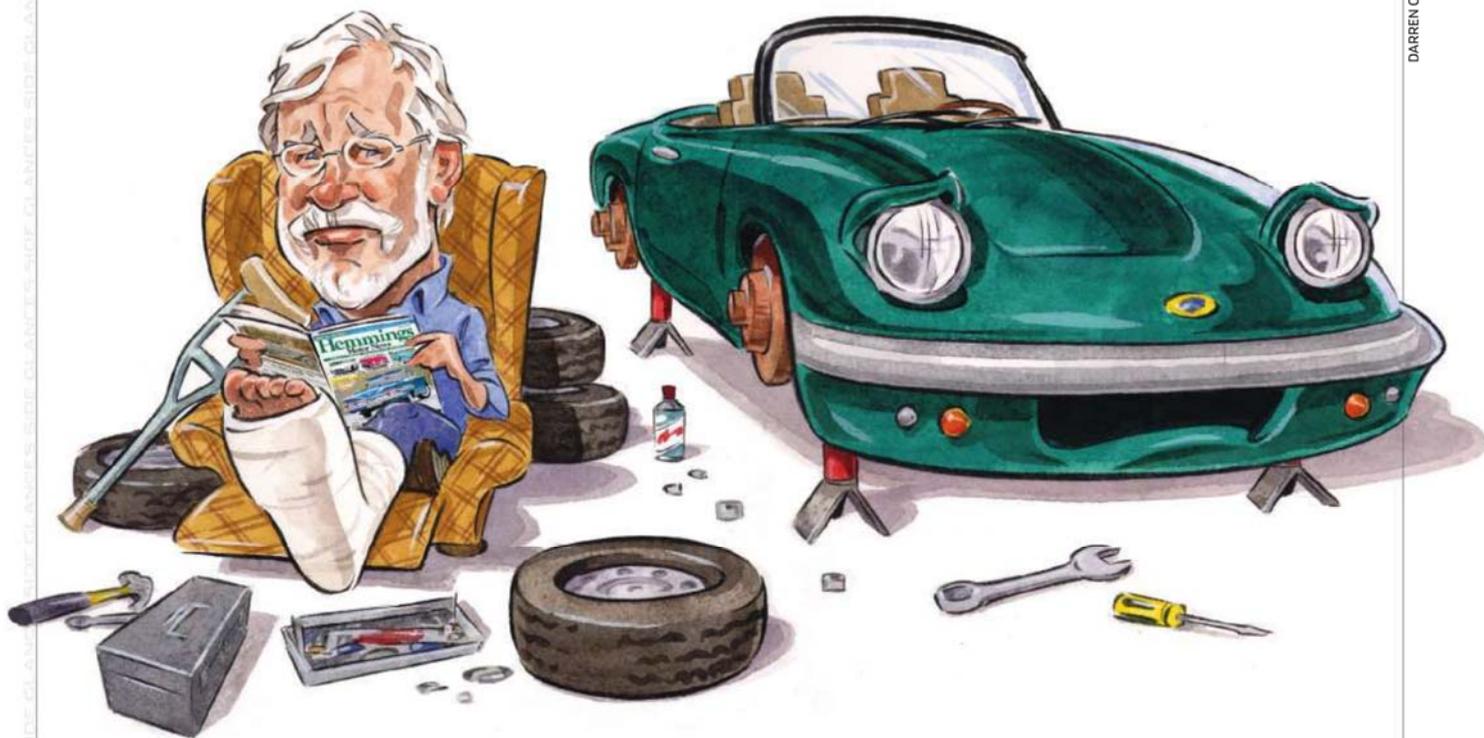
the Lotus, sitting wheel-less on its four jackstands.

What a beautiful car. And what a pain in the...rib cage.

If you’ve already read my story about driving to Barber Motorsports Park in Alabama and back, you know the engine had “a little electrical trouble” on our rain-soaked journey south. A great deal of smoke, as the joke goes, escaped from our wiring harness. And on the relatively uneventful trip home, Barb and I kept hearing new and mysterious noises and vibrations in the drivetrain. By the time we pulled into our driveway I felt like a B-17 pilot who returns to England with the tail shot away and a bullet hole through his hat. Glad to have made it home.

The next day, I jacked the Lotus up and began to poke around. What I found was interesting—at least to me.

First, a weird vibration I’d felt in the rear end had come from a pair of torn rubber CV joint boots flopping around on my aftermarket high-tech axles. With all the luggage weight in our trunk, the boots were hitting the edge of the frame under cornering loads. More spring preload needed on the adjustable platforms. Or less luggage. Noise No. 1 explained.



DARREN CYG



CR-Z
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EVERYTHING A HYBRID IS. AND ISN'T.

Introducing the sport hybrid. Hybrids are all the rage, as they should be. Efficiency and economy are more important now than ever. But at Honda, we weren't about to turn our back on hairpin turns and manual gearboxes. So we designed a hybrid that seemingly defies logic. One that embraces the driving experience most hybrids ignore. The result is certainly a hybrid. But also obviously something else altogether. For more, visit cr-z.honda.com.

And what of the grating metal-on-metal vibration from the engine compartment? Exhaust rattle?

No.

One of my brand-new motor mounts had failed, and the oil pan was hitting the frame. These mounts are notoriously weak, their load carried in shear on a piece of rubber bonded to steel. A bright 7-year-old could take one look and tell you this can't work for very long, and it often doesn't. Noise No. 2 revealed.

And all the electrical trouble?

Well, I'd installed the new wiring harness myself, and "Electrical Genius" has never been my middle name, so I'll have to remove the dash to see what went wrong before I can honestly blame everything on Lucas.

In any case, the Lotus itself is hors de combat, so we two disabled creatures sat there in my workshop this morning looking mutely at each other, like a couple of unplugged robots. Until the juice comes back on, neither of us will be going anywhere soon.

Limping back to the house with as much Tiny Tim pathos as possible, in case anyone was watching, I threw myself back into the waiting, overstuffed arms of my La-Z-Boy and picked up my latest copy of *Hemmings Motor News*, which had just arrived with the morning's mail.

Paging through the new issue, I found myself uncharacteristically skipping over the usual Aston/Austin/Jaguar/Lotus/MG/Morgan/Triumph progression and dwelling on the American cars. Old Cadillacs, V-8 Fords of the '30s, '60s Mustangs, early Dodge Chargers, Corvette Sting Rays, Hudson Hornets, ancient Dodge pickup trucks and so on.

All my life, there's been a "next restoration project," and I have found in recent years that it's wise for one's mental health to alternate between British and American cars—with, perhaps, the occasional German or Italian car thrown into the mix.

Why?

Well, British cars of the '50s and '60s tend to be more charmingly eccentric and "sublime," per mile, than the average American car from the same era, but American cars have a much greater tendency to stay fixed, once you fix them. Also, the electrical systems tend to post-date Ben Franklin and his kite experiment. They were actually built to take you somewhere—and back—on the American continent, which is quite large. And when they finally do break, they're easier to fix.

For instance, the last three British cars I've restored—MGB, Jaguar E-type and Elan—all require the engine to be pulled to properly replace an ailing clutch. Big job. And those clutches last about half as long as they do in, say, a Chevy Bel Air.

Back in the '60s, it would have been unthinkable for an American manufacturer to build a front engine/rear drive car that required engine removal to do a clutch. And the Brits themselves could have made the job much easier with the simple addition of a removable crossmember or two. But, alas, they did not.

Incidentally, my Elan also requires removal of the cylinder head and oilpan to replace a water pump, which is embedded in the front engine cover.

Ever seen a 327 Chevy where you had to pull the heads and pan to do a water pump?

Nope. You can do one yourself in the parking lot of an auto parts store—using a cheap Chinese box wrench you bought in the store for \$1.99. Your high school friends can watch and drink

beer while green antifreeze pools beneath their feet.

Luckily, the clutch and water pump caused no trouble on our Lotus trip to Alabama, but the Elan still needs a surprising amount of remedial tinkering for a car that went only 1826 miles after a three-year restoration.

Did I say "only" 1826 miles?

Many of our car-buff friends were astounded that we would drive the Elan that far, apparently on the theory that old English car miles are kind of like dog years; you have to multiply by a factor of 7 to get the American equivalent. So we had "really" gone 12,782 miles.

"We didn't know why you Americans were always blowing up the old Mini engines until we tried going 80 mph for several hours in a straight line."

Okay, maybe that multiplication factor is not large enough. Maybe we need to multiply by 70. I suspect, for instance, that most Chevy motor mounts are still in good shape at 127,820 miles.

And that may be the key to the difference between my favorite old American and British cars: North America is a very large place, and the Isles are fairly small. The '60s London couple who drove to Brighton on vacation might have found it hard to imagine what it meant to drive across Iowa, Nebraska, Wyoming, Utah and Nevada to visit one's grandparents in San Francisco. Even today, I can barely imagine it myself, and I've driven it about 12 times.

Now that we're all one big happy family of world trade and shared engineering, cars from England are about as durable as cars from anywhere else (though one or two brands could still use "a little work"). But when the Elan was produced, England was, well, more insular. And our two dissimilar land masses seem to have created different expectations of how many times a piston should go up and down before the rings are worn out, or how many rotations of a fan blade should finish off a water pump seal.

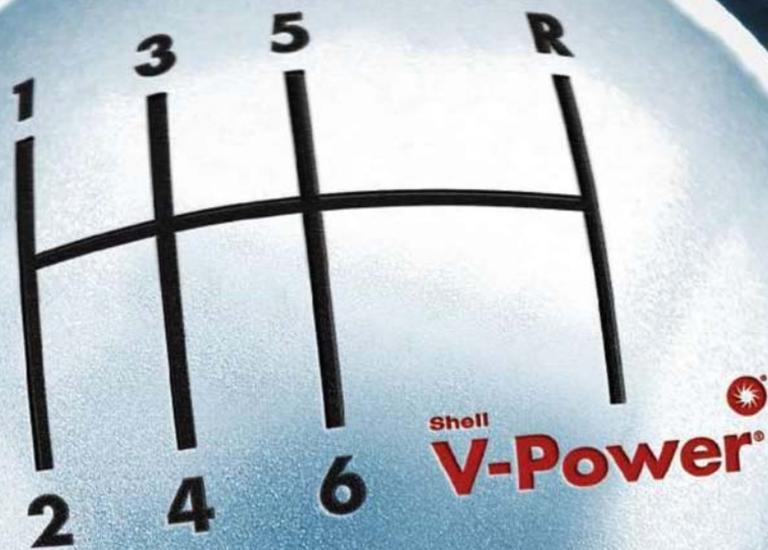
Highway development, of course, made a big difference, too. A friend of mine from Liverpool once told me that the stamina of British cars improved tremendously after the four-lane Motorway system opened up in Britain. "We didn't know why you Americans were always blowing up the old Mini engines until we tried going 80 mph for several hours in a straight line."

Nothing like a good long day on the Interstate to find out if your engine has an adequate number of main bearings. Or driving through Death Valley in summer to see if your radiator is big enough... The U.S. was a tough environment for cars from a cool, small island with lovely twisting lanes. American cars simply had to be more durable, or no one would buy them.

So as I sit looking through *Hemmings* at the usual short list of favorite cars, I'm wondering whether or not it's time to switch nationalities again when I start another restoration. Or whether I should start one at all.

Maybe, for once, I should just keep the car I have and continue working on it. The Elan, after all, is a thing of beauty, with nearly magical responsiveness in handling and performance. And it's a car that's never really "done," so I'd have an eternal project for those restless winter nights when I'm itching to open the toolbox and work on something interesting.

I also have to remind myself that too much reliability can be a dull thing, and that certainty is the natural enemy of adventure. It might be the very improbability of that small car striking out into the vast American landscape that makes these things so much fun on a long road trip. You're always exploring new territory, going where no logical person has ever gone before. 



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2011

VOLKSWAGEN Jetta

The size is up and the cost is down

BY JOHN LAMM » PHOTO BY THE AUTHOR

SAN FRANCISCO: IF VOLKSWAGEN has its way, by 2018 it will be selling 1 million vehicles in the U.S., 800,000 VWs and 200,000 Audis.

So VW has been rethinking its approach to the way it sells cars in the home of baseball, apple pie and Chevrolet. There is the Chattanooga, Tennessee, factory being built to assemble a designed-for-America VW New Midsize Sedan. Plus a change in attitude that indicates VW has finally understood that if it wants to sell cars in quantity in the U.S. it needs to build cars Americans want, not cars it thinks we should have.

First proof is the new Jetta. Shaped to be sold worldwide, this Gen 6 edition is less VW-ish and more stylish than past Jettas. It begins out front with the grille used on most new VWs and works along its flanks to finish in back with a shape that shows some corporate cross-pollination with Audi's A4...and that's a good thing.

The new Jetta is longer than its predecessor, the interior larger with sufficient room for four 6-footers.

That interior is done with the sort of styling restraint we expect from VW, which also tends to translate into good ergonomics. The Jetta's seats fit nicely front and back, but while the front seat area's materials and finish are more than fitting for the Jetta's class, the rear space lags a bit on the material side.

Although much of the Jetta is new, the engines are all familiar. These include a 2.5-liter 5-cylinder (170 bhp/177 lb.-ft.) and the TSI turbo four (200 bhp/236 lb.-ft.), the latter scheduled for next spring in the GLI performance Jetta. There's also a 2.0-liter four (115 bhp/125 lb.-ft.) for the base Jetta and the TDI turbodiesel (140 bhp/236 lb.-ft.) model that arrives before the end of the year. Come 2012 there will be a gasoline-electric hybrid Jetta.

The base 2.0 and the 2.5 have

5-speed manual or optional 6-speed automatics, while the diesel and GLI get 6-speed manuals or 6-speed DSG automatics.

While the Jetta retains its MacPherson strut front suspension, the rear is an example of how the sedan has been "Americanized" to save weight, cost and complexity. While Euro Jettas have a multilink independent rear suspension, we get a torsion beam rear layout. Relax, potential U.S. GLI owners, as that car will have the multilink system.

All Jettas get electronic stability control, and the two "lowest" forms of Jetta—the S and SE—have front disc/rear drum brakes, VW going to pains to claim the drums will outperform the competition's all-disc systems.

We drove the 2.5-liter SEL model in normal and sport guise, the latter sitting 0.59 in. lower and having stiffer springs and shocks. VW says the 2.5 gets to 60 mph in 8.2 seconds,

which makes it quick enough to have fun on the winding roads we drove in Northern California. Generally, the handling of the non-sport Jetta was enjoyable enough that the extra crispness of the sport might not be worth the ride deterioration if you're often on bumpy roads.

Those riding up front would find accommodations and general ambience quite pleasant under most conditions, while those in back could find the Jetta, like other cars in this class, prone to tire noise depending on road surface.

Biggest surprise is the new Jetta's base model price: \$15,995, with such features as air conditioning, 60/40 split folding rear seatback and remote keyless entry. Top price (not counting the GLI) will be \$24,159 for a diesel with nav. Thumbing through all permutations of S, SE and SEL models, it seems \$19,000–\$20,000 is where you get the best stuff. Regardless of model, you'll probably find the new Jetta is a solid first step in VW's aim to the top. Gone are the little quirks one could find in previous VWs, and the company claims it's homing in on moving up the quality list. Do that, and six years from now VW might well be harassing Toyota. 📱

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AFTER A DEPRESSING SLUMP FOR THE PAST two years, 2011 looks to be an uptick for the automotive world. Even our beleaguered American manufacturers have a spring in their step, especially Ford, which is firmly back on profitable ground, while Buick (that's right—we said Buick) has a car in the Regal GS that we're downright excited about. There's tons of buzz about B-class cars, like the new Ford

Fiesta and Mazda2, along with the market launch of Chevy's range-extended electric car, the Volt, and Nissan's pure electric Leaf. And could 2011 be the year we finally drive a Fisker Karma?

While GM and Ford have whittled away nameplates, new brands are on their way to the States to pick up the slack, such as Fiat with the launch of its cute little 500. Luckily for enthusiasts, the news isn't all

about small cars and electrics: 2011 marks the return of McLaren Automotive with its super-high-tech mid-engine MP4-12C, while the Italians—Lamborghini with its Gallardo LP570-4 Superleggera and Ferrari with its 458 Italia—continue to do what they do best, despite the recessionary times: produce the kind of soul-stirring machines that we daydreamed about back in elementary school.

New Cars for 2011

The latest metal from Acura to Volvo, with a couple of surprises in between

BY THE R&T STAFF

Acura

Most of the news at Honda's sporty Acura brand revolves around the TSX line for 2011, primarily the introduction of the TSX Sport Wagon. Acura wagon fans will have to make do with the TSX's 2.4-liter 201-bhp 4-cylinder, as the 280-bhp V-6 from the sedan will not be offered. Enthusiasts might also miss Acura's excellent 6-speed manual, as the Sport Wagon will come only with a 5-speed automatic (albeit with steering wheel paddle shifters). Acura promises this combo will return 30 mpg on the highway. Prices haven't been announced, but expect the Sport Wagon to fall in between the \$29,310 TSX 4-cylinder and \$34,850 V-6 sedans. All TSXs are getting a mid-cycle refresh, with new front and rear fascias, updated taillights, new 5-spoke alloy wheels, revised transmission shift logic and a new navigation system.

While the TL, RDX, MDX and new-for-2010 ZDX are all carryover, the flag-



» Acura TSX Sport Wagon.

ship RL sedan gets a new 6-speed automatic transmission (replacing the 5-speed) which improves acceleration and fuel economy. Other new bits include revised sub-frame and transmission mounts, new 18-in. wheels and a few minor interior upgrades.

AUDI A7 Sportback

Price range: est \$67,000-\$75,000

Body/seats: 5D/5

Base engine: 3.0-liter suprch dohc 24V V-6, 300 bhp

Opt. engine: none

Transmission: 6-speed automatic

Layout: front engine/all-wheel drive

Length: 195.7 in.

Weight: est 3800 lb

EPA, city/hwy: est 18/26

0-60 mph: est 5.6 sec

» Audi A7 Sportback.



» Aston Martin DB9.

Aston Martin

Following the launch of the 4-door Rapide and the 510-bhp V-12 version of the Vantage, Aston Martin's biggest news for the 2011 model year is a facelift to the DB9, the first since the car was launched six years ago. In addition to a reworked front fascia and a reshaped lower intake with a mesh covering, the DB9 also sports restyled rocker panels, clear taillamp lenses similar to the Rapide's, silver brake calipers and new 20-in. wheels. Mechanical improvements include the adoption of active damping that improves the ride in comfort mode and provides a tauter feel when switched to sport. Output remains the same at 470 bhp from the 5.9-liter V-12, which is mated to a 6-speed sequential-shift automatic transmission. Pric-

ing starts at \$187,615 for the coupe and \$201,115 for the convertible.

In addition to offering the V12 Vantage, Aston Martin is introducing a special edition of the V8 model called the N420, inspired by the British maker's participation in the 24-hour race at the Nürburgring. The N420 retains the stock 420-bhp 4.7-liter V-8, but benefits from standard fitment of the optional Sport Pack, with its stiffer springs, shock absorbers and anti-roll bars. The exterior includes a carbon-fiber splitter, side strakes and diffusers. The car also sports new 10-spoke diamond-turned wheels, black mesh vents and a paint scheme that features contrasting colors around the grille and on the A-pillars. Buyers can opt for either a 6-speed manual or sequential-shift automatic. Pricing for the N420 starts at \$132,000 for the coupe and \$142,000 for the convertible.

Audi

Audi fared better than most through last year's recession, and as such they are now on a tear to unveil several new cars for 2011. The most exciting of these is surely the R8 Spyder 5.2 FSI Quattro (see First Drive, June 2010), which will be in showrooms by the time you read this at a price of \$161,000. Although for now Audi has only confirmed its 525-bhp V-10 for the R8 Spyder, it's a safe bet a version with the 420-bhp V-8 isn't far behind.

The A8 flagship sedan has also been completely redesigned for 2011 (see First Drive, May 2010), built on the

company's latest generation aluminum space frame (ASF). The new A8 is armed with a direct-injected 4.2-liter V-8 rated at 372 bhp and 328 lb.-ft. of torque mated to an 8-speed automatic transmission, said to be good for 0-62 mph (100 km/h) in just 5.7 seconds. Modern technology abounds, including full LED headlamps and an automatic braking system to avoid an impending collision. Looking for more rear-seat space? An A8 L version will be available, offering a longer wheelbase as well as an upgrade to a 500-bhp W-12 if so desired.



Bentley

We've already seen all three of Bentley's new offerings for 2011, the sumptuous Mulsanne, the Continental Supersports Coupe and, most recently, the Supersports in convertible configuration. In fact, we've savored drives of all three in settings as varied as Scotland (Mulsanne First Drive, August, 2010), upstate New York and here in Newport Beach (Supersports Coupe First Drive, January, 2010; Road Test Update, March 2010) and the Colorado Rockies (Supersports Convertible; at 11,075 ft., we wish we were twin-turbocharged there as well).

With neither the Azure nor the Brooklands any longer in production, the \$285,000 Mulsanne wears its flagship label all the more confidently. It's Crewe's large saloon contrasted with the Continental Flying Spur, the latter 4-door available in standard \$181,200 or Speed \$206,600 trim.

The GTC and GTC Speed convertibles (\$205,600 and \$236,100, respectively) both continue as wonderful machines. There'll also be "80-11" Editions of these—only 80 of each will be produced during 2011.

Supersports models (\$267,000 for the Coupe and \$280,400 for the Convertible) exhibit exotic-car performance: 0-60 in 3.6 seconds and a quarter-mile posting of 11.9 sec. at 117.4 mph, by our own mea-

Audi will also offer a brand-new model called the A7 Sportback—it goes on sale in Europe this fall and in the U.S. next year as a 2012 model. A competitor for the Mercedes-Benz CLS, the A7 is a 5-door, although it appears its hatchback design is actually more akin to that of a regular trunklid. The A7 will come to the U.S. equipped with a 300-bhp supercharged direct-injected 3.0-liter V-6 mated to an 8-speed automatic transmission with Quattro all-wheel drive. U.S. pricing will be announced closer to its on-sale date.

And in a final bit of good news, Audi has decided to bring its 450-bhp RS 5 super coupe to the U.S. market in 2012.



» Bentley Continental Supersports Convertible.

surements of the Supersports Coupe.

Plans for 2012 and beyond are many. The Supersports are flex-fuel capable; within the next couple years the company expects to extend this across the entire lineup. This is seen as preparing Bentley owners for a future of diversified fuels, whatever their feedstock.

Note as well the absence of a "basic" Continental Coupe, recognized as approaching time for a restyling. This car introduced in 2003 has been extremely successful, and such iconic designs deserve thoughtful updating. Also, within a couple years, one might expect to see a 2-door variant of the Mulsanne, followed by a convertible version.



» BMW X1.

BMW

Headlining BMW's 2011 lineup is the all-new 5 Series sedan (see First Drive, April 2010). This completely restyled sixth generation rides on 7 Series-based architecture and suspension. The base 528i's 3.0-liter inline-6 makes 240 bhp, but enthusiasts will look to the 535i and its new, more responsive N55 single-turbo 3.0-liter inline-6 (300 bhp and 300 lb.-ft. of torque) or to the 400-bhp twin-turbo 4.4-liter V-8 in the 550i. Transmission choices include a 6-speed manual or an 8-speed automatic, in rear- or all-wheel-drive configurations.

Our favorite BMW, the M3, gets a new Competition Package, which returns even sharper handling. The 135i and 335i adopt the new single-turbo inline-6, while the new 335is (coupe and convertible) uses a higher-output version

BMW X1

Price range: est \$30,000–\$35,000

Body/seats: 5D/5

Base engine: 3.0-liter dohc 24V I-6, 258 bhp

Opt. engine: none

Transmission: 6-speed manual, 6-speed automatic

Layout: front engine/all-wheel drive

Length: 175.4 in.

Weight: 3550 lb

EPA, city/hwy: est 19/26

0-60 mph: est 6.7 sec

of the N54 twin-turbo inline-6, including an overboost function that allows 370 lb.-ft. of peak torque. All 3 Series coupes and convertibles get a styling refresh.

The new Z4 sDrive35is comes packed with 335 bhp, 332 lb.-ft. of torque and suspension, styling and interior upgrades. Also new is the ActiveHybrid 7, which pairs a twin-turbo V-8 with a 3-phase synchronous electric motor for a combined output of 455 hp and 515 lb.-ft. of torque. Fuel economy is 17/26, but the price is



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» BMW 5 Series.

a whopping \$103,175. In other 7 Series news, there's the hot twin-turbo Alpina B7 as well as the new base-model 740i with a 315-bhp twin-turbo inline-6. Sadly there won't be an M5 or M6 (or any 6 Series) for 2011, but BMW says new versions are on the way, we suspect in late 2011 as 2012 models.

An all-new X3 tops BMW's SUV news, boasting X5-like styling, an 8-speed automatic and either a normally aspirated 3.0-liter inline-6 with 240 bhp or the new single-turbo inline-6 with 300 bhp in the X3 xDrive35i. The even smaller X1 is coming (on sale in Europe since 2009), set to hit the U.S. market in the

BMW 5 Series

Price range:	\$45,425–\$62,875
Body/seats:	4D/5
Base engine:	3.0-liter dohc 24V I-6, 240 bhp
Opt. engine:	3.0-liter twin-turbo dohc 24V I-6, 300 bhp; 4.4-liter twin-turbo 32V V-8, 400 bhp
Transmission:	6-speed manual, 8-speed automatic
Layout:	front engine/rear drive; front engine/all-wheel drive
Length:	193.1 in.
Weight:	3792 lb
EPA, city/hwy:	22/32 mpg
0-60 mph:	6.6 sec (528i); 5.0 sec (550i)

second quarter of next year as a 2012 model. BMW has been coy (actually downright non-responsive) regarding U.S. specifications, so the accompanying spec box should be thought of as "R&T's best guess."

Bugatti

In ideal conditions at Volkswagen's Ehra-Lessien test track in Germany, an orange and black Bugatti Veyron whooshed by the timing lights at 268 mph, setting a new land speed record for production cars. Not your standard Veyron?

Definitely not, but *it is* available to the public. Called the 16.4 Super Sport, it's a sportier and more extreme Veyron whose enlarged turbos and intercoolers help the W-16 engine produce a whopping 1200 bhp and 1106 lb.-ft. of torque. Although the new Super Sport did hit 268 mph on the track, the road-going version will be limited to 258 mph, says Bugatti, because of tire concerns.

For added stability and safety, Bugatti increases the Super Sport's suspension travel and fits larger anti-roll bars and

shocks with valving derived from high-speed racing cars. What's more, the Super Sport's carbon-fiber chassis has a new stronger weave for reduced weight, and the whole body—which has been fine-tuned for better balance at speed—is made of carbon as well. Twin NACA ducts on the roof supply the W-16 with air, and the front air intakes have been revised and expanded. And get this: The Super Sport is even available in a clearcoat finish that shows off all the beautiful carbon.

Production of the Super Sport began this fall, and only the first five—known as the World Record Edition—will have the special black and orange paint scheme. For the record, Bugatti has sold 295 Veyrons worldwide since launched in 2005, and the potent new Super Sport will certainly add to that total...at an as-yet-unnamed price.

» Bugatti Veyron 16.4 Super Sport.



Buick

Last year we said Buick was trying to ditch its stodgy brand image. Has it succeeded? It sure looks that way, judging by the new European-flavored Regal and even sportier Regal GS. Turbocharged power and a manual transmission? Your grandfather's Buick, it's not. Our initial impression of the Regal (see First Drive, March 2010) is that it's a bargain Audi. The hopped-up GS with all-wheel drive and 255 bhp should be even more so, although we have yet to drive it.



Cadillac

There was concern Cadillac's edgy CTS Coupe would get the ax in the midst of GM's bankruptcy reorganization. Well, not only has the CTS Coupe made it to market for the 2011 model year, but it's joined by a mighty V version (see Road Test Update this issue), sporting a supercharged 556-bhp powertrain just like the CTS-V sedan's. If the reduced interior space of the Coupe isn't your style, fear not, there's a CTS-V Sport Wagon for 2011 as well. New this year on the regular CTS is a 19-in. all-season tire option.

In other Cadillac news, the STS will abandon the V-8 model for 2011 as the more technically advanced V-6 offers about

The larger LaCrosse, all-new for the 2010 model year, isn't as edgy as the Regal but has been significantly more successful than the first-generation model it replaced. Among its high points is an interior rivaling the latest from Cadillac. A new 4-cylinder option was introduced midway this past model year, offering direct injection, 182 bhp and respectable EPA ratings of 19/30 mpg.

The old dog of the family, the Lucerne, soldiers on into 2011 with new audio systems, a navigation option and standard stability control, although it too is due for an update much like the LaCrosse and Regal. The Enclave SUV that started Buick's transformation goes unchanged.

BUICK Regal GS

Price range: est \$36,000
Body/seats: 4D/5
Base engine: 2.0-liter turbo dohc 16V I-4, 255 bhp
Opt. engine: none
Transmission: 6-speed manual
Layout: front engine/all-wheel drive
Length: 190.2 in.
Weight: est 3660 lb
EPA, city/hwy: est 18/29 mpg
0-60 mph: est 6.0 sec



» Buick Regal.

equal performance with better fuel economy. The DTS sedan and SRX sport-ute remain unchanged.

The Cadillac team is busy working on a single model, known as the XTS, to replace both the STS and DTS sedans. A smaller rear-drive sedan dubbed the ATS has also been officially announced and is expected to slot below the CTS, but it's likely we won't see either the ATS or XTS until 2013.



» Chevrolet Camaro SS Convertible.



» Chevrolet Cruze.

CHEVROLET Cruze

Price range: \$16,995-est \$22,000
Body/seats: 4D/5
Base engine: 1.8-liter dohc 16V I-4, 138 bhp
Opt. engine: 1.4-liter turbo dohc 16V I-4, 138 bhp
Transmission: 6-speed manual, 6-speed automatic
Layout: front engine/front drive
Length: 181.0 in.
Weight: est 3100 lb
EPA, city/hwy: est 30/40 mpg
0-60 mph: est 8.0 sec

Chevrolet

The newest model to the Chevy lineup is the diminutive Spark. Even smaller than Chevy's own Aveo, it splits the difference between the Smart Fortwo and Ford Fiesta. Speaking of the Aveo, not much is changing for 2011, but don't be surprised if a car very similar to the Aveo RS concept (seen at this past year's Detroit Auto Show) is introduced late in the year as a 2012 model.

The big news for the Camaro will be the official launch (finally!) of a convertible version; in other news, the Camaro's V-6 is now rated at 312 bhp, up from 304. And the Z28 appears to be on its way next year as a '12 with 500-plus bhp from its 6.2-liter supercharged V-8.

The Corvette gets a few updates, including the availability of larger brake rotors and optional Magnetic Ride Control suspension on the Grand Sport. The Z06 can now be upgraded with components from the ZR1—all but a few items can be had via the Z07 and CFZ packages. The ZR1 receives only minor changes, but all Corvettes can now be ordered in Inferno Orange and Supersonic Blue paint.



» Chevrolet Spark.

ange and Supersonic Blue paint.

The Impala's 3.5-liter V-6 is now flex-fuel capable, but otherwise the car remains about the same (and destined for rental fleets). Chevy's successful Malibu will now come stand-

PHOTO BY BRENDA PRIDDY

Driving Impression:

2011 CHEVROLET CRUZE

It's not often that General Motors markets a car in other countries before letting U.S. drivers behind the wheel, but that's exactly what the company did with the all-new Cruze. That the Cruze has sold around 250,000 examples in over 60 markets around the world should be enough to tell you that it's a pretty good compact car.

For the U.S., Cruze buyers will have a choice of two inline-4 powerplants. The base model, priced at \$16,995, will come with a naturally aspirated 1.8-liter, while the higher trim levels get a turbocharged 1.4-liter. (An atmospheric variation of the 1.4 serves as the power source for the electricity generator in the Volt.)

The smooth-revving turbo engine produces 138 bhp and 148 lb.-ft. of torque, but the most impressive thing about the Cruze is its handling. The body is super rigid and the suspension of the RS model I test drove—which has MacPherson struts up front and a torsion beam with a Watt linkage at the rear—was tuned on the sporty side, providing excellent roll stiffness through an array of turns.

But the big story with the Cruze is the Eco model, which General Motors execs say will achieve 40 mpg on the highway. This excellent economy comes via weight savings (for instance, it uses lighter forged-aluminum wheels instead of cast alloys) and aerodynamics. As for our RS test car, fuel economy numbers weren't released, but officials assured us the Cruze will match or exceed the competition.

Another strong point is that, unlike the Cobalt it replaces, the Cruze looks good from every angle. Along with its excellent fuel economy, class-leading safety equipment and low price tag, the Cruze should definitely give the imports a run for their money. —Sam Mitani

ard with a 6-speed automatic that offers manual gear selection; a refresh of the car should happen next fall.

The all-new Cruze will replace the Cobalt compact sedan, giving buyers more space, practicality and quality. The Cruze also donates its platform to the "Electric First" Volt that promises 40 miles of pure electric motoring followed by another 300 miles provided by its gasoline-engine/generator pair. The Volt is scheduled to go on sale this November at an MSRP of \$41,000, less a federal tax credit of \$7500.

Chrysler

Chrysler was willing to tell us a new 300 is definitely coming in 2011 (most likely as a 2012 model), but wouldn't release any photos or much in the way of concrete information before we went to press. We know a deal was struck with ZF for 8-speed automatic transmissions and that Fiat is supplying technology to be implemented on the all-new 3.6-liter Pentastar V-6. Since this V-6 makes 290

bhp in the 2011 Jeep Grand Cherokee, we can expect an even higher figure for the 300.

The Sebring will receive significant updates for 2011, including Fiat's Multiair technology on the 2.4-liter inline-4, which should increase horsepower from the current 173 to about 190 bhp. Although a thorough redesign of the Sebring is warranted, it will likely receive only a freshening inside and out. Sadly, the last PT Cruiser rolled off the assembly line this past July.

Dodge

A midyear 2010 update to the Challenger included a Super Track Pak option, with tires from the SRT8, Nivomat shock absorbers, a larger rear anti-roll bar, a 3.06:1 rear-axle ratio and an ESP-off button that actually turns the stability system off. A special edition Challenger called the Mopar '10, stuffed with Mopar goodies, will

have to satisfy enthusiasts until the Challenger undergoes a significant update in 2012.

But before that, there'll be an all-new Charger to think about (good thing, because the current one is starting to look positively vintage). Spy photos have so far revealed a new grille and an aggressive face that will certainly separate it from the 300 with which it shares a platform. Like the 300, expect the Charger to receive the new Pentastar V-6, although possibly with slightly more horsepower. Also, don't be surprised if the next Charger has an optional manual transmission borrowed from the Challenger.

The Avenger, like its cousin the Sebring, will get an updated engine package and, if everything works to our liking, more aggressive suspension tuning to go with it. The Caliber, Nitro and Journey should also receive engine updates and interior improvements for 2011.



» Dodge Charger.

PHOTO BY GLENN PAULINA/KGP PHOTOGRAPHY

HIGH TECH

These elements of high technology should be on your new car. In fact, we believe they could well be standard fitments of all new cars. Alphabetically:

- 👍 **Adaptive headlamps:**
Illuminating the twists and turns of life.
- 👍 **Dual climate controls:**
No more fighting over temperatures.
- 👍 **Navigation systems:**
The maps are handy; the progress updates even better.
- 👍 **Proximity cameras:**
Backup/blind T/bird's eye; they all augment mirrors.
- 👍 **Traction/stability controls:**
Let us choose when to disengage it, though.



» Dodge Charger.

PHOTO BY GLENN PAULINA/KGP



» Ferrari 458 Italia Spider.

PHOTO-ILLUSTRATION BY BRENDA PRIDDY



» Fiat 500.

Ferrari

Leading the charge for the iconic Ferrari brand in 2011 will be the recently released 458 Italia. Armed with a 565-bhp direct-injected 4.5-liter V-8 driving the rear wheels via a 7-speed dual-clutch transmission, the Italia can lap Ferrari's Fiorano test track as quickly as the race-tuned F430 Scuderia and the much-revered Enzo; top speed is "in excess of 202 mph." A stiffer chassis, sportier suspension tuning and a lighter curb weight (along with 82 extra horsepower) help counteract the 458 Italia's slightly larger footprint versus the F430 it replaces.

While the official word from Ferrari North America is that the only new car for 2011 will be the 458 Italia, a bit of detective work has shed light on the company's future plans. A recent Ferrari business analysis presentation revealed that a 612 Scaglietti replacement will arrive in the first half of 2011, followed by a Spider (convertible) version of the 458 Italia in the second half; both will most likely arrive stateside as 2012 models. A new Enzo supercar and a reworked 599 GTB are due in 2012, with a 458 Scuderia for 2013. Going forward, Ferrari plans to introduce a new or a revised model every year, with the mid-cycle refreshes designated with an "M" for modification.



PHOTO BY MARC URBANO

Fiat

It's been more than 25 years since Fiats have been sold in North America, and the brand will make its return via a network of select dealers in 125 markets when it begins selling the diminutive 500 by the end of the year. The front-drive 3-door hatch is powered by a 100-hp 1.4-liter 4-cylinder mated to a 6-speed manual transmission. The first 500 examples will be called Prima Edizione and will be offered in a choice of three colors: white, red or gray. The cars were first offered to members of Club Fiat-Lancia Unlimited and then to the public at large through the ciaofiat.com website. Following the initial launch of the car at the end of the current model year, the lineup will be expanded in 2011 to include a Cabrio version.

Fisker

The latest word has Fisker Karma production beginning in the first quarter of 2011, "a short three years after the car was introduced as a concept at the 2008 North American International Auto Show." Indeed, introducing a new car is no mean feat. Fisker has raised more than \$320 million in private capital and we've also kicked in \$528.7 million of taxpayer money by way of a U.S. Department of Energy loan. Thus, we all have good reason to wish the Karma well.

A pair of electric motors drives the car's rear wheels, claimed with enough oomph to accelerate it to 60 mph in 5.9 seconds or travel 50 miles on a single charge of its lithium-ion battery pack (not both simultaneously, mind). Range extension to a claimed 300 miles comes with its gasoline engine/generator pair.

We're eager to experience this luxurious, swoopy 4-door hybrid.

Ford

Ford is on a roll. The 2011 Mustang is already on the market with a host of upgrades, most notably a return to the 5.0-liter V-8—only now with 412 bhp. There's a new 3.7-liter V-6 with

305 bhp as well—that's about a 100-hp bump for both engines. Without question, the Mustang is the best it's ever been. But it doesn't stop there, as a Boss Mustang is set to make a comeback early next year. The Shelby team also has a new GT500, the 5.4-liter supercharged V-8's aluminum block derived from that of the Ford GT supercar. Now lighter and faster, the GT500 also handles better than ever.

At the opposite end of the spectrum, Ford is preparing to flood the market with the Fiesta, a small premium car that comes loaded with standard features. And while fuel economy is of high importance, the Fiesta maintains a fun-to-drive character with either a 6-speed manual or a dual-clutch automatic transmission.

Primed for release next year is an all-new Focus as a 2012 model. Like the Fiesta, the new Focus will offer premium features in a small package. The Focus will come in both hatchback and sedan body styles with a 2.0-



»» Ford Fiesta.

liter direct-injection inline-4 making 155 bhp. But we'll be licking our lips for the soon-to-follow EcoBoost turbocharged RS or SVT variant. And if that's not your style, Ford is promising an all-electric Focus sedan sometime in 2011.

The Taurus and its SHO variant will see few changes, while the Edge crossover has been resculpted for 2011. An all-new unit-body Explorer has just been released, offering the new EcoBoost turbocharged 2.0-liter 4-cylinder that sees huge gains in fuel efficiency with little sacrifice in performance.

FORD Focus

Price range:	est \$18,000–\$22,000
Body/seats:	4D,5D/5
Base engine:	2.0-liter dohc 16V I-4, est 155 bhp
Opt. engine:	2.0-liter turbo dohc 16V I-4, est 240 bhp
Transmission:	6-speed manual, 6-speed dual-clutch
Layout:	front engine/front drive
Length:	178.7 in. (sedan)
Weight:	est 2800 lb
EPA, city/hwy:	est 26/36
0–60 mph:	est 7.0 sec



»» Ford Focus.



» Honda CR-Z.

Honda

The new sport-hybrid CR-Z has been of huge interest for many efficiency-minded car enthusiasts, particularly Honda aficionados. Even more so, those who have fond memories of the car's spiritual predecessor, the CRX. Motivating the little hatchback CR-Z is a 1.5-liter inline-4 and IMA (Integrated Motor Assist), Honda's name for its electric drive system. It can be mated to either a 6-speed manual gearbox (a rarity among hybrids) or a

CVT. Does this green-minded 2-seater have what it takes to put Honda back in the minds of sports-car enthusiasts? Not quite. But it is a step in the right direction for hybrids. Pricing starts at \$19,200.

With the new-car spotlight squarely on the CR-Z, it's easy to overlook the revisions to Honda's other models. The Accord receives a styling update comprised of a new grille, front bumper, taillights and wheels, while all Accord sedans get revised rear styling. On the inside, EX Accords and LX-S coupes will now come

Hyundai

By all accounts, the Genesis sedan has been a smashing success. Yet barely two years after its release, Hyundai is already aiming higher up the luxury car food chain by bringing in an even larger car from the Korean domestic market: the Equus. Also powered by the Tau V-8, the Equus can be thought of as a long-wheelbase Genesis sedan. But the Equus takes what's good about the Genesis and adds more: more luxury in the form of real wood trim, a leather-wrapped instrument panel and an Alcantara headliner; more performance with an electronically controlled air suspension with variable damping control; and more technology via a forward-view cornering camera,

a front collision warning system and lane departure warning. And finally, there will be even more power when an optional 5.0-liter V-8 becomes available early in 2011.

But the Equus isn't the only new Hyundai for 2011. Although information was scarce at press time, a new Elantra is set to make its debut at this year's L.A. Auto Show in November. The Elantra will be heavily based on the Korean-market Avante, but with altered front-end styling.

Also new to Hyundai's lineup for 2011 will be turbocharged and hybrid versions of the all-new Sonata sedan. With a direct-injected and turbocharged 2.0-liter inline-4 producing 274 bhp, the Sonata Turbo should raise some eyebrows, while the frugal Sonata Hybrid is expected to achieve 39 mpg

HONDA CR-Z

Price range:	\$19,200–\$23,950
Body/seats:	3D/2
Base engine:	1.5-liter dohc 16V I-4 IMA hybrid, 122 hp
Opt. engine:	none
Transmission:	6-speed manual, CVT
Layout:	front engine/front drive
Length:	160.6 in.
Weight:	2670 lb (MT), 2725 lb (CVT)
EPA, city/hwy:	31/37 (MT), 35/39 (CVT)
0–60 mph:	est 9.0 sec (MT), 10.5 sec (CVT)

standard with USB audio connectivity, while Accord sedans with the Navi package will get rearview parking cameras. V-6-equipped EX-L Accord coupes also will receive steering-wheel-mounted paddle shifters. In other news, the Fit Sport now comes with stability control and floor mats as standard equipment.

For Honda minivan fans, have no fear: An all-new Odyssey will go on sale this fall. Powering the shorter but wider minivan will be a 3.5-liter V-6 with three levels of cylinder deactivation, just like on the Crosstour. The Odyssey Touring Elite models will come with 18-in. wheels, an HDMI-compatible wide-screen display, rear-passenger sunshades and a 10-way power driver's seat.

with a combined output of 209 hp.

The 2.0-liter turbocharged Genesis Coupe Track Pack will get replaced with an R-spec package, while all Genesis Coupes will benefit from interior updates that include new trim colors and increased use of soft-touch materials.

HYUNDAI Equus

Price range:	\$50,000–\$60,000
Body/seats:	4D/5
Base engine:	4.6-liter dohc 32V V-8, 385 bhp
Opt. engine:	5.0-liter dohc 32V V-8, 429 bhp
Transmission:	6-speed automatic
Layout:	front engine/rear drive
Length:	203.1 in.
Weight:	est 4500 lb
EPA, city/hwy:	est 16/24
0–60 mph:	est 5.7 sec



» Hyundai Equus.



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» Infiniti M35 Hybrid.



THE DEPARTED...

For better or for worse, these American brands have left the building.

1. Pontiac:

In theory, it was GM's performance brand. We'll miss cars like the G8, GTO and Solstice GXP; we wish we could erase the Aztek from our memory (as did Pontiac, no doubt).



2. Mercury:

Founded in 1939 by Henry Ford's son, Edsel, Mercury most recently served as an example of poor badge engineering.

3. Saturn:

Originally known for its plastic-bodied cars and "no-haggle" dealer model; severely held back by a lack of new and unique product.

4. Hummer:

Thrust into pop culture by a muscle-bound Austrian-born actor/governor, these off-road-biased trucks proved far too bulky and inefficient for the times.

Infiniti

The 2011 model year is significant for Infiniti, featuring the introduction of the all-new M sedan and QX56 SUV. Infiniti's new design language is uniquely integrated into both vehicles, as is the most powerful V-8 the marque offers. This new direct-injected 5.6-liter makes a whopping 420 bhp and 417 lb.-ft. of torque in the M56 and 400 bhp with 413 lb.-ft. for the QX56, mated to a 7-speed automatic transmission and with the option of rear or all-wheel drive for both vehicles. A full parallel Hybrid M sedan will join the lineup around March of next year (as a 2012 model), powered by a 3.5-liter V-6 and a lithium battery-supported electric motor.

The G37 Coupe and Convertible receive a "fascia lift" much like the one the G sedan got this past year, but the Coupe will also serve as the launch vehicle for the new Infiniti Performance Line (IPL). More akin to a BMW 335is than an M3, the G Coupe IPL bumps output of the 3.7-liter V-6 to 348 bhp (from 328) and 276 lb.-ft. of torque, while adding a sport exhaust, sport suspension and unique ground effects and wheels. Price is est-

INFINITI M Sedan

Price range: \$46,250–\$60,050

Body/seats: 4D/5

Base engine: 3.7-liter dohc 24V V-6, 330 bhp

Opt. engine: 5.6-liter dohc 32V V-8, 420 bhp; 3.5-liter dohc 24V V-6 w/electric motor, est 375 hp combined

Transmission: 7-speed automatic

Layout: front engine/rear drive; front engine/all-wheel drive

Length: 194.7 in.

Weight: 3858 lb

EPA, city/hwy: 18/26

0–60 mph: est 5.6 sec

mated at \$48,000–\$50,000.

The 2011 G Sedan gains Limited Edition and Sport Appearance models, and will also feature a 2.5-liter V-6 model (making 218 bhp) dubbed the G25 Sedan. The G25 will look identical to the G37 on the outside, with the exception of its badging and wheels, but will not be available with a manual transmission, navigation or sport package. Expect a base G25 to start around \$26,000.

The EX crossover features a new 7-speed automatic, while 18-in. wheels and dual-zone climate control now come standard. The larger FX crossover receives a new standard power liftgate, along with added equipment for the FX50 model.

Jaguar

A thoroughly modern XJ has been needed for quite some time and Jag designer Ian Callum, for the most part, didn't disappoint with the all-new XJ that arrived in the States this past spring—although the car's odd taillights and blacked-out D-pillars turn some folks off. Not so the interior, which is stuffed with the very latest in technology, style and luxury, not to mention yards of leather. Every XJ comes with heated and cooled front seats, dual-zone climate control, a 600-watt audio system and a rear-parking camera. Three versions of Jag's new direct-injected 5.0-liter V-8 are available, all mated to a 6-speed automatic transmission. The naturally aspirated version puts out an adequate 380 bhp, while the two supercharged variants, with 470 bhp (XJ Supercharged/XJL Supercharged) and 510 bhp (XJ Supersport/XJL Supersport) are more to our liking. The long-wheelbase "L" model offers an additional 5 in. of rear-seat leg room. Prices range from \$72,500 to \$113,000.

The XK line is highlighted for 2011 by the XKR175 Coupe, which commemorates Jag's 75 years in the car business. It features new front and rear spoilers, side sills, a rear diffuser, red brake calipers and 20-in. Kasuga wheels, along with a special interior. The electronically limited top speed has been raised from 155 to 174. Only 175 examples are destined for the U.S. at a price of \$104,500.

The base XF sedan adopts Jag's 385-bhp 5.0-liter V-8 in place of the old 4.2-liter (pricing starts at \$53,000), while the front brake rotors have been increased by 1.2 in. The seriously sporty XFR model sees a switch from silver to a black mesh grille.

»»Lamborghini Gallardo LP570-4 Superleggera.

Kia

Much like brother Hyundai, Kia has been on a tear with new and revitalized products. The Forte, for example, has received much acclaim with its aggressive and modern styling. For 2011, we'll see the addition of a 5-door hatchback to go along with the Forte coupe and sedan already on sale. The 5-door model will offer a unique grille, lower front valance and alloy wheels. On the inside, it gets a restyled center console and paddle shifters for automatic transmission-equipped models. In fact, all automatic Fortes will get paddle shifters this year, along with standard navigation and LED daytime running lights.

The 2011 model year will also see a new Optima with a choice of three 4-cylinder powertrains (which, not coincidentally, mimic those found in the new Hyundai

Lamborghini

Despite the recent recession, Lamborghini is continuing to focus on delivering exotic Italian sports cars. New for 2011 is the Gallardo LP570-4 Superleggera, the lightest road car in the automaker's lineup. This track-oriented Gallardo sheds 154 lb. thanks to liberal use of carbon-fiber components, including the roof, side skirts, rear diffuser and rear wing. Inside the cockpit, the center tunnel cover and the inner door panels also benefit from the lightweight material. The Superleggera sees a 10-bhp bump to 570, which according to the factory helps the car sprint to 62 mph (100 km/h) in about 3.4 seconds. With 20 percent firmer damping along with stiffer

Sonata), including a naturally aspirated direct-injected 2.4-liter with 200 bhp, a gasoline/electric hybrid with an estimated combined 209 hp, and a 2.0-liter turbo with 274 bhp. Since Kia sees the car's prospective owners looking for both high style and high tech, the Optima will be available with a new Sync-like infotainment system from Microsoft called UVO.

The 5-seat Sportage crossover, too, is completely new for 2011 (see Ampersand this issue for driving impressions), taking on the styling cues that design chief Peter Schreyer is busy adapting to all Kias. The standard Sportage comes powered by a 2.4-liter 176-bhp 4-cylinder, while the SX model comes with a turbocharged 2.0-liter direct-injected four with an ample 270 bhp.

The Sorento line sees a new SX trim featuring more aggressive front and rear fascias, 18-in. alloy wheels and LED taillamps.

suspension bushings and anti-roll bars, the baby Lambo grips the tarmac with more precision than ever (see First Drive, July 2010). The Superleggera comes standard with a 6-speed single-clutch e-gear paddle-shift transmission, although Lambo's classic gated 6-speed manual is still available as a no-cost option.

As to be expected, Lamborghini declined to comment when asked about recent spy photos of a new Gallardo convertible; but don't be surprised if a Superleggera Spyder finds its way to market sometime in 2011. The rest of the Lamborghini lineup remains mostly unchanged. The limited-edition Gallardo Balboni and the Murciélago-based Reventón Roadster completed their runs in 2010.



Lexus

One of our favorite sedans, the IS, sees a few changes for 2011. First, you can now get an all-wheel-drive IS 350; previously awd was offered only in the IS 250. Next, a new F Sport Package makes its debut. Available only on rear-drive models with automatic transmissions, it includes sport suspension, sport seats, dark F Sport 18-in. wheels, front and rear spoilers and special badging. As for the mighty IS F, it's been made even sportier with firmer damping, stouter rear bushings and a bit more negative camber for the rear wheels. And the LFA supercar? Sad to say, but all 500 copies of the



»» Lexus CT 200h.

\$375,000 supercar have been sold... The ES 350 continues basically unchanged, although it now can run on regular unleaded, which means horsepower and torque have dropped a tad. The luxurious LS sedans have been pretty much left alone, but air suspension is now optional (as op-

posed to standard) on the awd models.

Without doubt, the most significant Lexus for 2011 is the CT 200h, a 5-door hybrid originally designed for the European market. The CT 200h—which goes on sale in early 2011—is loaded with technology, not the least of which is the hybrid powertrain featuring an Atkinson-cycle 1.8-liter 4-cylinder gasoline engine, a CVT and an electric motor that can be the car's sole propulsion for a distance of up to one mile. (If this sounds similar to Toyota Prius specifications, you're a good reader.) Four drive modes are available: Normal, Eco, Sport and EV. Sport enlivens the overall driving experience by making the stability control and traction control less intrusive. Lexus figures with its small eco footprint, radar cruise control, eight airbags, an outstanding nav system and excellent connectivity, the compact CT 200h hybrid (shorter than a Mazda3) will appeal to urban hipsters.

And finally, across the board, all Lexus models with automatic transmissions will be fitted for 2011 with a brake override system. Unnecessary, we say, but it might help sell some cars...

Lincoln

Ford's luxury marque will see only slight changes for 2011. The MKT 7-passenger SUV and MKS large sedan get minor updates. The MKX crossover has been refreshed for 2011 with an exterior appearance to match that of the rest of the Lincoln family. It also gets a larger 3.7-liter V-6 and an improved interior.

Ford and Lincoln products now come

with an intelligent navigation system that takes connectivity to the next level, enlarging the scope of the popular Sync system with in-car WiFi. Technology abounds throughout the Lincoln lineup and the midsize MKZ sedan isn't left out, gaining a hybrid model based on the powertrain of the Ford Fusion Hybrid. This Lincoln hybrid makes significant marketing news, in that it's being offered at a no-price premium compared with its non-hybrid sibling.

Lotus

Lotus is still riding the wave of the Evora into 2011, even though the car was actually introduced as a new model for 2010. But that's to be understood, as the Evora was the first all-new Lotus in 13 years. We've driven and tested this mid-engine 2+2, which features a 3.5-liter V-6 sourced from the Toyota Camry, and we give it an enthusiastic thumbs-up. But we're taking a wait-and-see approach regarding the new paddle-shift automatic transmission to be introduced halfway through the 2011 model year.

The Elise also gets some changes, namely a slightly redesigned body. Although it's hard to notice at first glance, the new front bumper, headlights and access panel combine to give the Elise a wider, more planted stance on the road. The rear features a distinctive new "twin spine" cover for the mid-mounted engine.

Lotus has also said that we should expect "the dawn of a new era" at the Paris Auto Show September 30, when Lotus claims it will "unveil the future evolution of an iconic British brand." Could this finally be the long-awaited debut of an all-new Esprit?

»» Lotus Elise.



Maserati

After the introduction of the GranTurismo Convertible this past year, it looks to be a quiet 2011 for Maserati. The big Quattroporte sedan sees only minor changes, including a new Bose multimedia head unit (replacing the one from Marelli), while several exterior trim pieces from the Sport GT S model will become standard on the S.

The GranTurismo coupe gets a new front lower bumper for improved aerodynamics along with a revised headlight design for a sportier look. The interior is highlighted by new colors and trim choices, and the available MC Sport Line will now not only offer enhanced suspension tuning, but also carbon-fiber exhaust tips, side skirts and underbody aero fins.

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Maybach

The ultra-luxurious, über-expensive Maybach 57 and 62 get styling changes this year that include a more prominent grille, a raised hood stamped in a pronounced V shape and a horizontally divided front bumper that incorporates LED daytime driving lights. At the rear, taillights now run full width with lenses done in a darker red; and new 19- and 20-in. wheels round out the cosmetic changes.

Performance types will be happy to know

Mazda

Mazda is joining the small-car ranks for 2011 with the launch of its all-new Mazda2 (see sidebar for driving impressions; also see "Small Wonders," June 2010 for a home-market look). The 155.5-in. long 5-door hatchback has been on sale in other markets since 2007, selling 400,000 examples worldwide and garnering much acclaim. Power may not be overwhelming from its 100-bhp 1.5-liter 4-cylinder (fuel economy is decent, although not spectacular), but it only has to move 2306 lb. worth of car. Prices start at \$13,980.

The Mazda6 sedan gets a minor makeover with new headlights, foglights and 17-in. alloy wheels. Inside there are new cloth seat materials, a new steering wheel and door armrests, and a rearview camera now comes standard on Grand Touring models.

Mazda is adding a normally aspirated "i" Touring version of the CX-7 crossover (2.5-liter 4-cylinder with 161 bhp) to the mix; last year this engine was available only in Sport trim. Of course, the CX-7 can still be had with a 2.3-liter turbocharged 4-cylinder with 244 bhp. The RX-8, MX-5 and CX-9 SUV are carryover, but the B-Series pickup and Tribute Hybrid have been discontinued. In a strict sense there won't be a 2011 Mazda5, but an all-new version of Mazda's mini-minivan is on the way, most likely going on sale in early 2011 as a 2012 model.

MAZDA2

Price range: \$13,980–\$16,235

Body/seats: 5D/5

Base engine: 1.5-liter dohc 16V inline-4, 100 bhp

Opt. engine: none

Transmission: 5-speed manual, 4-speed automatic

Layout: front engine/front drive

Length: 155.5 in.

Weight: 2306 lb

EPA, city/hwy: 28/35 mpg

0–60 mph: est 10.0 sec

that the twin-turbo V-12 now makes 620 bhp, an increase of 16 bhp. Personalization is king with these sedans, so there is a new exterior color (Bahama Blue) and new interior colors and styling packages, the last with Whitehaven Beach and Kuril Islands monikers. Want your family crest or initials media-blasted into the partition glass on the 62? Not a problem, for a small extra charge. Do you crave seat piping embellished with Crystalized Swarovski Elements? We don't even know what that means, but sure, add it in.

Driving Impression:

2011 MAZDA2

The all-new Mazda2 is about embracing smallness with style and dynamics. This unique 5-door hatchback features an interior with a high-quality look and feel that's well-executed in design and among the best you'll find in the B-segment. Although there's seating for five, the rear bench is best reserved for kids or additional luggage.

The Mazda2 comes powered by a 1.5-liter inline-4 that revs smoothly and eagerly to its 6300-rpm redline, but is a bit thin on overall punch. When not loaded down with passengers, the little hatch weighs just 2306 lb., which means its seemingly meager 100 bhp can make the car feel a bit zippy at times, best exploited through the solid 5-speed manual gearbox. Mazda, however, expects that the majority of buyers (80 percent) will opt for the 4-speed automatic that returns slightly worse fuel economy (27/33 mpg city/highway versus 29/35 for the manual).

Perhaps what you'll most appreciate about the Mazda2 is its lively and relatively stiffly sprung suspension, which delivers crisp response and playful nimbleness without the tin-can acoustics that usually come with economy cars. The electric-assist power steering provides good feedback, akin to that of a conventional hydraulic system. The rear twist-beam suspension is specifically tuned for stability, given the short wheelbase of the car. Under load, the outside rear wheel will toe in, which helps to keep the car controllable, even during relatively high-speed transitional maneuvers. Oh, and the fact that Mazda still lets you completely defeat the stability control, something not all competing B-segment cars allow, is evidence that Mazda is committed to delivering performance on every level. —Jonathan Elfalan

» Mazda2.



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» McLaren MP4-12C.

McLaren

Following its split with Mercedes-Benz on its road car project, McLaren is set to return to the retail market midway through 2011 with the 2012 MP4-12C, a 2-seat mid-engine exotic that has the Ferrari 458 Italia in its sights. Sold through six select dealers in North America, the MP4-12C features race-inspired construction techniques including a carbon-fiber tub to which the 3.8-liter twin-turbo V-8 engine is attached. The powerplant produces 592 bhp and 443 lb.-ft. of torque, delivering its output to the rear wheels via a 7-speed dual-clutch transmission. Weighing just 2866 lb., the McLaren MP4-12C promises 0–60 mph acceleration of less than 4 seconds and a top speed of over 200 mph.

While the tub is carbon fiber, the body panels—specifically the front fenders, hood, dihedral-opening doors and roof—are made of aluminum while the other body cladding is SMC composite

McLAREN MP4-12C

Price range: est \$225,000–\$250,000

Body/seats: 2D/2

Base engine: 3.8-liter twin-turbo dohc 32V V-8, 592 bhp

Opt. engine: none

Transmission: 7-speed dual-clutch paddle-shift

Layout: mid engine/rear drive

Length: 177.5 in.

Weight: 2866 lb

EPA, city/hwy: na

0–60 mph: est 3.9 sec

material. The suspension employs front and rear aluminum wishbones as well as pushrod dampers with adaptive ride and roll control. Both the transmission and suspension settings have four driving modes: Winter, Normal, Sport and Track. The braking system uses ventilated iron discs front and rear clamped by 4-piston calipers (carbon ceramic brakes are optional). The MP4-12C rides on 19-in. front and 20-in. rear alloy wheels shod with Pirelli P Zero rubber compounded specifically for McLaren.

Mercedes-Benz

With its dizzying array of models and variants, Mercedes aims to please, but we gravitate toward the new SLS, the AMG-built, gullwing-door, aluminum-body 563-bhp V-8 supercar with a rear-mounted transaxle. A close second? The C63 AMG with the P31 package, with its freakishly fast 481-bhp V-8, red-painted brake calipers and lightweight forged pistons. The E-Class Cabriolet is new this year, with Aircap and Airscarf technologies improving the al fresco experience when the 3-layer top is stowed. Also new is the wagon body style, the E350 packing 4Matic all-wheel drive, a third-row rear-facing seat and rear air suspension.

On the styling front, the CL-Class gets a completely new look, now a bit like a well-fed 2-door CLS, with engine options ranging from a 429-bhp 4.6-liter twin-turbo V-8 (CL550) to the AMG variants with the new 536-bhp 5.5-liter twin-turbo V-8 (CL63 AMG), 510-bhp V-12 (CL600) and the range-topping CL65 AMG, its V-12 now making 621 bhp.

For the first time, Mercedes will lease a fuel-cell electric, the F-Cell, in Southern California. This 5-door, 5-passenger model has a claimed range of 240 miles and is powered by a 134-hp electric motor. The R-Class, sort of the world's sexiest (and likely fastest) minivan, gets a complete stylistic makeover. For the retractable-hardtop SL, 100 "SL550 Night Edition" models will be offered, with a special matte-black paint job, 19-in. AMG wheels and all manner of unique trim touches. For magnates, heads of state and captains of industry, the S-Class continues with the S400 Hybrid, and the S63 AMG variant also receives the new 5.5-liter bi-turbo V-8 with 536 bhp.

Of note in the powertrain department is 50-state availability of a 3.5-liter V-6 BlueTEC turbodiesel for the E-Class sedan, R-Class, GL-Class, M-Class and S-Class sedan.



» Mercedes-Benz CL63 AMG.

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» Mini Countryman.

Driving Impression:

Mini

The “big deal” for Mini next year is the all-new Countryman, which takes Mini to new heights (as well as widths and lengths), sporting a 4-door SUV-like body and Mini’s available ALL4 on-demand all-wheel drive (see sidebar for driving impressions). The Countryman gives a new argument for those who’ve always dreamt of owning a Mini, but needed more utility. And with prices likely starting around \$30,000, they won’t have to break the bank either.

The 1.6-liter 4-cylinder engines in the Countryman are new and will find their way into the rest of the 2011 Mini line. Reduced internal friction and an optimized lubrication system on the normally aspirated version free up an additional 3 bhp for a total of 121 bhp, while the turbocharged engine gets a bump to 181 bhp (from 172) due to BMW’s Valvetronic intake valve control.

On the outside, all Minis sport new front bumper fascias, larger foglights, new taillights and five new wheel designs. Optional xenon headlights can be upgraded to be “adaptive” for \$100.

Climb inside a 2011 Mini and you may notice the interior is a little quieter due to enhanced sound-attenuating additions. Also, trim pieces that were once painted silver will now be matte black offset by a new standard beige headliner and a 20-percent darker tinted sunroof. Satellite and HD radio will come standard along with a 1-year complimentary Sirius subscription. Customers can choose to upgrade to the Mini Connected radio package (with Bluetooth, voice recognition, etc.), or even further to the new USB-updateable internal memory-based navigation system, both of which will feature a new 6.5-in. high-resolution screen.

NISSAN Juke

Price range: est \$19,900–\$25,000

Body/seats: 5D/5

Base engine: 1.6-liter turbo dohc 16V I-4, 188 bhp

Opt. engine: none

Transmission: 6-speed manual, CVT

Layout: front engine/front drive;
front engine/all-wheel drive

Length: 162.4 in.

Weight: 2970 lb

EPA, city/hwy: 27/32

0–60 mph: est 7.5 sec

2011 MINI COUNTRYMAN

It wouldn’t be surprising if Mini traditionalists find the new Countryman—at 166.2 in. long, 70.4 in. wide and 61.5 in. tall—a bit too much, like an over-inflated Clubman running on tippy-toes. Then again, it wouldn’t be surprising if Mini finds a new slot of buyers who need that little bit of added room and aren’t bound by tradition.

Whoever the buyers are, they’ll have a choice of two versions of the 1.6-liter inline-4. Coopers get 122 bhp and 118 lb.-ft. of torque, while the S brings direct injection, variable valve timing and a twin-scroll turbo. The last results in 184 bhp and 177 lb.-ft. of torque, although an overboost mode bumps torque to 192 lb.-ft., aiding in the car’s 7.5-second 0–60 time (about 2.5 sec. quicker than the base model).

Both the manual and automatic transmissions have 6 speeds through front-wheel drive. But in keeping with the Countryman’s do-anything attitude, there’s also an optional ALL4 all-wheel-drive system that can ship 50 percent of the power to the rear axle when needed.

Mini was kind enough to wet down the small circuit on which we tried the Countryman. I don’t drive all that much in the rain in Southern California, so it was fun to pitch the Mini in the wet. Not surprisingly, it understeers a bit; but with traction control on, you can really lean on the throttle as the Mini gathers its legs under itself, traction light flashing away, then bites. Great fun.

Probably not the typical driving for Countryman owners, as “sporty driving” doesn’t seem like a purchase point, unless we’re referring to skiing, fishing or surfing. Driven hard in the wet, as we were able to do, one gets the impression the ALL4 isn’t meant to make this the fastest Mini, but rather one that won’t slither away in snow or sand; less a machine for a racer than for a rambler. — *John Lamm*



» Mitsubishi Outlander Sport.

Mitsubishi

The big news from Mitsubishi for 2011 is the arrival of an all-new model called the Outlander Sport. As its name suggests, it’s a sportier, smaller version of the Outlander SUV. This crossover is powered by a 2.0-liter inline-4 with 148 bhp, yet it returns an estimated 31 mpg highway. Price will be in the neighborhood of \$19,000.

For Evo fans, a new version of the popular Lancer Evolution has arrived, called the SE (Special Edition). It’s basically an MR, but without the expensive forged alloy wheels, upgraded upholstery, premium audio or the MR’s sound insulation package. In return, the SE’s price tag will be lower. The svelte Eclipse sports coupe will receive a new paint scheme—in that all coupe models will now have black-painted roofs. As for the Galant and Lancer, they carry on mostly status quo.

Nissan

Headlining the changes for Nissan in 2011 is the arrival of a couple of all-new models, one of them being the much-publicized Leaf, the world’s first mass-produced all-electric vehicle. The Leaf features a zero-emissions powertrain and affordable pricing; range is said to be as much as 100 miles, and a full charge on a home charging system takes about eight hours. The price is just \$25,280, after \$7500 federal tax savings, and that includes a standard navigation system.

Also new in 2011 is a radically styled crossover called the Juke. Based on the Versa’s platform, the Juke is powered by a turbocharged 1.6-liter direct-injection 4-cylinder that produces 188 bhp and 177 lb.-ft. of torque. An all-wheel-drive system with torque vectoring is available (front-wheel drive comes standard). Nissan’s sports cars—the 370Z and GT-R—receive minor enhancements for 2011.



» Nissan Juke.

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!

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▶ Porsche Panamera V-6.

Porsche

Fans of rear-drive 911s, prepare to laugh maniacally: The new 911 GT2 RS is more powerful—and nearly 500 lb. lighter—than the Carrera GT. Its 620-bhp twin-turbo 3.8-liter flat-6 is good for a torrid 0–60 lunge of 3.4 seconds and a 205-mph top speed. Carbon fiber abounds (for the trunklid, side air intakes, seats and rear wing) and the interior is swathed in red and black Alcantara. The enormous yellow calipers signify carbon-ceramic brakes, standard equipment in the GT2 RS's estimated \$245,000 base price.

In the blue-collar exotic ranks is the Boxster Spyder, a \$61,200 sunny-day roadster with a somewhat fussy 2-piece manual soft-top and a flowing aluminum rear deck. It's 176 lb. lighter than a Boxster S and, when equipped with the PDK transmission, the quickest production Boxster.

For 2011, the Panamera can be ordered with a 3.6-liter 300-bhp V-6 in either rear- or all-wheel-drive guise...a bit of an anticlimax after the V-8 models, but it can get to 60 mph in less than 6 seconds, according to Porsche's stopwatch. And when you absolutely, positively have to have a sport ute

Driving Impression:

2011 PORSCHE PANAMERA V-6

For a company that's been around as long as Porsche (nearly 80 years), you'd think there wouldn't be too many "firsts" these days. Yet the German company breaks new ground about as regularly as the Lakers win NBA championships. Porsche water-cooled its flat-6 engine in 1997, built its first SUV in 2002, and then last year introduced its first sedan, the Panamera. Now the company has built its own 3.6-liter V-6 to drop into the big 5-door's engine bay (and no, this isn't the same VW-sourced VR6 found in the Cayenne).

The advantages of the new Panamera V-6 over the V-8-powered version are obvious. First, the price of the car comes down to a semi-affordable \$74,400, putting it in the neighborhood of the BMW 5 Series and Mercedes-Benz E-Class. Fuel economy improves from the V-8's 16/24 to 18/27 mpg. And, the car's hefty curb weight is

that handles like a sports car, the all-new Cayenne bows this year, with tauter lines, a slightly lower curb weight and a range-topping 4.8-liter twin-turbo V-8 making 500 bhp, shared with the Panamera Turbo.

trimmed from 4123 to 3880 lb.

What you give up with the V-6 is power and torque. It's rated at 300 bhp and 295 lb.-ft. of torque, a noticeable drop from the V-8's 400 bhp and 369 lb.-ft. But driving on the roads around Cologne, Germany, I found the V-6 Panamera to be a delight, providing enough oomph to satisfy the spirited driver. When revved to its 6700-rpm redline, the 90-degree V-6 sounds melodious. That said, the Panamera still feels heavy, especially through corners.

Matching the V-6 to the PDK gearbox provides for ultra-quick shifts. And with 80 percent of peak torque arriving at 1500 rpm, it's not surprising that Porsche claims the Panamera V-6 will hit 60 mph in 5.8 seconds and reach a top speed of 160 mph.

The Panamera V-6, on sale now, comes in two versions: rear-drive and the Panamera 4, which features active all-wheel drive. —Sam Mitani

Also in the Cayenne range is the S Hybrid, Porsche's first such production vehicle. It should be quick, with a combined output of 380 hp from its supercharged 3.0-liter V-6 and electric motor. It lists for \$67,700.

Great ideas come in waves. Literally, in this case.



For Infiniti engineer and avid surfer, Mineki Iwaki, it seemed like a natural idea. What if he could design a suspension system for the iconic Infiniti FX by applying what he had learned from surfing? One that seamlessly adapts to changing road surfaces and driving behaviors. Just like a surfer adapts to the flow of a wave.

“Usually, there is a trade-off between riding comfort and precision handling,” he stated. But delivering both in the dynamic luxury crossover would be his top priority. His solution? An ingenious technology called Continuous Damping Control:

Mr. Iwaki and his team began with a redesigned triple-tube damper that features an electronic solenoid valve actuator. This innovation allows the system to automatically adjust the size of the valve openings by continually analyzing data from nine different sensors throughout the vehicle.



Sensors are used for monitoring G-forces on the vehicle's axles and upper body, steering angle, speed, braking and engine torque. Then, once all these variables are considered, an electronic signal varying from 0.6A to 2.0A forces the motion of the solenoid to optimize the flow of fluid inside the dampers. Thus stiffening or softening the suspension as needed. Impressively, the system executes all of this in as little as 10 milliseconds. Which is a fraction of the human brain's reaction time.

For Mr. Iwaki, the end result of his inspiration is a suspension system crafted to work in perfect concert with the entire vehicle and its surroundings, providing up to 250% more damping control than previously attainable. For the driver, it means a vehicle designed to adapt to the way you drive, delivering exceptional comfort, responsiveness and handling. Experience it in the Infiniti FX. This is inspired performance. This is the way of Infiniti.

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TESTING THE U.S. WATERS

New automakers poised to pounce in 2011...will they make it or not?



1. Fiat:

The Fiat 500 Prima Edizione is a go; it should pry a few U.S. enthusiasts out of their Minis. About 200 Fiat franchises at Chrysler dealerships are planned.

2. Coda:

A plug-in lithium-ion electric based on the Chinese-made Hafei Sabo 4-door sedan; an ambitious 14,000 cars are promised in 2011.

3. Aptera:

After design delays and foraging for additional capital, Aptera will begin selling its composite-bodied ultra-aerodynamic electric 3-wheeler in 2011, albeit late in the year.

4. Geely:

The Chinese industrial giant first made refrigerators in 1986 and has threatened to bring cars to the U.S. since about 2005; now it owns Volvo.

5. Alfa Romeo:

The delays continue. Although the Giulietta's chassis will ultimately underpin some Chrysler offerings, no definitive plans have been made for Alfa-badged cars to be sold here.

Rolls-Royce

Automobiles of Rolls-Royce stature aren't expected to change capriciously. This past year though, the term "new" was affixed to this fabled British marque with the appearance of a Ghost. This smaller sibling to the Phantom has demonstrated genuine Rolls-Royce attributes, this, despite being based on lesser mechanicals. (But when the latter are those of a sumptu-

ous BMW 7 Series, who's to quibble?)

Indeed, we did very little quibbling in our August 2010 comparison test of the Rolls-Royce Ghost and Bentley Flying Spur; wondrous cars, both.

The 2011 Ghost is priced at \$245,000. Phantom models are \$380,000, \$408,000, \$443,000 and \$450,000 for Sedan, Coupe, Drophead Coupe and Extended Wheelbase Sedan, respectively. Bespoke opportunities exist as well.

Saab

While not exactly a household name in the U.S., Saab does have enthusiast appeal, so we're glad Dutch sports-car-builder Spyker stepped up and took over the Swedish brand from General Motors. The redesigned 2011 9-5 (see First Drive, September 2010) is still heavily GM-influenced, so it will be at least until 2012 before we see the effect of Spyker's influence on Saab when an all-new 9-3 hits the market.

The new 9-5 will initially be offered with a 2.8-liter turbocharged V-6 with 300 bhp, with a turbocharged 2.0-liter inline-4 (E85-capable) offered shortly thereafter. A 6-speed manual transmission is standard on the smaller engine, with a 6-speed automatic optional. The 2.8-liter will come standard with Saab's XWD all-wheel-drive system and a 6-speed automatic.

Equipped with DriveSense, Saab's vari-

able suspension damping and throttle sensitivity function, the 9-5 straddles the line between highway cruiser and sports sedan.

Aside from the 9-5, the 9-4x crossover will be unveiled in 2011. Based on the Cadillac SRX, the 9-4x will feature the same powertrains as the 9-5. The 9-3 line—comprised of sedan, convertible, SportCombi wagon and 9-3x (an "allroad" version of the Combi)—will carry over unchanged into 2011.

SAAB 9-5

Price range: est \$32,000–\$43,000

Body/seats: 4D/5

Base engine: 2.8-liter turbo dohc 24V V-6, 300 bhp

Opt. engine: 2.0-liter turbo dohc 16V I-4, 220 bhp

Transmission: 6-speed automatic, 6-speed manual

Layout: front engine/all-wheel drive;
front engine/front drive

Length: 197.2 in.

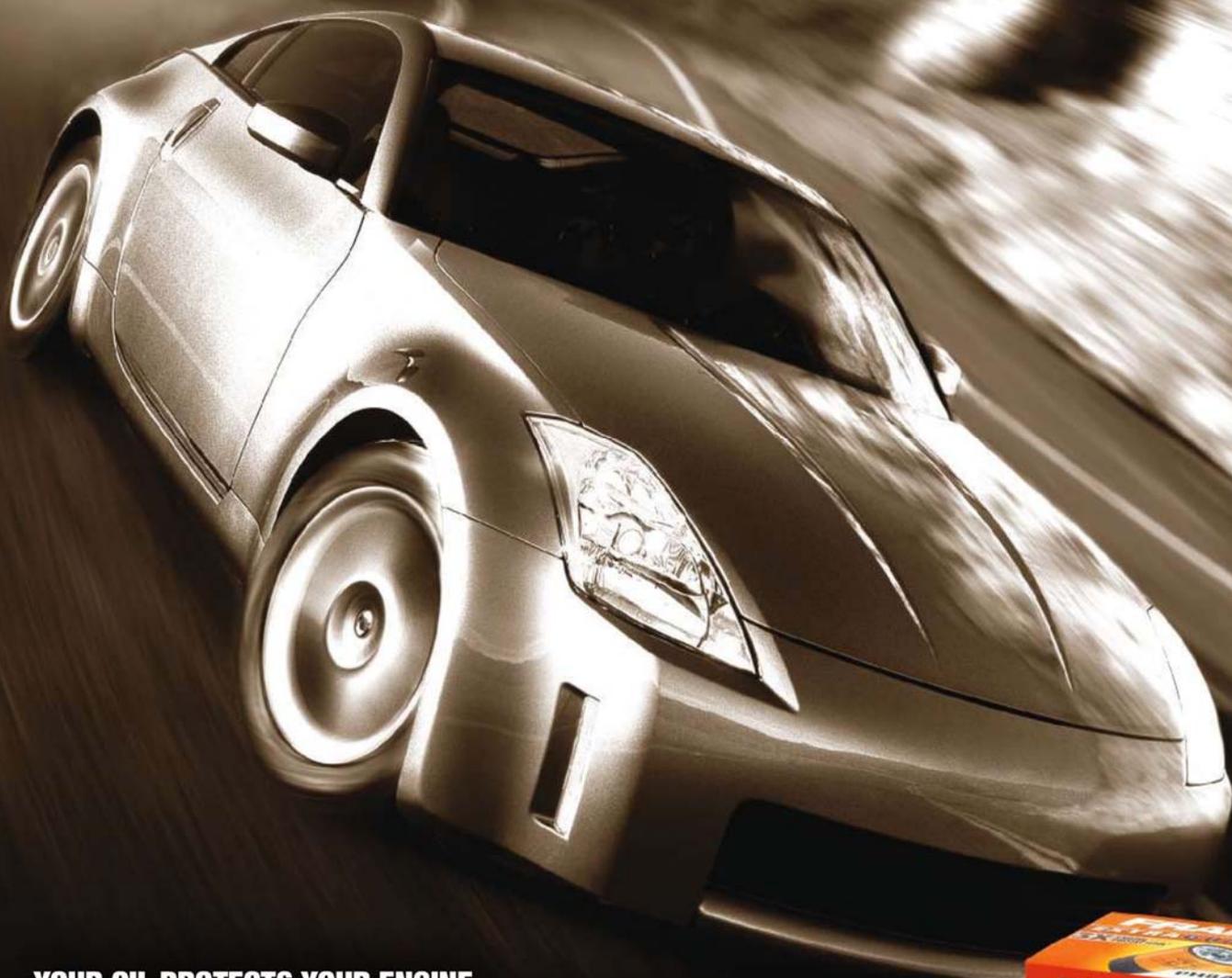
Weight: est 3800 lb

EPA, city/hwy: na

0–60 mph: est 6.9 sec



» Saab 9-5.



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Scion

The most youth-oriented car brand in the U.S. looks to grow its appeal in 2011 with the addition of the new (for the U.S.) Scion iQ, along with an all-new version of the tC coupe. Scion is positioning the iQ as a “premium micro-subcompact” in the States. Translated, this means that although the iQ is smaller than a Ford Fiesta or Honda Fit (but larger than a Smart), it shouldn't feel like a cheap car. A unique 3+1 seating arrangement provides space

» Scion tC.



for up to three adults and a small child, with the ability to fold the back seats flat for more cargo space. Its 1.3-liter inline-4 makes just over 90 bhp and comes mated to a CVT; fuel economy is in the high 30-mpg range. (See our drive of the iQ in “Small Wonders,” June 2010.)

The second-generation tC looks to improve upon the success of the first with a bold new style to go with its all-new chassis and engine. The 2.5-liter 4-cylinder makes 180 bhp (19 bhp more than the 2.4-liter) and 173 lb.-ft. of torque (up 11 lb.-ft.) and can be paired with either a 6-speed manual or shiftable 6-speed automatic. The chassis sits lower and rides on

SCION tC

Price range: \$18,275–\$21,000
Body/seats: 2D/5
Base engine: 2.5-liter dohc 16V I-4, 180 bhp
Opt. engine: none
Transmission: 6-speed manual, 6-speed automatic
Layout: front engine/front drive
Length: 174.0 in.
Weight: est 3000 lb
EPA, city/hwy: 23/31
0–60 mph: est 6.8 sec

larger wheels than the previous model.

The xB and xD both receive new grille designs, with the xB also getting updated head- and taillights; the xD sports firmer suspension for improved handling.



» Scion iQ.

Smart

Not much news from Daimler's diminutive offshoot, aside from the limited availability of the all-electric Smart Fortwo. For now the car will be leased mainly to fleet customers, but the feedback Smart gets from this initial batch of 1000 cars will help tune them for mass production sometime in 2012. Propulsion comes from a 20-kW motor that can, as needed (and for a limited duration), produce up to 30 kW of output power. Feeding the motor is a 16.5-kWh lithium-ion battery. It can be charged from either 110- or 220-volt outlets, Smart claiming a real-world range of around 85 miles.

Subaru

With the far-roomier fifth-generation Legacy/Outback models making their debut last year, the focus shifts to the Impreza WRX and WRX STI that, for 2011, both feature the new 4-door “wide body”

design, wholly consistent with the already formidable girth of the STI 5-door. The regular WRX's tracks are widened by approximately 1.5 in., the rear subframe bushings are stiffer, and there's more tire and wheel...the alloys are 17 x 8 (versus 17 x 7 previously) and the tires are now size 235/45-17, a 10-mm increase in section width. The STI, in addition to the new 4-door body option, gets a firmer suspension (higher-rate springs, thicker anti-roll bars and new bushings), lighter 18-in. wheels, polished stainless steel quad tailpipes and a redesigned front fascia on the 5-door to bring styling in line with the other wide-body designs.

A new Bluetooth-enabled and iPod-capable audio system is available in most Subaru models. Foresters get a new base 2.5-liter flat-4 with slight increases in torque and fuel economy and an optional removable TomTom navigation system, which is also optional on the Impreza 2.5i Premium and standard on the new Outback Sport Special Edition model.

Suzuki

Suzuki's huge success following the introduction of the Kizashi this past year should only get better in 2011. That's because now you'll be able to equip both GTS and SLS models with the Sport trim, which adds (among other things) a more aggressive front fascia and lower grille, chrome body side sills, foglight bezels with chrome surrounds, a trunk-mounted spoiler, 10-mm lower ride height and new 18-in. wheels that are also lighter by 2 lb. apiece. If you decide to get navigation, you'll have the option of a rear-view camera as well.

Although there aren't too many changes to the SX4 line, one difference everyone will be able to get behind is a new lower MSRP (not yet official at press time; expect it to drop by about \$2000). In addition to the lower price, the SX4 benefits from an extra pair of rear seat side-impact airbags, bringing the total to eight airbags in every SX4. Garmin's new 1600 series portable navigation system will also be available.

The rest of the Suzuki line goes largely unchanged, aside from the Grand Vitara's newly upgraded navigation system and the discontinuation of a V-6 option (4-cylinders only now).

» Subaru WRX STi sedan.





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Tesla

Tesla's big news came this past summer with its Initial Public Offering of stock netting the company some \$202 million on sales of almost 12 million shares—in one day. The company celebrated at new outlets opening in our own Newport Beach, California, neighborhood and also in Copenhagen, Denmark.

Shown at both locations and qualifying as New for 2011 were examples of the Roadster 2.5, Tesla's fourth iteration of its Lotus Elise-derived electric sports car. Its list price is \$109,000; that of the Roadster Sport (with some 8 percent more torque), \$128,500. Upgrades of the 2.5 version are moderate. New front and rear fascias have diffuser vents. Forged alloys, of directional design, are available in either silver or black. New seats have larger bolstering and a new lumbar support configuration. An optional 7-in. touchscreen display includes a backup camera. New acoustic liners in the front fenders make the interior even more EV-silent. Last, the car's power control hardware is said to enable more spirited driving in extremely hot climates.

This last point underscores the Roadster's wide EV appeal. Though only around 1200 Teslas have been sold, they're said to be in at least 25 different countries.

Other investment includes \$50 million from Toyota in defining a partnership of EV development as well as Tesla's acquisition of the ex-New United Motor Manufacturing Inc. plant in Fremont, California. Tesla's Model S sedan is scheduled to begin production at the revamped NUMMI site in 2012.

Toyota

There won't be a whole lot of new product coming from Toyota for 2011, other than the arrival of a significantly refreshed Corolla. Details of the car are sketchy at this point; about the only thing we know for sure is that it's set to bow in November.

While most of us have been eagerly anticipating the arrival of the FT-86 rear-drive sports car, reports from Japan say the project has been put on hold until 2013—design and styling issues were cited as the main reasons for the delay. As for the rest of Toyota's current lineup, the roomy Avalon sedan gets the most changes for 2011 with updated styling and three new exterior colors.

Volkswagen

The highlight at VW this year? The October arrival of the new Jetta, a larger sedan that's priced more competitively than before (see our First Drive in this issue). The Touareg SUV is also new, far more carlike than the outgoing model and boasting a choice of three powertrains: a 3.6-liter gasoline V-6 with 280 bhp, a 3.0-liter TDI diesel V-6 with 225 bhp, or a Hybrid model that blends a supercharged 3.0-liter gasoline V-6 with a 34-kW electric motor. This new Hybrid, with peak combined output of 374 hp, is by no means a slouch. And it will also be easy on fuel, getting around 28 mpg in daily use. Every Touareg model now comes with an 8-speed automatic transmission.

Most interesting to us, however, is the New Midsize Sedan, which will be built early next year in VW's new Chattanooga, Tennessee, plant. This front-drive Passat replacement, a larger car than the current Passat, might carry the Passat name even though there will still be a European one



» Volkswagen New Midsize Sedan.

sized more appropriately for the home market. VW is tight-lipped about the NMS, but we know the company intends for the car to compete with the likes of the Camry and Accord as part of an ambitious growth plan in North America. That's a tall order, and not simply because it's a crowded segment...

VOLVO S60 T6 AWD

Price range: \$37,700–\$45,000

Body/seats: 4D/5

Base engine: 3.0-liter turbo dohc 24V I-6, 300 bhp

Opt. engine: none

Transmission: 6-speed automatic

Layout: front engine/all-wheel drive

Length: 182.2 in.

Weight: 3901 lb

EPA, city/hwy: 18/26 mpg

0–60 mph: est 5.8 sec





PHOTO BY GLENN PAULINA / KGP PHOTOGRAPHY

While the Jetta Sportwagen—of which 85 percent of those being sold are TDI diesels—is unchanged for 2011, several other VW models receive an upgraded navigation system. Lastly, there will not be a 2011 New Beetle; an all-new 2012 model (the New New Beetle?) will make its debut sometime in 2011.

WHY TECH

Whatever were the engineers—or marketers—thinking? Here are our picks of what we could easily do without. Alphabetically:

Automated manuals with clunky low-speed operation:

You know who you are!

Complex start/stop/acc button sequences:

This task should be simple...

Instant mpg displays:
Extremes of readout dithering are all but useless.

Lane guidance systems:
If you're this lax in your driving, pull over and rest!

Trick ventilation systems:
"Scented" air ducts?? Really now...

Volvo

Emory Leeson, Dudley Moore's character in 1990's truth-in-advertising comedy *Crazy People*, will have to eat his words: "Volvo—they're boxy, but they're good." Because, while it's still good, the curvaceous and dare we say sexy new S60 T6 AWD bears zero resemblance to the container it came in (see last month's First Drive for more information). It's a shame we won't see the exquisite V60 wagon variant in the States, according to a Volvo spokesperson, as the market for high-end wagons here is all but non-existent. To this point, the V70 has been discontinued, but its XC70 soft-roader

couterpart lives on.

The handsome C70 retractable hardtop continues relatively unchanged mechanically, but significant frontal styling updates to it and the 3-door hot-hatch C30 provide more differentiation. The new-for-2010 XC60 crossover's base 3.2-liter straight-6 gets a 5-bhp bump (now 240) and the T6 variant's turbo 3.0-liter gets a 19-bhp promotion (now an even 300), that same engine found in the S80 sedan and new S60. The XC90 continues with a choice of the 3.2-liter inline-6 or the sole V-8 from Volvo, a 311-bhp 4.4-liter powerplant, an engine that's no longer offered in the S80. We won't get into what Emory Leeson said about Jaguars, but you might remember. ☑



»» Volvo S60 T6 AWD.

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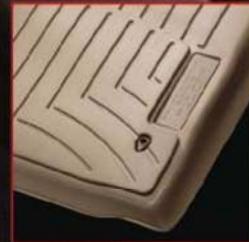
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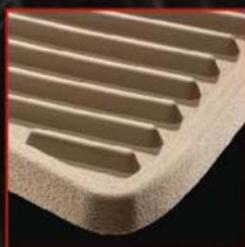
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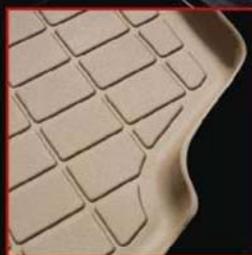
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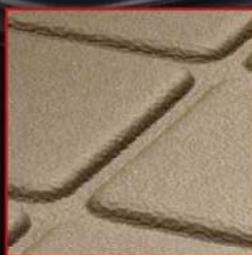
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ROAD
TEST

BMW 750i VS. LEXUS LS 460 SPORT

Heavy Hitters

The Lexus LS is now available as a Sport model. Does it have the sporting chops to take on the big BMW?

BY JONATHAN ELFALAN » PHOTOS BY JEFF ALLEN



Let's face it, when it comes to performance cars Lexus is not exactly a marque that readily pops into mind. Or is it? With the launch of the "F" division through the potent IS F performance sedan, and with the ultra-exotic LFA locked and loaded in the chamber of production (not to mention completely sold out through pre-sale), there's now substantive reason to believe that this once acquiescent, luxury-only brand is poised to ruffle up some of the most serious players in the business. ❖ So I guess it shouldn't have come as a huge surprise to see Lexus expand this newfound vigor to a segment it has done relatively well in, even without the pretense of athleticism. The LS 460 may not have been built as a performance-driven machine from the ground up, but with the newly available Sport Package, there's new life and an inner sporting spirit to be explored from behind the wheel of this Lexus. ❖ To gauge just how far the LS 460 has come, we couldn't think of a better target than its former antithesis, the all-new twin-turbocharged BMW 750i. Beautifully engineered and faster than ever, the new 750i is the best 7 Series we've seen to date and is intent to remain the segment's dynamic leader and definitive driver's car.



Exactly how good is it though, and is the big 750i sedan really worth that gaping price margin (nearly \$20,000) over its more attractively priced Lexus competition? ❖ International Editor Sam Mitani and I headed down the long road through the Anza-Borrego Desert to find some answers, pitting long-distance comfort of both cars against our discriminating backsides while seizing every opportunity to hammer down a few of the incredibly straight or sublimely curvaceous roads that California's beautiful low desert has to offer—and we emerged with some interesting revelations.

2nd

LEXUS LS 460 SPORT
POINTS 371.7

I can vaguely recall the first time I belted in to drive an early version of the new Lexus LS 460. Not that it lacked quality, comfort or power, but it was just another fluffy, automatic-gearbox luxury boat that was quick to be forgotten once you cranked its steering wheel. This weakness could be blamed solely on a suspension that was about as firm as a bowl of soft-serve ice cream on a sunny day, riding on all-season tires that vehemently gave protest when pushed hard. There was an obvious untapped reserve of performance, and thus entertainment, to be had given the stout 4.6-liter V-8 and rear-drive architecture. Come on, Lexus!

Enter the Sport Package, packed with enough performance and aesthetic enhancements to not only put the LS 460 back on our radar, but persuade us to take it out hunting for some big sport-luxury bogies.

For your dollars—\$6185 of them to be exact—the Sport Package includes a cool smoked-out sport grille embedded in the front fascia that's complemented by a low-slung splitter and body-thickening rocker panel extensions. The forged 19-in. wheels are fitted with dedicated summer performance tires that increase grip as well as they fill out the wheel wells. Brembo brakes peer out from behind split



spokes in a visually impressive display of stopping potential.

On the interior front, you gain Sport-specific black and saddle tan leather that's trimmed with matte dark brown accents, colors that befit the look and demeanor of the LS's new character. If it's not to your liking, you're out of luck because it's the only interior configuration Lexus offers. The new front sport seats gain a palpable amount of lateral support, though still not quite to the rib-hugging degree we like. On another positive note, the leather-trimmed sport steering wheel has sprouted a pair of inconspicuous paddle shifters, which help the driver manipulate the aggressively recalibrated 8-speed transmission.

These are all fantastic additions that would be enough to validate the LS 460 Sport's presence on these pages, but the most remarkable upgrade is the new suspension that ensures the driving experience

is not forgettable. The LS chassis receives a sport-tuned air suspension offering three modes of damping—Comfort, Normal and Sport—that can be changed on the fly with a rocker switch next to the one that varies the response of the electronic throttle (ECT). With this, you can now customize the character of the LS, from docile city coach to atypical canyon carver!

Upon reaching the aforementioned fun zone known as Highway S22, the LS Sport was able to rewrite our history altogether with a single pass down the canyon grade. The brakes held up phenomenally well under repeated late-braking maneuvers (did we really leave our photographer in the dust that easily?) while testing the transmission's new rev-matching downshift function—à la IS F. The shifts are lightning quick but don't engage with quite the kick of an "F" car, and that's perfectly appropriate. Slap the

drive selector over to manual mode and it'll even let you hold a gear at the engine's soft limiter, which is something the BMW's 6-speed automatic (or any current Audi auto) won't let you get away with.

The LS's powerful 4.6-liter V-8 utilizes a combination of port (for a quieter idle) and direct fuel injection (for performance) and cranks out 380 bhp and 367 lb.-ft. of torque. This makes getting up to traffic speeds a mindless affair (the car hits 60 mph in 5.6 seconds), and doesn't leave you at all disappointed when you're wanting to relish a good road or simply lay down two lengthy strips of rubber.

Having yet to drive the BMW, I'm already convinced that the Lexus LS 460 Sport is all the performance I'm ever going to need in a car this size and this comfortable. But I can't jump to any conclusions yet—there's a Bavarian starship that eagerly awaits my time at its helm.



» Although neither car suffers from cramped rear quarters, the Lexus provides noticeably more rear knee room. Opposite page: The control buttons accompanying the touchscreen provide quick access to menu items, without having to navigate through screen after screen. Steering wheel paddles are discreet and almost go unnoticed.



1st

BMW 750i
POINTS **392.6**

Stepping out of the Lexus and into the BMW, I sense an immediate and clear difference between their schools of thought, even before the ignition is keyed. Where the Lexus' lines swoop and carve designs into the dash and door-panel profiles with sharp color contrast, the BMW responds with relatively straight and modest edges and a more organic color palette. For some, the BMW's interior styling could come off as boring. But for those who prefer subtlety over flair, there's comfort in German simplicity, especially since you'll have to conserve every ounce of sense you've got left for what this car is capable of showing you dynamically.

Up to this point, I was quite certain we had a fair match on our hands. The LS easily ranks among the sportiest Lexuses I've ever driven, and I'm confident it could give a fair number of canyon brats a run for their egos. Then I swapped over to the BMW for a shot up a particularly decent stretch of mountain highway. What I learned was this: The 750i will take what you know about large luxury sedans, suck it up its intakes, shred it with its twin turbos, incinerate it with a precise injection of petrol and then spit it out at the first apex you attack. This car has a blatant disrespect for the laws of physics. Acceleration from 0 to 60 mph comes up in a mere 4.9 sec. with the quarter mile following at 13.3 sec. at 108 mph, the result of having



»» BMW's iDrive, which controls/monitors everything from oil level to air conditioning, is extremely comprehensive, even providing a searchable electronic owner's manual. It's also much more intuitive than before.

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THE Results

PERFORMANCE

Performance points based on proportional scale (normalization).

	2010 BMW 750i	2010 Lexus LS 460
0-60 mph time	30 pts 30.0	26.3
0-¼ mile time	30 pts 30.0	28.3
Slalom	30 pts 30.0	28.4
Skidpad	30 pts 30.0	28.3
Braking, 60-0 mph	30 pts 30.0	29.0
Braking, 80-0 mph	30 pts 30.0	27.8
Fuel economy, EPA	20 pts 18.6	20.0
SUBTOTAL	200 pts 198.6	188.1

SUBJECTIVE

Subjective ratings based on points awarded in each of 12 categories by editors and scored based on a proportional scale.

	2010 BMW 750i	2010 Lexus LS 460
Driving excitement	20 pts 20.0	16.0
Engine	20 pts 20.0	18.0
Gearbox	20 pts 17.0	20.0
Steering	20 pts 20.0	15.8
Brakes	20 pts 20.0	20.0
Ride	20 pts 19.0	20.0
Handling	20 pts 20.0	16.0
Exterior styling	15 pts 15.0	13.4
Interior styling	15 pts 15.0	15.0
Seats	10 pts 10.0	9.4
Ergonomics/controls	10 pts 9.0	10.0
Luggage space	10 pts 9.0	10.0
SUBTOTAL	200 pts 194.0	183.6

TOTAL POINTS (Price independent)	400 pts 392.6	371.7
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Final Standings	1	2
	2010 BMW 750i	2010 Lexus LS 460

STANDINGS, PRICE DEPENDENT

Points based on a proportional scale; points range based on percentage of top price.

Price as tested	200 pts 189.7	200.0
	\$95,725	\$76,014
Price-sensitive total points	582.3	571.7
Price-sensitive standings	1	2

400 bhp at your disposal and a 450 lb.-ft. mesa of torque from 1750 to 4500 rpm. And the defiance doesn't stop there.

We could say the 750i handles better than many cars half its size and you'll know it's not just hyperbole. It pulls an average of 0.89g around our skidpad and weaves through the slalom at a swift 68.2 mph average. Considering that the 750i weighs in at a portly 4600 lb. with no one on board, it takes some clever engineering to make this big sedan work so well, given all that weight being thrown around.

BMW, as it turns out, does Sport Packages too, this one adding \$6500 to the \$82,000 base price. This adds 19-in. V-spoke wheels, and wraps them with Goodyear's performance rubber that is a notch or two stickier than the LS's Dunlops. The front and rear bumper caps are replaced with more aggressive wind tunnel-sculpted pieces and the window trim is darkened for a stealthy effect. The interior also gets treated to an Anthracite-colored Alcantara headliner and a nice thick-rimmed leather M steering wheel, which we would've really liked to have been wrapped in Alcantara too. All aesthetic upgrades aside, what the Sport Package gains you in dynamics is the Active Roll Stabilization (ARS). This system works to resist lateral body movement with a counter force applied by the electronically controlled anti-roll bars that create exceptionally flat cornering without over-stiffening the ride. When coupled with the extremely intelligent Dynamic Driving Control stability system and its comprehensive array of response settings (Comfort, Normal, Sport and Sport +), you end up with a 7

Series that is nearly unflappable. You can intentionally be irresponsible with your inputs (not that you ever would be), or be overconfident with corner-entry speeds and the 750i simply collects itself and continues on with little drama.

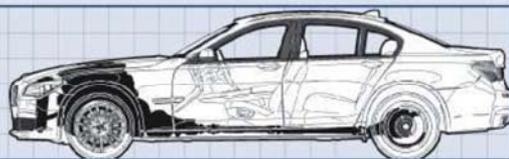
In everyday, normal driving, we favored the Lexus over the BMW by a thin margin mainly due to a slightly quieter cabin, lighter-effort steering and a trace more suspension compliance. The 8-speed transmission helps the LS have a small fuel economy advantage (16/24 versus 15/22, city/highway, respectively), which averaged out to about 1 mpg better overall during our drive.

As far as dynamics go, however, we will let the numbers speak for themselves. The supreme communication between the BMW and its driver—be it in the car's superb steering or its innate ability to do what it's asked—is what sets the 750i apart from the rest of luxury sedan crowd and makes this big Bimmer one truly ultimate machine to drive. 



BMW 750i

BMW of North America, P.O. Box 1227, Westwood, N.J. 07675-1227;
www.bmwusa.com



SCALE: 10 IN. (254MM) DIVISIONS • DRAWINGS BY TIM BARKER

	BMW 750i	Lexus LS 460 Sport
GENERAL DATA		
List price	\$82,000	\$64,680
Price as tested	\$95,725	\$76,014
	Price as tested incl std equip. (dual frnt, side & side curtn arbg, yaw/trac cntrl, adpt. xenon hdlt, nav w/ traffic, Bluetooth), M Sprt Pkg (19-in. whls, ARS, M str whl, Aero kit, etc.) \$6500, Prem. Snd Pkg (iPod/USB, 6-dsc DVD) \$2000, Conv. Pkg (pwr trnk, keyless entry, sft close doors) \$1700, HUD (\$1300), Sat. radio (\$350), gas-guzzler tax (\$1000), dest charge (\$875).	
Curb weight	4600 lb	4545 lb
Test weight	4775 lb	4720 lb
Weight dist (w/ driver), f/r, %	52/48	52/48
Wheelbase	120.9 in.	116.9 in.
Track, f/r	63.4 in./65.0 in.	63.2 in./63.2 in.
Length	199.7 in.	199.2 in.
Width	74.9 in.	73.8 in.
Height	58.2 in.	58.1 in.

	ENGINE	
Type	twin-turbo dohc 4-valve/cyl V-8	dohc 4-valve/cyl V-8
Displacement	4395 cc	4608 cc
Bore x stroke	89.0 x 88.3 mm	94.0 x 83.0 mm
Compression ratio	10.0:1	11.8:1
Horsepower (SAE)	400 bhp @ 5500-6400 rpm	380 bhp @ 6400 rpm
Torque	450 lb-ft @ 1750-4500 rpm	367 lb-ft @ 4100 rpm
Redline/limiter	6800/6800 rpm	6600/6700 rpm
Fuel injection	direct	direct & elect. sequential port
Rec fuel	premium	premium

	CHASSIS & BODY	
Layout	front engine/rear drive	front engine/rear drive
Body/frame	alum./steel	unit steel
Brakes, front	14.7-in. vented discs/1-piston sliding calipers	14.8-in. vented discs/6-piston fixed calipers
rear	14.6-in. vented discs/1-piston sliding calipers; vac assist, ABS	13.1-in. vented discs/2-piston fixed calipers; vac assist, ABS
Wheels	cast alloy; 19 x 8 1/2 f, 19 x 9 r	forged alloy; 19 x 8
Tires	Goodyear Excellence Run On Flat; 245/45ZR-19 98Y f, 275/40ZR-19 101Y r	Dunlop SP Sport Maxx 101; 245/45ZR-19 98Y
Steering	rack & pinion, vari power assist	rack & pinion, elect. power assist
Steering ratio	16.3:1	13.3:1
Turns lock to lock	3.2	2.8
Suspension, f/r	upper & lower A-arms, coil springs, elect. adj tube shocks, elect. adj anti-roll bar/multilink, coil springs, elect. adj tube shocks, elect. adj anti-roll bar	multilink, elect. adj air springs, elect. adj tube shocks, anti-roll bar/multilink, elect. adj air springs, elect. adj tube shocks, anti-roll bar

	ACCOMMODATIONS	
Seating capacity	5	5
Head room, f/r	39.0 in./36.5 in.	38.0 in./36.0 in.
Front-seat leg room	45.8 in.	44.0 in.
Rear-seat knee room	24.8 in.	28.0 in.
Trunk space	17.7 cu ft	18.0 cu ft

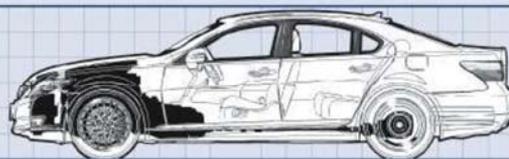


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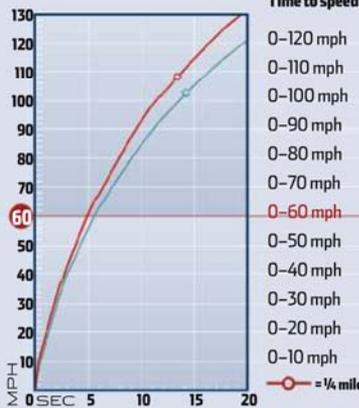
Lexus LS 460 Sport

Lexus, a division of Toyota Motor Sales, U.S.A. 19001 S. Western Ave., Torrance, Calif. 90501; www.lexus.com



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	BMW 750i	Lexus LS 460 Sport	
ACCELERATION			
Time to distance, seconds			
0-1320 ft (1/4 mile)	13.3 @ 108.0 mph	14.1 @ 102.3 mph	
	Time to speed	BMW	
		Lexus	
	0-120 mph	16.3	19.4
	0-110 mph	13.8	16.2
	0-100 mph	11.3	13.5
	0-90 mph	9.4	11.0
	0-80 mph	7.8	9.1
	0-70 mph	6.4	7.3
	0-60 mph	4.9	5.6
	0-50 mph	3.9	4.3
	0-40 mph	2.8	3.0
	0-30 mph	1.8	2.1
	0-20 mph	1.1	1.3
	0-10 mph	0.4	0.5



	BRAKING	
Minimum stopping distance		
From 60 mph	119 ft	123 ft
From 80 mph	210 ft	227 ft
Total swept area	732 sq in.	636 sq in.
Swept area per ton	318 sq in.	280 sq in.
HANDLING		
Lateral accel *	0.89g	0.84g
Balance	mild understeer	mild understeer
Slalom speed**	68.2 mph	64.5 mph
Balance	mild understeer	mild understeer

*200-ft skidpad; **700-ft slalom, 100-ft spacing.

	DRIVETRAIN	
Transmission	6-speed automatic	8-speed automatic
Gear/Ratio/Overall/(Rpm) Mph		
1st,:1	4.17/14.44/(6800) 37	4.60/13.50/(6700) 40
2nd,:1	2.34/8.10/(6800) 66	2.72/8.00/(6700) 67
3rd,:1	1.52/5.27/(6800) 102	1.86/5.47/(6700) 99
4th,:1	1.14/3.96/(6800) 136	1.46/4.30/(6700) 126
5th,:1	0.87/3.00/est(5900) 155*	1.23/3.62/est(5850) 130*
6th,:1	0.69/2.39/est(4700) 155*	1.00/2.94/est(4750) 130*
7th,:1	na	0.82/2.42/est(3900) 130*
8th,:1	na	0.69/2.01/est(3250) 130*
Final drive ratio	3.46:1	2.94:1
Engine rpm @ 60 mph	1800 rpm	1500 rpm
In top gear		

*Electronically limited.

	FUEL ECONOMY	
Our driving	14.9 mpg	15.8 mpg
EPA city/highway	15/22 mpg	16/24 mpg
Cruise range	310 miles	335 miles
Fuel capacity	21.7 gal.	22.2 gal.

	INTERIOR NOISE	
Idle in neutral	51 dBA	46 dBA
Maximum, 1st gear	76 dBA	83 dBA
Constant 50 mph	69 dBA	73 dBA
Constant 70 mph	73 dBA	77 dBA

	TEST CONDITIONS	
Temperature	62° F	Elevation 350 ft
Humidity	53%	Wind Location Irvine, California
		calm



WHEN YOU LOOK AT THE LARGE V-SHAPED third brake light of the new CTS-V Coupe from just the right angle, a very cool car comes to mind—the 1959 Cadillac Eldorado, whose gigantic tailfins recall a time when cars were design statements, not just mere transportation.

The same can be said of the 2011 CTS-V Coupe; it's a head-turner with a healthy dose of Cadillac's sharp-edged "Art & Science" style. But it's a more well-rounded machine, built upon a well-balanced rear-drive chassis that relishes weekend canyon runs, aided by Magnetic Ride Control suspension, sticky Michelin Pilot Sport 2 summer tires, big Brembo brakes and its 556-hp V-8.

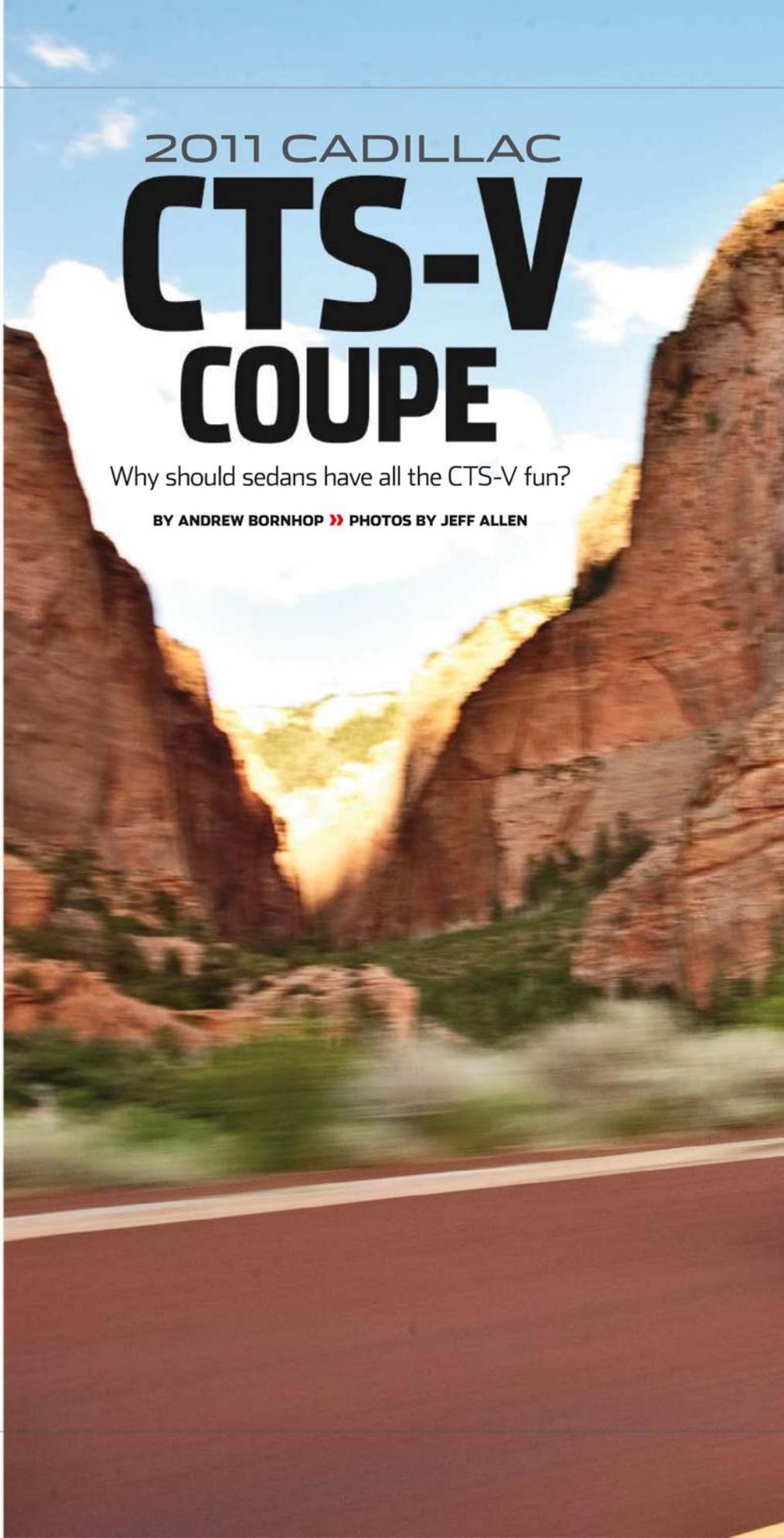
Yes, you read that right. The new V—in Coupe, Sedan or Sport Wagon forms—is the most powerful production car lineup in Cadillac's 108-year history, powered by a supercharged pushrod aluminum-block V-8 that puts out 556 bhp at 6100 rpm and 551 lb.-ft. of torque at 3800 rpm. Mated to a Hydra-Matic 6-speed automatic transmission, the LSA V-8 propels the CTS-V Coupe to 60 mph in 4.1 seconds and to the quarter mile in 12.3 at 116.6 mph. That's fast, as quick as a Corvette Grand Sport to 60 and even a tenth quicker in the quarter mile. In both tests it's a match for the CTS-V sedan we tested in August 2009, which was fitted with a Tremec 6-speed manual transmission and had a slightly higher trap speed of 118.8 mph in the quarter. Skidpad and slalom tests were also remarkably similar, with the Coupe circling the skidpad at 0.89g and winding through our slalom at 70.3 mph, two-tenths faster than the CTS-V sedan. That's a great figure for such a heavy car (4240 lb.), and it shows just how effective Magnetic Ride Control suspension is in dealing with transient dynamics.

Although the performance of these Vs is nearly identical—and both cars have the same 113.4-in. wheelbase—these Lansing, Michigan-built hot rods are quite different. The Coupe, for example, has 2 in. less rear overhang, and a 2 in. lower height teams with a 2 degree faster windshield to create a swoopy, fastback roofline that's almost horizontal. Whereas the sedan is a reasonably spacious 5-seater, the Coupe is a 2+2 with fairly tight

2011 CADILLAC CTS-V COUPE

Why should sedans have all the CTS-V fun?

BY ANDREW BORNHOP » PHOTOS BY JEFF ALLEN







» With its wide stance, big power and aggressive Michelin Pilot Sport 2 tires, the new CTS-V Coupe needs supportive seats; unfortunately, not many of us find the optional Recaros comfortable. The leather-covered steering wheel, however, has a good feel.

rear seating—anybody over 5 ft. 9 in. will have their head touch the rear glass, which frankly looks to us like it should be a hatch. And even though the Coupe's trunk is a bit small, folding the rear seat-backs forward allows this potent new Cadillac to swallow a couple of golf bags with ease.

And that helps to explain the CTS-V Coupe. It's a personal indulgence, a car for somebody who can't quite make the jump to a 2-seater such as a Corvette. It's a stylish ride, for sure, with distinctive fascias, a bulging hood, unique 19-in. alloy wheels and a polished dual-outlet center exhaust. But it also brings to the equation a good deal of interior sophistication to complement the tire-spinning power and overall handling manners that are far better than expected of a car that weighs more than two tons.

The CTS-V Coupe is not as lively nor as agile as a BMW M3, but it nevertheless works well, completely at home on the fast and wide open roads that wind their way through the canyons of Utah.

The supercharged V-8 makes short work of the straights between turns, and you can either shift for yourself via buttons on the back of the wheel (actual paddles would be much better) or let the box shift by itself whenever it wants. Grip from the Michelin PS2s (255/40ZR-19 front, 285/35ZR-19 rear) is excellent, and the active magneto-rheological suspension damping works wonders, creating a comfortable ride on the highway while also automatically delivering a beautifully damped sport setup in the twisties. Body roll is always kept well in check, and the steering effort firms up nicely when Sport mode is selected. And all the while, the brake pedal stays pleasantly firm, what you'd expect from a Brembo setup with huge rotors and 6-piston front and 4-piston rear calipers.

If there's a fly in the CTS-V Coupe ointment, it's the automatic gearbox. It works well in pure automatic mode, but the response to the shift buttons on the back of the wheel is not instantaneous, as is the case with so many good dual-clutch transmissions. And sometimes, although the gearbox does work better the harder you drive the car, the auto-blip downshifts feel as if they accelerate the car momentarily a bit during hard deceleration. The solution? Order the manual if you can. It may have longish throws, but it puts you in better charge of all that prodigious power.

Other gripes? A few. The Recaro sport seats with inflatable bolsters may be supportive, but few on our staff found this expensive \$3400 option very comfortable, most of us bothered by the forward-canting headrests that dug into our upper backs. Moreover, the rearward view is not the best, given the V Coupe's thin-slit rear glass and thick C-pillars. And tall drivers such as myself, who have plenty of head room, will wish the leather-wrapped 3-spoke steering wheel telescoped out a bit more. As it is now, with the driver's

seat all the way back, the steering wheel is only reachable with straight arms, not exactly an ideal recipe for comfort on the open road.

Nevertheless, the interior of the CTS-V Coupe is a great place to be, well crafted and fitted with a beautifully stitched dashboard, dark wood and handsome piano-black lacquer trim, not to mention several subtle V emblems and great analog gauges that include a 200-mph speedometer and a tachometer with lights that illuminate near the engine's redline. The cruise control is intuitive to operate, and the car, with a 3.23:1 rear gearset, loafs down the highway. Drop down a gear or two, however, and the V-8 propels the V Coupe into triple digits with nary a sweat, nor any discernible whine from the 4-lobe Roots-type blower. Could it be that this engine is really that quiet? No, because it makes a great rumble, heard from outside the car. More likely, it's excellent sound insulation that helps the V Coupe mask its speed on the highway (80 mph feels like about 50) and helps showcase its fantastic sound system that includes a 40-gig hard drive to store your favorite tunes, all of which will show up clearly on the large pop-up screen that handles navigation and various other infotainment duties.

At a base price of \$62,990 and an as-tested total of \$71,410 (that price includes the Recaro seats and a gas-guzzler tax of \$1300), the Cadillac CTS-V Coupe represents a lot of bang for the buck, faster than the vast majority of other cars it will see in its daily rounds. Although the CTS-V Coupe is not a huge dynamic improvement over the CTS-V sedan, it's certain to appeal to folks looking for sophisticated American muscle, the type who might, say, show up at a Barrett-Jackson auction and drop \$100 grand on a clean SS 396 Chevelle. And you know what? They'd be totally satisfied in knowing they drive a new Cadillac that's a knockout in the style department, elegant and quite unlike any other car on the road today.

2011 Cadillac CTS-V Coupe

List price	\$62,990
Price as tested	\$71,410
Curb weight	4240 lb
Engine, transmission	6.2-liter V-8s, 6-sp automatic
Horsepower, bhp @ rpm	556 @ 6100
Torque, lb-ft @ rpm	551 @ 3800
0-60 mph	4.1 sec
0-100 mph	9.3 sec
0-1320 ft (1/4 mile)	12.3 sec @ 116.6 mph
Top speed	175 mph*
Braking, 60-0 mph	117 ft
Braking, 80-0 mph	205 ft
Lateral accel (200-ft skidpad)	0.89g
Speed thru 700-ft slalom	70.3 mph
Our mileage, EPA city/highway	18.6, 12/18 mpg

*Electronically limited.

Your best defense against radar

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



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

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.

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.

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

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.

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.

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."

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

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"...it's worth every penny." — Wired

END OF THE LINE

Is this really the end of the iconic Dodge Viper?
BY SHAUN BAILEY » PHOTOS BY MARC URBANO & JAY K. McNALLY

This isn't the first Final Edition, it's actually the second. And probably not the last. But the small Conner Avenue plant is now closed. The dedicated craftsmen who assembled engines and cars by hand have disbanded. There was no other plant like it in the U.S.A. Walk with us down the line and see how this American supercar was built. In an age of computers and robots, the meanness of American muscle still went together utilizing time-honored methods...methods that may be used again, should the Viper be reborn.





- Vipers began production at the New Mack Assembly Plant in May of 1992, but moved here in October 1995. The only other car to be produced at Conner was the Plymouth Prowler, briefly.
- It all starts with tubular steel space frames delivered welded and painted, but not quite finished. The welding process doesn't allow for exacting uniformity and squareness. So before these bare chassis are moved onto the assembly line they go through "Net Form & Pierce." A big hydraulic jig grabs all the important points of the chassis and then pushes or pulls until they're where they're supposed to be. Holes are then placed at exact locations, so that when the body is placed on the car, it all lines up.

- As the chassis roll down the line, the all-aluminum V-10 engines are being assembled only a few paces away. Mike Sroczyński demonstrates proper torque procedure here, and although the factory has pneumatic tools, all bolts are started by hand first. That orange rubber mallet is used in an unconventional way to install the giant pistons of the 8.4-liter engine. A custom-made ARP ring compressor is used to align the piston, while the bottom of the orange mallet slaps it down, the operator holding the mallet by its head.



- Anthony Thomas, aka Smooth, operates the lift that lowers a completed engine and transmission assembly into the frame. Orange engine stands were designed for cast-iron engines, and are engineering overkill for this lightweight variation, even if it did start life as a truck engine. There are 24 stations in the engine assembly process, capable of producing 40 engines a day. With the closing of the plant, roughly 100 extra engines have been built, approximately half of which are for Ilmor Marine.





• This Viper happens to be of the second batch of Viper ACR-X race cars. The American Racing headers are a tight fit, but Matt Bejnarowicz (above), the Vehicle Dynamics Engineer who helped develop the Viper ACR, installed all 50 himself. He wedges his arms between the carbon-composite inner fender well and space-hogging V-10. Along the line there are 30 assembly bays. The line moves every 46 minutes and 17 seconds, unless somebody hits the stop button. The assembly line is actually split into two halves, the first of which produces a running car, minus the bodywork. These rolling 2800-lb. Viper skeletons go into the “bank,” which holds a couple days’ worth of production. This buffer allows one half of the line to keep going, even when there are delays on parts.



• KW supplies pre-set adjustable dampers that literally bolt in and need no adjustment (above). However, the Viper is unique in that its suspension and alignment settings are done through their full travel. I know race teams who wish they had a machine like this to set up their chassis between races. Incidentally, the ACR-X suspension is so stiff that a temporary rear shock-tower brace is used to



reduce chassis flex during the alignment test. This becomes a non-issue when the rollcage is installed. • The Viper tattoo (left) belongs to Thomas H. Ballard. How dedicated are you to your job? • As a final check, the chassis are driven with a temporary seat onto a set of rollers that let the car operate without moving (above). Onboard systems are verified to be working in this way. The car shown here is actually an ACR-X, as evidenced by its aluminum fuel tank. • The Viper

GOING THE DISTANCE IN A VIPER ACR-X

Viper spec racing series keeps the brand going

The Viper lives on in the Viper Cup. Like the Ferrari Challenge series, it's a one-make non-professional series. A total of 50 Viper ACR-X race-only cars have come off the assembly line. If you want to own one of these 640-bhp track monsters, you better hurry as the first 25

were sold before the first race even ran. I was lucky enough to be given the opportunity to drive in the inaugural race at Virginia International Raceway. A track I'd never raced on, in a rip-snorting car...how smart am I? My overwhelming glee at the offer turned to terror on my

first practice lap.

I was not prepared for the adhesion of the Michelin race slicks to Virginian pavement. The car is 170-mph fast down the back straight and under braking the driver actually uses the anti-submarine straps of the 6-point belts.



then goes to sit in the bank, waiting for its turn to go down the second half of the line that fits the body panels (below). The body panels are set by hand. Alignment blocks are used to set body gaps, and the final stop of the car has it undergo a scrupulous inspection, before it gets a wash to verify all the seals are in place.

• Cars then get driven to a neighboring warehouse (right) to await transport. Final stripes, wings and splitters are affixed at supplier Prefix before being delivered to dealers. These are the last cars off the line, save for the 50 Final Edition and 50 ACR-X models.



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After exiting the Oak Tree turn that leads to the back straight I'd row through the gears from 2nd to 4th. After building some sobering velocity, there is a colossal braking point that requires slowing from 170 to 50. Entering the zone I'd grit my teeth, prime the brake with

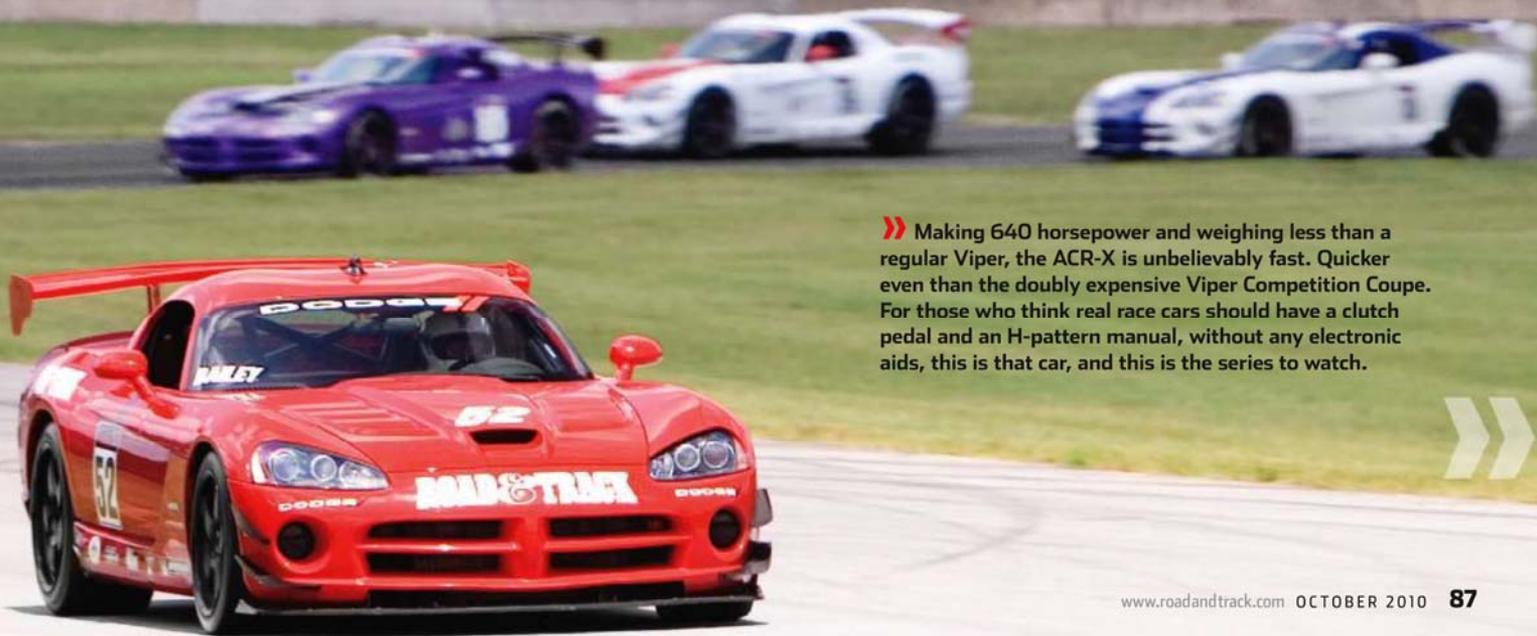
the left foot, keep my eyes up and looking through to the next corner, wait for internal panic to build, find the 3 marker, pause a split second longer than I did the last lap, then slam the brake pedal while making a prayer to the gods of Brembo and Michelin. Then do it 15 times for

a 30-minute race.

I'd like to say I won, but with drivers like Ben Keating, Jeff Courtney and Ryan Schimsk, I was happy to qualify as well as I did. Unfortunately I went off in the Saturday race for a DNF, but Sunday I redeemed myself and made peace with the Viper

by finishing 4th, even dicing with veteran Viper driver Corey Vetzasuk on the last lap—he passed me into Turn 1 and I got him back with the old over-under.

It is my fondest hope that we're watching this series next year as Dodge introduces the next-generation Viper.—SB



» Making 640 horsepower and weighing less than a regular Viper, the ACR-X is unbelievably fast. Quicker even than the doubly expensive Viper Competition Coupe. For those who think real race cars should have a clutch pedal and an H-pattern manual, without any electronic aids, this is that car, and this is the series to watch.

THE FINAL EDITION

The Viper is nearly a brand unto itself, even sporting its own “Fang” badge. In fact, there’s only one Dodge badge on the whole Viper body, on the rear bumper. And in the case of the last 50 production Vipers to be built (25 ACR-X race cars were actually intermixed), a Final Edition badge was added. Unusually, the new Dodge logo of two red diagonal stripes accompanies it, signifying that this is both a Dodge and that it’s the second generation of Final Edition Vipers. There were 360 FE Vipers built in 2002.

For 2010, there were 480 Vipers built before the final car drove off the line July 1. Spurring sales over 2009 was a variety of special editions including the Ralph Gilles-designed VooDoo, 1:33 Edition Viper ACR, and dealer specials like the convertible ACR built for Woodhouse Dodge, the same dealer that campaigns the Viper Competition Coupe in World Challenge. Of the last 50 FE cars built, there are 20 coupes, 18 convertibles and 12 ACRs. The very last car off the line, however, is a unique model built for D’Ann Raugh, a woman who already owns more than 40 Vipers.

This second iteration of the Final Edition rides on special anthracite wheels and is painted in graphite with a black roof and center stripe outlined in red. Its simple, driver-focused interior remains intact, but previously dull plastic panels are now in a polished piano black. Stainless steel screws hold the panels in place...no fake bolt heads here. Red stitching is used on the seats, steering wheel and shift boot. A plaque by the shift lever identifies this car belonging to Terry Bosserman as No. 2.

While the future of the Dodge Viper is tentatively optimistic, there is one thing for certain. There will never be another production car this raw and unhinged again. It rivaled the best of Europe and Japan in a classically American way—with overwhelming force. May it soon live again!—SB



» Those are real screws holding the piano black center stack and shift lever bezel in place. As always, this Viper has no cupholders. Unique twin-stripe Dodge logo (left and below) tells us it’s the second version of the Final Edition Viper. The hood stripe that turns into fangs is a nice touch.



Truly Unique



Time travel at the speed of a 1935 Speedster?

The 1930s brought unprecedented innovation in machine-age technology and materials. Industrial designers from the auto industry translated the principles of aerodynamics and streamlining into everyday objects like radios and toasters. It was also a decade when an unequaled variety of watch cases and movements came into being. In lieu of hands to tell time, one such complication, called a jumping mechanism, utilized numerals on a disc viewed through a window. With its striking resemblance to the dashboard gauges and radio dials of the decade, the jump hour watch was indeed "in tune" with the times!

The Stauer 1930s Dashtronic deftly blends the modern functionality of a 21-jewel automatic movement and 3-ATM water resistance with the distinctive, retro look of a jumping display (not an



True to Machine Art esthetics, the sleek brushed stainless steel case is clear on the back, allowing a peek at the inner workings.

actual jumping complication). The stainless steel 1 1/2" case is complemented with a black alligator-embossed leather band. The band is 9 1/2" long and will fit a 7-8 1/2" wrist.

Try the Stauer 1930s Dashtronic Watch for 30 days and if you are not receiving compliments, please return the watch

for a full refund of the purchase price. If you have an appreciation for classic design with precision accuracy, the 1930s Dashtronic Watch is built for you. This watch is a limited edition, so please act quickly. Our last two limited edition watches are totally sold out!

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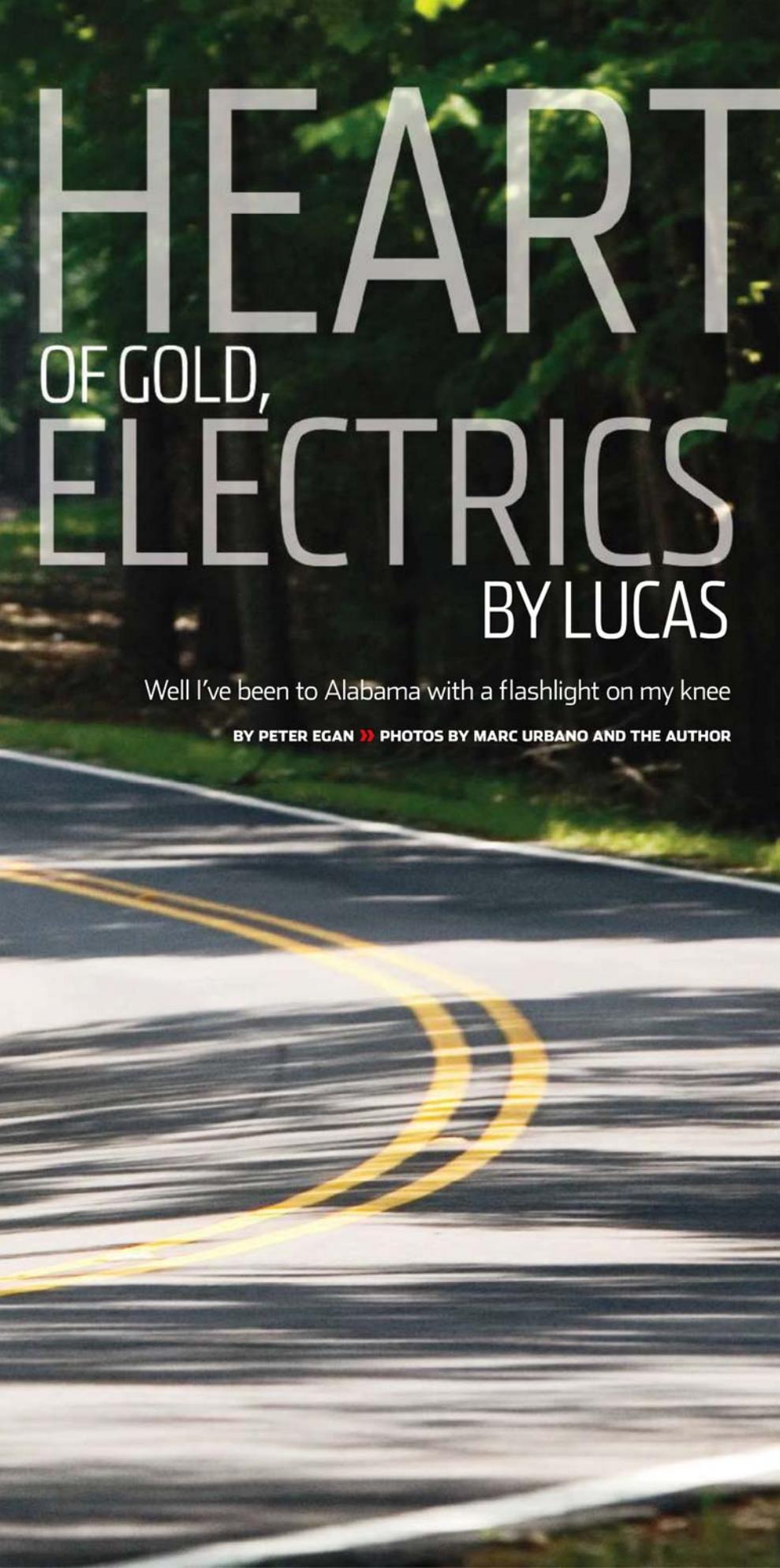
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HEART OF GOLD, ELECTRICS BY LUCAS

Well I've been to Alabama with a flashlight on my knee

BY PETER EGAN » PHOTOS BY MARC URBANO AND THE AUTHOR

JUST WHEN BARB AND I WERE PONDERING what road trip that might make a worthwhile maiden voyage for our newly restored 1964 Lotus Elan, the phone rang.

The voice of Editor-in-Chief Matt DeLorenzo said, "Why don't you drive that thing down to Birmingham, Alabama, and go to Barber Motorsports Park. Bobby Rahal is starting a new vintage road racing series called The Legends of Motorsports, and Mario Andretti's going to be there as guest of honor. Lotus is the featured marque."

Perfect destination, by my standards. Lovely racetrack, the world's greatest motorcycle museum and sympathetic people with spare parts at the other end. The only downside was that 300 miles of Illinois stood between our house in Wisconsin and the winding roads of the South. That's a long way in a car that was built for a sporting run to a pub in the Cotswolds, or a midnight dash across Chelsea with Julie Christie.

When I was 16 and she was 23.

I got out my roadmap of The Eastern U.S., placed a yardstick between our home in Wisconsin and Birmingham and drew a straight line. Then I spent an evening with a neon yellow highlighter, tracing the 2-lane roads that wrapped around that line like the tendrils in a Celtic manuscript. Looked like about 900 miles, each way.

The night before we left on our trip, my friend Rob Himmelmann called and said, "Just remember, I have a brand-new Ford F150 pickup and a good car trailer, so if you break down anywhere along the route, just call me and I'll come and get you."

That's a call you don't normally get if you're leaving on a vacation in the family minivan, but this was different. The Elan is a car with a heart of gold—wonderful drivetrain and brilliant suspension—surrounded by a fiberglass body full of Lucas electrical parts.

Anything could happen. And usually does.

Still, when you've worked on an Elan for three years, you've got to go somewhere. Like a bird leaving the nest, you don't know whether or not you can fly until you make that leap into space and plummet to your death.

So off we went, early on a sunny Wednesday morning in summer, dandelions in full bloom and the Midwestern hills greener than green. The Lotus-Ford Twin-Cam sounded crisp and sharp, breathing through its twin 40 DCOE Webers. Our densely packed trunk was providing plenty of road-hugging weight. Barb had brought her "cosmetic case," containing a 55-gallon drum of crème rinse, and I had a toolbox filled with ev-



everything but an engine hoist.

We took County Highway T straight south out of Wisconsin and effortlessly cruised into Illinois. “We’re in another state!” Barb said, as though a miracle had occurred. Coming into the little town of Durand, I noticed our brakes were squealing—and so did the pedestrians who froze in their tracks. Brake squeal had been an ongoing problem during my shakedown runs, but an application of Never-Seize on the backs of the pads had cured it. Now it was back.

“Have to do something about that tomorrow morning at our motel,” I told Barb.

We snaked along the Rock River on Highway 2 in a tunnel of green trees and then dropped down to Highway 26 along the Illinois River. Winding roads, light traffic, beautiful day. The Lotus was in its zone, humming along at 55–65 mph with typically great throttle response. The 1553-cc Twin-Cam is an exceptionally flexible engine, and it pulls seamlessly from very low rpm to redline. If you know what redline is. My Smiths tach had gone haywire just before the trip.

Barb said, “How can you stand that crazy tach needle jumping around all the time?”

“I take tranquilizers,” I said, “and focus on the hills in the distance.”

In Princeton, I’d finally had it with brake squeal, so I stopped at an auto parts store and bought a miracle chemical you spray right on your brake rotors. After that, the brakes were dead quiet for nearly 5 minutes.

Just south of Peoria, we remembered that our Colorado friend, Mike Mosiman, was visiting his brother Bob in nearby Pekin, so we called his cell. Mike and Bob were coming straight at us down Highway 29, so we collided for lunch at a little main street café in Mason City. I did our first fuel fill-up of the trip, and found the Lotus was averaging 25.0 mpg. Exactly the same as the old R&T road test, though our Elan had a mild bump in horsepower over the 105-bhp original. Barry Sale of PHP Racengines had decked the block slightly and upgraded to the later Sprint and SE cams, bringing it



up to 125 bhp on his dyno. Lovely engine.

At our next gas stop, a cheerful young kid came up to us with his dad and said, “Is that an MG?”

“No,” I said, “It’s a Lotus.”

“An MG Lotus?”

“Nope, just a Lotus. Different company.”

“Cool!”

I’d discovered, during the restoration, that very few people—outside of hardcore sports car buffs—are familiar with the name. Even guys in auto parts stores have never heard of a Lotus. I’d thought the Indy and other circle-track victories would have made the name famous, but I guess that was a long time ago.

By early evening we thrummed into Indiana and cruised up the Ohio River to Evansville. In the gathering darkness, I pulled the headlight knob—which rotated the vacuum-operated headlight buckets into the up position—then flicked the toggle switch to turn the lights on. They worked! Many late nights were invested in this moment of triumph. We pulled off at a motel with a Texas Roadhouse restaurant right next door. I found myself humming Chuck Berry’s “anything you want, we got it right here in the U.S.A.”

Even a tree for shade the next morning as I jacked up the Lotus in the parking lot, removed the rear wheels and brake pads and applied stick-on anti-squeal shims to the backs of the pads. These helped a bit—I think. It started to rain as we hit the road, so tire hiss and thunder may have been masking the noise.

The rest of the day is still a blur of beautiful winding roads through rural Kentucky and Tennessee, viewed through slapping wipers and the heaviest rains I’d seen in years. We cruised briefly down the Natchez Trace Parkway, then turned south toward Alabama. The Lotus was fun and easy to drive on the wet, shining roads, grippy and compliant, without weight

transfer. Barb drove for much of the afternoon and said, “This is a wonderful car.”

By late afternoon the storm grew worse. On Highway 166, the left wiper arm suddenly flew off into space. As I blindly pulled over, a pickup truck almost rear-ended us. Barb and I walked up and down the road, searching for the irreplaceable Lotus wiper arm, and had almost given up when I spotted it in a farmyard. I put it back on and we got back into the car, soaked to the bone.

I started the car, turned on the lights, wipers and defroster fan, and a big cloud of acrid black smoke belched out from under the dash. The fan and wipers quit. The lights still worked, but one headlight bucket suddenly dropped to half-mast.

A quick examination told me the fiberglass bobbin had snapped off at the pivot point.

Then I took a small flashlight from our glovebox and knelt in the wet gravel beside the car, peering up under the dash at the new wiring harness I’d installed. Several wires from the light switch and heater motor were fried.

I got back in the car, literally steaming.

“That’s it,” I said to Barb. “I’m done. No more old British cars, ever. I’m too old for this. If we ever get home alive, I’m selling this thing.”

Barb patted me on the hand and said, “You just have to think how much more interesting this is than traveling in a normal car.”

The rest of the drive was what I now think of as The Evening of Mixed Epiphanies.

One minute I’d think, I’m free at last, finally done with British cars; I can see a whole new life ahead of me. And the next minute, I’d swing through a big sweeping S-bend, feel that almost miraculous Lotus roadholding, and say to myself: This is the best sports car anybody ever made. I must fix this thing and keep it forever.



» Yes, that is Mario Andretti. And yes, that's the Lotus 79-Ford (next to him) that took Mario to the 1978 Formula 1 World Championship. At far left, that's Egan's newly restored Elan at home, wiper blades intact and fully poised to begin its long trip south to Barber in Alabama, where Egan got to lap the circuit. The museum, right, is a masterpiece.

As we pulled into Athens, Alabama, during a spectacular lightning storm, our remaining headlight went out and the turn signals quit just as I glided through an intersection and almost hit another car. The city traffic lights were out! The stores and streetlights were dark. All the power was off in town.

"This city has a Lucas voltage regulator," I explained to Barb.

We crawled in near darkness to a Days Inn near the Interstate and a cheerfully resilient woman at the desk managed to check us in without her computer, and also gave us a reduced "power outage" room rate. As we threw our suitcases in the room, the power came back on.

In the morning, we awoke to near darkness and hammering rain. No lights, no wipers. I walked to a nearby gas station to see if they had any Rain-X for our windshield, and the woman at the counter said, "We're out, Hon, but you can have mine. I've got some in my car. You just keep it."

We merged onto the Interstate for our last 100-mile stint into Birmingham, our dark green car lost in a maelstrom of 70-mph truck spray. I kept my arm out the open window, wiping the windshield with a rag, and occasionally used that same arm for the ancient and traditional turn signals from our rural past. The fluttering rag made these signals special. Somehow we made it to our hotel.

The next day dawned sunny, calm and beautiful, like the first day of peace after a war. Luggage out of the way, we put the top down and stored it in the trunk, taking a winding back road to the track.

There we met our old friends Brian and Dian Slark. Brian is Technical Consultant at the museum, and he has the enviable job of searching out new (old) acquisitions for the museum and advising on their restoration. They gave us a tour of the museum—a 4-story architectural won-

der—and then we went out to watch races.

We parked our Lotus in the club lot amid a gaggle of Elans, Evoras, Esprits, Elites, Etc. and then watched an all-Lotus vintage race on the track. Lots of old friends and familiar cars in this mix. I walked along the false grid and told Barb, "Someday I will own a Lotus 23B."

On Saturday night, we went to the gala charity dinner at the museum, where Mario Andretti was guest speaker, fresh off the plane from watching Michael's team qualify at the Indy 500.

Andretti spoke on many aspects of his storied career, but what really came through by the end of the evening was that Mario got where he is not just on talent, but because he always loved the sport, raced seven days a week, whenever possible, and energetically paid attention to every last detail that would allow him to win. His favorite race car? The Lotus 79.

Interestingly, Mario said Colin Chapman quietly (and uncharacteristically) allowed him to do his own corner-weighting and suspension setup, even when it went counter to Chapman's own instincts. Hard to argue with a driver who comes to Formula 1 and immediately starts winning races and setting lap records. And then wins the 1978 world championship for you.

Sunday was another good day at the track, and I got to talk to Bobby Rahal over lunch. He noted that the 80-some race entries had been light for this inaugural event, but expected it would build steam as it became a regular part of the vintage calendar.

Race entry fees were relatively high, but Rahal, with his partners Peter Stoneberg and Zak Brown, are promoting this as an upscale series with a higher level of professionalism and driver accommodation. Reflected, perhaps in the large number (20) of F1 cars that showed up. The



half-dozen drivers I talked to all said they were having a great time and thought it was a first-rate event, so maybe the word will spread. The remaining three races of the series are all at classic road racing circuits—Watkins Glen, Mont-Tremblant and Sebring.

On Monday morning, we headed home. Brian Slark kindly agreed to mail home a box containing approximately 800 lb. of our excess baggage (gala dinner clothes, crème rinse, etc.) so we could travel light and put the convertible top in the trunk. I installed a new fuse in the Lotus and the lights worked briefly before another big cloud of black smoke roiled up from under the dash, so I shut them off.

Barb said, "Well, let's just treat this as a VFR trip, the way we did when we flew our Piper Cub around the U.S. The Cub didn't have any lights, either, just an engine with two magnetos, so we took off at dawn and landed at dusk. We'll go home the same way with the Lotus."

And we did, in three days of mixed rain and euphorically lovely top-down weather on a slightly different set of back roads—all seen in daylight—with no more trouble than a bit of light brake squeal.

Which I'll fix in the morning. 🛠️



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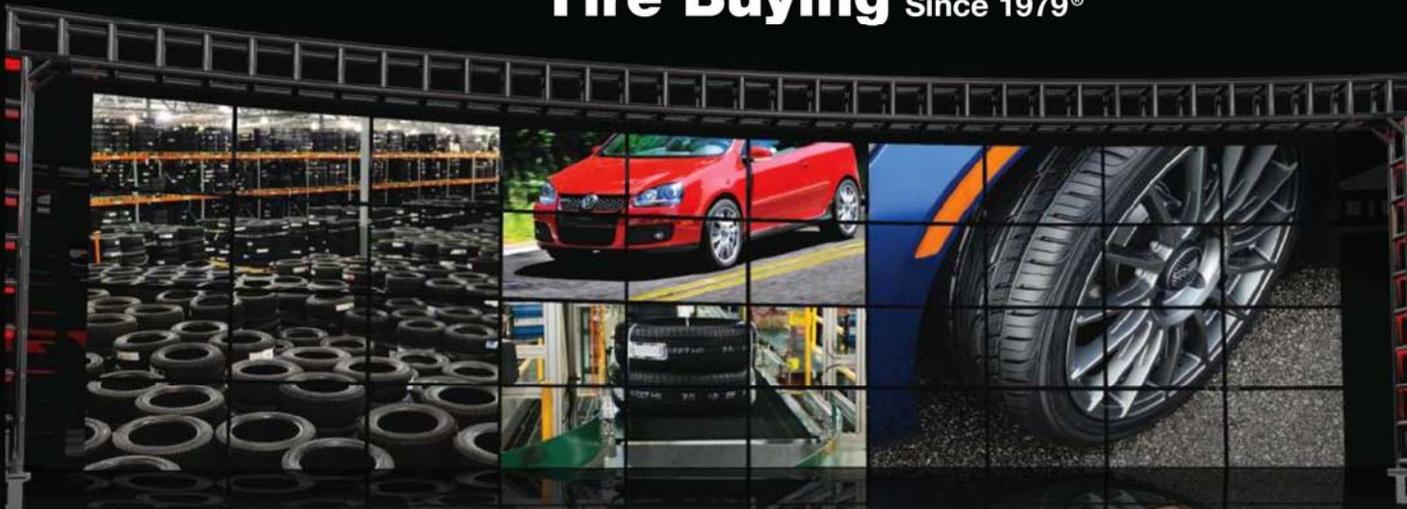


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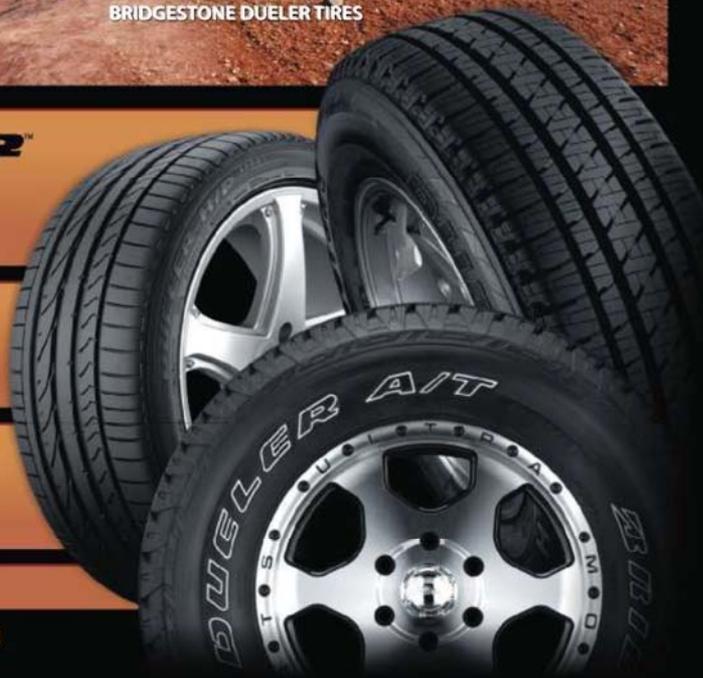
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ROAD TEST

Update

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2010 HKS GT-R

It took them a while, but the folks at HKS, Japan's foremost aftermarket tuner, have created their version of Nissan's high-performance GT, the GT-R. Lowered slightly and wearing black Yokohama Advan RS-D wheels, the HKS GT-R looks ominous. There's also a new exhaust system, the very thing that highlights the difference between the stock GT-R and the HKS version when the 3.8-liter twin-turbocharged engine bursts to life. It doesn't sound like a GT-R, but rather something Italian. The Stage 1 version of the HKS GT-R includes a variety of changes under the hood. The GT600 Racing Package (\$8595) includes a racing center pipe, intercooler pipe kit, electronic boost controller, Super SQV blow-off valve kit, reinforced turbo actuators and high-performance sparkplugs. There is also an intercooler kit (\$4795) and a clutch and transmission cooler kit (\$2595).

These new components result in a horsepower jump to 638 bhp at 6000 rpm and 606 lb.-ft. of torque at 4000, enough to

launch this special GT-R to 60 mph in 3.0 seconds and get to the quarter-mile mark in 11.1 at 128.9 mph. Zero to 100 mph comes at 6.8 sec. This is one mean machine.

And what's more, HKS made sure that the chassis could handle all the extra power. Thanks in part to the stock car's rigid nature and HKS's sport coil-over shocks

2010 HKS GT-R

List price (stock GT-R)	\$84,060
Price as tested	est \$107,000
Curb weight	est 3900 lb
Engine, transmission	3.8-liter twin-turbo V-6, 6-sp dual-clutch paddle-shift manual
Horsepower, bhp @ rpm	638 @ 6000
Torque, lb.-ft @ rpm	606 @ 4000
0-60 mph	3.0 sec
0-100 mph	6.8 sec
0-1320 ft (1/4 mile)	11.1 sec @ 128.9 mph
Top speed	est 195 mph
Braking, 60-0 mph	122 ft
Braking, 80-0 mph	205 ft
Lateral accel (200-ft skidpad)	0.97g
Speed thru 700-ft slalom	73.8 mph
Our mileage, EPA city/highway	na

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HKS VIDEO

HKS PHOTOS

(\$4295), the revived GT-R sticks to the pavement like epoxy, exhibiting flawless balance through most corners. The rear stays firmly planted to the ground, but if it does come loose, all the driver needs to do is keep the throttle pedal pegged to the floor; the GT-R's excellent all-wheel-drive system stabilizes the car almost magically. Around the skidpad the car registered 0.97g and flew through the slalom at 73.8 mph. That's a tick slower than the last stock GT-R we tested, likely attributable

to Bridgestones that aren't as sticky as the Dunlops on the stock car.

HKS decided not to install bigger turbos for this Stage 1 version, but Jon Kuroyama, manager of R&D at HKS, said that there are definitely plans for a Stage 2 version, with new, bigger turbochargers. Still, the Stage 1 version was quite enough to satisfy my appetite for performance, and although I had wanted this car to arrive sooner, the HKS GT-R was well worth the wait.—*Sam Mitani*



PHOTO BY JEFF ALLEN

2011 FORD SHELBY GT500

It was only last year that we saw the Shelby GT500 get a serious makeover. And now they've gone and done it again. Dropping weight, adding power and giving even more performance than the past generation KR edition! From a pure numbers standpoint the new all-aluminum V-8 does little apart from removing about 100 lb. from the nose of the car. Power is up slightly thanks to a lower-backpressure exhaust that exhibits a bit more rumble than its predecessor. The newly introduced \$3495 SVT Performance Package is the option that makes the biggest difference to performance. Larger Goodyear Eagle F1 Supercar G:2 tires (265/40ZR-19 front, 285/35ZR-20 rear) really let the track-oriented suspension work. As our numbers show, the 2011 model trumps the "King of the Road" in every performance category. And it's easier to drive thanks to the electric-assist power steering.

At our test track, the Shelby ran consistently to 60 mph in the mid-4s and suffered little to no heat soak after repeated runs, which is somewhat surprising as our experience with the early cars had us expecting a penchant for building heat. Around the skidpad the SVT suspension worked its magic and resulted in exactly 1.00g. It wasn't so long ago

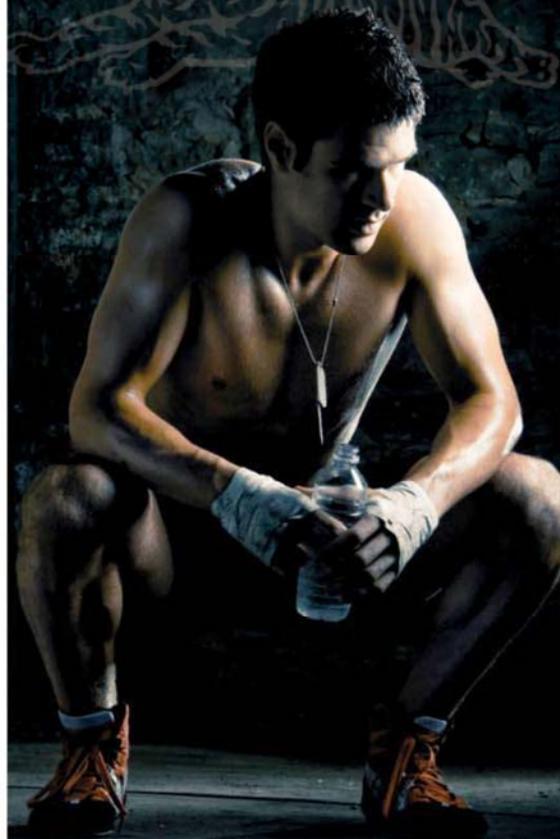
that we'd have thought that impossible for a Mustang without race rubber. Designed to work on a racetrack, the suspension gave up some stability in our slalom and required a deft touch to keep the rear wheels planted. A little too much of anything will cause rotation. Easily controlled rotation, but any little bit slows the car too much for a fast time. Even so, the handling performance numbers are both a tick better than the last Ford GT we tested. Impressive stuff for a factory-modified Mustang to out-handle a mid-engine exotic!—*Shaun Bailey*

2011 Ford Shelby GT500

List price	\$48,645
Price as tested	\$55,537
Curb weight	3820 lb
Engine, transmission	5.4-liter supercharged V-8, 6-sp manual
Horsepower, bhp @ rpm	550 @ 6200
Torque, lb-ft @ rpm	510 @ 4250
0-60 mph	4.4 sec
0-100 mph	9.2 sec
0-1320 ft (1/4 mile)	12.6 sec @ 118.9 mph
Top speed	155 mph*
Braking, 60-0 mph	117 ft
Braking, 80-0 mph	197 ft
Lateral accel (200-ft skidpad)	1.00g
Speed thru 700-ft slalom	69.6 mph
Our mileage, EPA city/highway	est 16.0, 15/23 mpg

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Long-Term Test

BY JONATHAN ELFALAN >> ROAD TEST EDITOR



PHOTO BY BERT SWIFT

Driving Diaries

Notebook musings from our long-term fleet

>> Acura TL SH-AWD: 20,932 miles.

2010 ACURA TL SH-AWD

With the onboard maintenance reminder, we never have to worry about forgetting to take our TL to service on time. Since its last checkup at 14,888 miles—and that was 4524 miles ago—we've still not run into a single mechanical issue. Nor has the car required another service.

I've grown to enjoy this car. I'm still not a huge fan of its looks and I don't think the seats are very comfortable for long-distance driving, but at least the suspension, NVH treatment and quality of the materials will make it an enjoyable drive. The steering and clutch feel really light when you first drive it, but once you get used to the delicacy needed to operate those particular controls, they're very reactive to input.

Calvin Kim
ASSISTANT ROAD TEST EDITOR

The TL recently transported me more than 800 miles in complete comfort. I figured that its size, being quite largish, would be a detriment in the twisties, but the faster I drove (within reason), the

more impressed I became with the car's handling capabilities. If I were buying, I might be tempted to go with the automatic, though; L.A. traffic is a bear, even with a light-action clutch and short-throw shifter.

Matthew Miles
CYCLE WORLD MANAGING EDITOR

2010 Acura TL SH-AWD	
Delivered price	\$44,195
Total miles/miles since last report	20,932/4524
Maintenance costs to date	\$378
Repair costs to date	\$0
Our mileage to date, EPA city/highway	20.3, 17/25

2010 HYUNDAI GENESIS 4.6

By far the most popular car in our fleet for long-distance trips, the Genesis is proving to be a very dependable machine with few vices. We've since racked up just about 30,000 miles on it, and three routine services have totaled an amazingly affordable \$400! The only repair we've had so far was a tire puncture in the left rear (\$25).

There's not much to dislike about the Hyundai Genesis. About the only thing I don't like is the unnatural level of steer-



>> Hyundai Genesis: 29,700 miles.

PHOTO BY DENNIS SIMANAITIS

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» Mazda MX-5 PRHT: 12,546 miles.



PHOTO BY BRIAN BLADES

ing assist at speed on the highway. It's clear that Hyundai didn't want to over-boost the rack, but in doing so they've created steering that's a tad too heavy and not especially communicative.

Andrew Bornhop
MANAGING EDITOR

The Genesis has become one of my favorite cars in the fleet for day-to-day driving. Hyundai has done a terrific job making this car work so well on many levels. It is not the fanciest car in this class, nor the most sophisticated, nor the most image-conscious—but it does everything expected of it in a way that makes you respect the solid straightforward engineering and design of the car.

Richard M. Baron
DESIGN DIRECTOR

2010 Hyundai Genesis 4.6

Delivered price	\$43,000
Total miles/miles since last report	29,700/8027
Maintenance costs to date	\$400
Repair costs to date	\$25
Our mileage to date, EPA city/highway	21,1, 17/25

2010 MAZDA MX-5 PRHT

While the fun-to-drive factor hasn't diminished for this sprightly 2-seater around town, we're finding it difficult to convince many of the staff to take it on longer trips—maybe for reasons too obvious. But aside from that, we've certainly been utilizing its PRHT (Power Retractable Hard Top) feature, and we appreciate how its quickness encourages spontaneity.

We have our own first-generation Miata, so it isn't often I reach for the PRHT's key. I did recently, though, and came away thinking how elementally sound the original concept was. This latest Miata drives, handles, shifts and reacts as a proper sports car should, with limits that are readily explored on ordinary roads. Also, I surely appreciate its 21st-century niceties, satellite radio, electric window lifts, to name two, when combined with its comparatively ample trunk volume.

Dennis Simanaitis
ENGINEERING EDITOR

PHOTO BY JEFF ALLEN



» Suzuki Kizashi GTS: 7297 miles.

While not the obvious choice for long-distance touring, I took a bold move and drove our long-term Miata PRHT up to Laguna Seca for the ALMS weekend, just to see if I could do it. Having said that, I don't think I'll ever take it for such a long tour again unless the route is littered with corners. While there were some minor creaks and groans from the convertible hardtop during hard cornering, it was remarkably quiet during highway cruising. I think I still prefer the immediacy and free-spiritedness of the manual soft-top though.

Calvin Kim

ASSISTANT ROAD TEST EDITOR

2010 Mazda MX-5 PRHT

Delivered price	\$31,150
Total miles/miles since last report	12,546/3157
Maintenance costs to date	\$961
Repair costs to date	\$0
Our mileage to date, EPA city/highway	23.7, 21/28

2010 SUZUKI KIZASHI GTS

We introduced the Kizashi just last month and it continues to amaze everyone who has had a chance to take it on a relatively long trip. So far no servicing has been required, but we'll have to look into cosmetic repair costs due to a recent scuffing on the front fender.

I took the long-term Suzuki Kizashi on a ski trip to Mammoth, and found that this is a surprisingly good 4-door sedan, with styling that stands far above any previous Suzuki. But while the Kizashi's 185-hp 4-cylinder and 6-speed manual gearbox work well around town, passing power on the two-lane sections of California's Route 395 can best be described as semi-adequate. The "Kizash" averaged 26 mpg for the trip, despite all of our luggage and ski equipment and plenty of full-throttle passing maneuvers to get around big trucks. If you're familiar with Suzuki cars of past, it just might make you say: "That's a Suzuki?"

Mike Monticello
NATIONAL EDITOR

What a great little car. The exterior and interior styling is sharp and the cabin feels quite roomy. Its nimble handling and supple ride are surprisingly balanced, where you don't feel you are compromising one for the sake of the other.

Patrick Hong
EXECUTIVE EDITOR

2010 Suzuki Kizashi GTS

Delivered price	\$22,879
Total miles/miles since last report	7297/2174
Maintenance costs to date	\$0
Repair costs to date	\$0
Our mileage to date, EPA city/highway	23.7, 20/29



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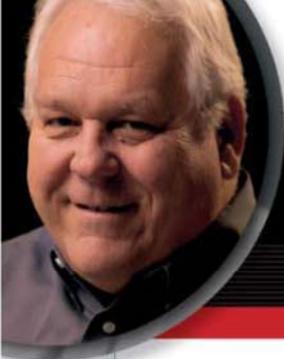


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Tech Tidbits

BY DENNIS SIMANAITIS >> ENGINEERING EDITOR

Bailey Meets Bibendum

In celebrating Shaun Bailey's well-earned promotion to Associate Engineering Editor, we sent him to Rio and Michelin's latest Bibendum Challenge. He reports:

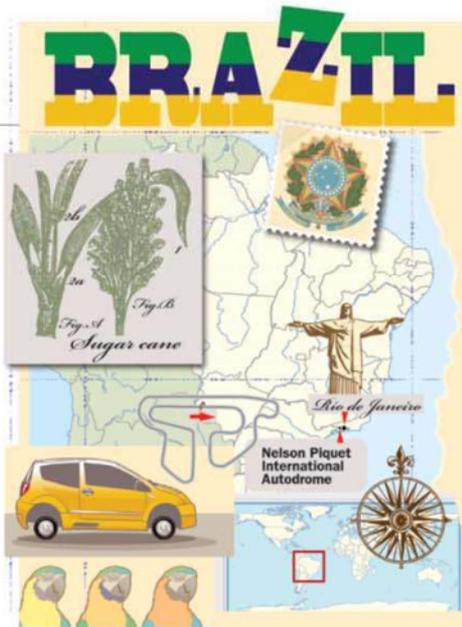
MICHELIN TAKES THE TIRE FULL CIRCLE

The 10-in. wheel is back. Well, maybe not just yet, but from a performance and efficiency standpoint, there are many reasons why large wheels and tires are going to be replaced with something smaller. Michelin demonstrated the benefits of downsizing by swapping a 14-in. wheel/tire combination (175/65R-14) with a 10-in. one (175/70R-10) on a Citroën C2. To do this, the suspension, brakes and body were modified in conjunction. The result is a reduction of about 88 lb., as well as an improvement in aerodynamics thanks to smaller wheel openings. Part of the specification for the 10-in. package was that it didn't sacrifice performance or load-carrying ability. In my back-to-back comparison around a section of the Nelson Piquet International Autodrome (home of the Brazilian Grand Prix 1978-1990), I sensed that the 10-in. setup actually performed better. The steering is lighter and the car responds quicker. The only theoretical reason for running larger wheels is to fit bigger brakes, and this demonstration proves what racers have known for years.

Yet, regardless of how this technology improves fuel efficiency, the real question is if buyers will accept it.—Shaun Bailey

FILL 'ER UP WITH E100, CHECK THE FLUIDS—AND FILL THE GASOLINE RESERVOIR TOO

Ethanol, the alternative fuel of choice in Brazil, is regionally derived from sugar cane. And although nearly everyone fills up with



TIM BARKER

the less-expensive ethanol, they insist on cars that are flex-fuel. Just in case the cost of ethanol goes up due to a fluctuation in market demand for sugar, they're prepared to run on Brazilian gasoline (which, by the way, is already heavily extended with ethanol).

What's more, the E100 cars carry around a liter or two of pure gasoline in a bottle under the hood—one that needs to be filled regularly. Forget to keep it filled, and your car may not start on a cold morning. A drawback of ethanol is its low vapor pressure. Below 60 degrees F, it

won't make a gaseous mixture. To overcome this, a little gasoline is first injected at start-up to get things going. And it's also useful in a pinch when a driver ignores the low-fuel light and needs to squeeze out a few extra miles by putting that reservoir of gasoline directly into the tank.—SB

MILLENNIALS MAKE THEIR WISHES KNOWN IN CAR BUYING

The results are in: Millennials, those born in the 1980s and early 1990s, have been the focus of a Microsoft car-buying survey by Wakefield Research—and, in fact, it turns out they're not all that different from the rest of us.

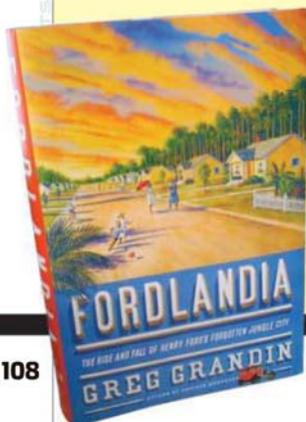
- They find negotiating a car purchase to be intimidating. In fact, more than half say they'd rather visit a dentist. I have both dentists and car dealers as friends, so please understand I am merely the messenger here.
- 74 percent of them do heavy website research—at roadandtrack.com, I trust—before visiting a dealer. Good for these folks; they're well-informed.
- Well, maybe not everyone....some 21 percent perceive new car technology as no better than that of a 1980s desktop computer. Duh.
- However, an overwhelming 71 percent recognize their new car will embody technology equivalent to that of their smartphone. I like to think these are the same knowledgeable ones checking out roadandtrack.com.
- Asked about standard features, only 36 percent want Bluetooth connectivity. I sure hope none of them are into texting while driving.
- Fully 67 percent think a GPS nav system should be fitted. A bit over half want a standard-equipment port for playing their own digital music. And almost half want an onboard gizmo for tracking fuel consumption.—DS

DEARBORN ON THE AMAZON

I've just read a fascinating book, *Fordlandia, The Rise and Fall of Henry Ford's Forgotten Jungle City*, by Greg Grandin, Henry Holt and Co., New York, 2009. It was the late 1920s. The expanse of Brazilian jungle was twice the size of Delaware. And Mr. Ford sought to establish not only a rubber plantation there but also

Fordism, a utopia of shingled homes in the Cape Cod style, broad thoroughfares for Model Ts and Model A's, ice-cream shops, bandstands—and Prohibition. But it's also a tale of stolen latex seeds, workers encouraged—no, make that enforced—to eat healthy whole wheat bread and unpolished rice, eventual riots and a boomtown complete with saloons and brothels. Ultimately, the Amazon won out.

The story is being retold today with sugar-cane ethanol replacing latex rubber. I wonder if the Amazon will win out again?—DS



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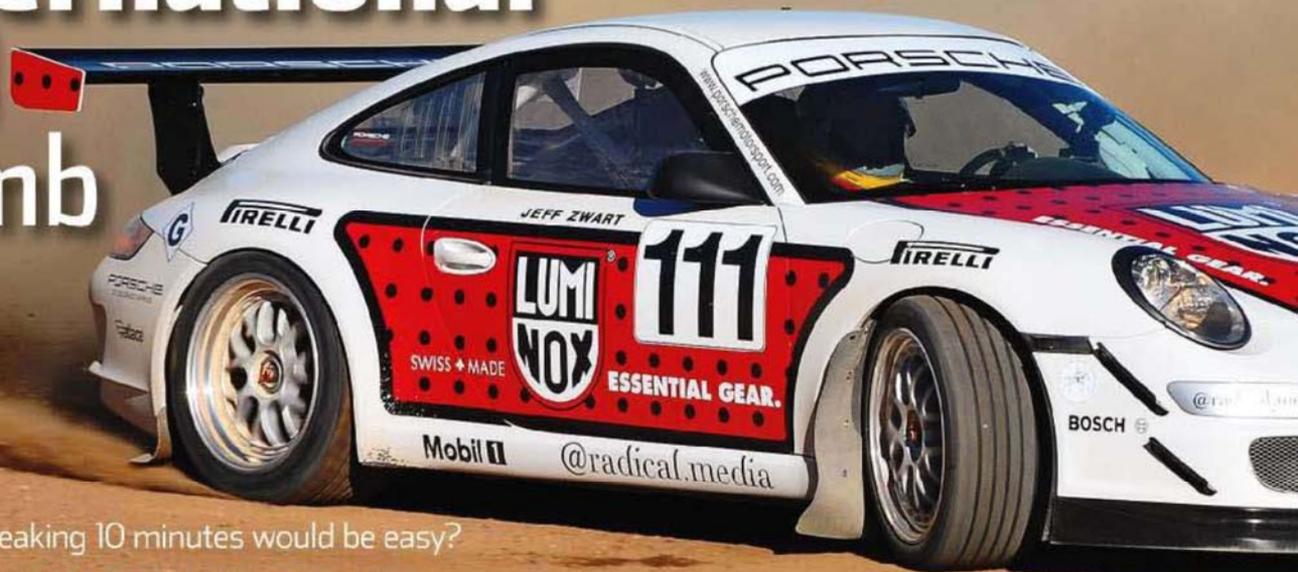
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Trackside

88th Pikes Peak International Hill Climb



Who said breaking 10 minutes would be easy?

BY MIKE MONTICELLO » PHOTOS BY RUPERT BERRINGTON

This was to be the year someone would finally break the elusive 10-minute barrier at the Pikes Peak Hill Climb in Colorado Springs, Colorado. After all, about half of the formerly all-dirt 156-turn, 12.42-mile stretch of road is now paved. The question on everyone's mind wasn't if it would be broken, but rather who would break it. And by how much.

The pre-race hype centered on two Pikes Peak veterans racing in

the Unlimited class: Rhys Millen, with his built-from-scratch-in-four-months 750-bhp all-wheel-drive RMR Hyundai PM580, and current Pikes Peak record holder and defending champion Nobuhiro "Monster" Tajima in his 910-bhp all-wheel-drive Monster Sport Suzuki SX4 Hill Climb Special.

Although during the practice days Millen deemed the condition of the dirt portions to be the

fastest he'd seen since his father, Rod, set a course record with a 10:04.06 in 1994 (when the road was all dirt), overnight rain loosened the soil and left runoff on sections of pavement. So was it a big surprise when Tajima got to the finish with his snarling and popping Suzuki, yet turned in only a 10:11.490? Certainly to Tajima, who said he had no mechanical issues and made a mistake in only one corner.

Next up was another Pikes veteran, Paul Dallenbach, whose "shoestring" \$35,000 budget sure didn't keep him from going fast, as he posted a clean 10:39.534 run with his 700-bhp mega-winged hill climb machine. Next year Dallenbach plans to put twin turbos on his V-8.

Millen was the last of the Unlimited class runners, and

the remaining hope to break 10 minutes. Unfortunately, problems with his paddle-shift gearbox, a spin at the Sump Corner and over-worked brakes slowed him to an 11:06.208, for 5th spot overall. "Anything that could go wrong unfortunately did," Millen said. "The new



INDYCAR'S NEW CHASSIS

It's a Dallara, but with multiple aero packages

Starting in 2012, the Izod IndyCar Series will race with a new slimmer, turbocharged car that will bring a desperately needed fresh look. It will arrive at a lower cost with the additional possibility of aerodynamic and engine diversity under the concept rolled out in an elaborate presentation this summer at the Indianapolis Museum of Art.

IndyCar called it the "future car strategy" and it almost sounds too good to be true. How successful it becomes will depend upon how many companies buy into it and produce aero packages and powerplants.

Dallara, an IndyCar constructor since 1997 and the sole chassis in the series following

the Indy 500 in 2007, won the five-company competition to be the exclusive manufacturer of what the series has termed "the IndyCar Safety Cell." It's a rolling chassis built to Indy Racing League specifications. One of the questions remaining to be settled is whether or not the engine will be a stressed part of the chassis, as is current practice. If it isn't, some team owners believe it would reduce costs further.

"This will be basically the complete car, less seat," said IRL President of Competition Brian Barnhart, part of the seven-member committee that recommended the future strategy.

Dallara will supply the rolling chassis for \$349,000 and a com-

plete car for \$385,000. That's 45 percent less than the \$700,000 for a new car this season.

The committee also recognized that IndyCar doesn't want to have a spec car, but didn't think that it could afford more than a single manufacturer. The compromise was to allow any company to supply aero kits—sidepods, engine cover and wings—for \$70,000. They would change the car visually and in performance. Each team could purchase two aero kits per season. The builder of the aero kit will determine the brand on the car.

"Once the kit is submitted and approved, the car branding will go by the intellectual property rights for the owner of that kit," Barnhart said. "If Team Penske does its own kit, it will be a Penske IndyCar. If any other manufacturers come on, it could be a Lockheed IndyCar, it

could be Boeing, it could be a General Motors, it could be a Ford."



airbox required for the normally aspirated engines. The new turbocharged formula allows for a maximum of six cylinders and 2.4 liters and will have a horsepower range of 550 to 700. IndyCar will control power through boost, allowing it to raise horsepower on road courses and lower it on ovals to meet performance targets. Annual engine lease costs will not exceed \$690,000, perhaps lower if only one builder, likely Honda, is on board for 2012.

IndyCar hopes to attract multiple engine suppliers, too. But the time is short for 2012 on the engine front.

—Tim Tuttle

IndyCar's desire is to bring major auto and aerospace companies with the technical capability to develop an aero kit at the price it has set, which may be less than the aero package costs to develop. Subsidies from manufacturers of aero kits, with a return on investment from participating in the IndyCar Series and the Indy 500, may be required.

The 2012 car will weigh 1380 lb., 185 less than the current formula, and will carry a lower profile, thanks to removing the



car is fantastic, it just needs more development," he continued. "But this is the car of the future on the hill."

By 2012 the entire mountain will be paved, begging the question: What happens if no one breaks 10 minutes until then? "I think there will

have to be an asterisk once it's entirely paved," said Jeff Zwart, who put in the drive of the day as he set a new Time Attack 2WD record with an 11:31.095 in a Porsche 911 GT3 Cup—sixth fastest overall.

Dallenbach, who preferred Pikes when it was all dirt, said this year's pavement/dirt mix was as tricky as it gets. "But I don't think the

pavement will diminish the record," he said. "Hey, we thought we were going to break 10 minutes long ago."

Millen believes a full pavement course could prove even more problematic: "The pavement is actually more slippery than the dirt when it's wet," he said. And inclement weather is the norm at Pikes, as anything can happen (and usually does) between the 9390-ft. start and the 14,110-ft. finish (this year

Americans Fly at Spa

The United Autosports team of Zak Brown, Eddie Cheever, Mark Blundell and Richard Dean did great at the recent 24 Hours of Spa, their Audi R8 LMS finishing 3rd in GT3. Had it not been for a power steering issue that sent Cheever wide at Eau Rouge (and into the pits for repairs), a class win was likely.

PHOTO BY MALCOLM GRIFFITHS/LAT



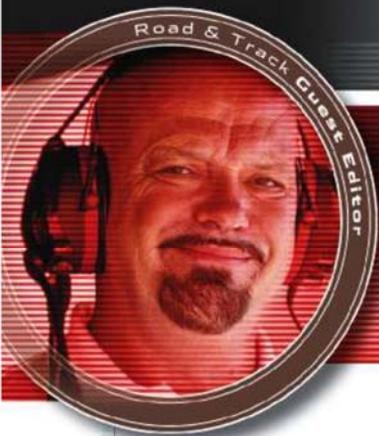
a snowstorm temporarily halted the race). Because of this, Zwart calls Pikes "a living organism, as it changes every day and hour to hour."

While many will miss the wild drift action the dirt encourages, you can

bet an all-pavement Pikes Peak will attract new machines. Tajima's team director, Paul Wilding, said, "It will only be a matter of time before someone brings an ex-F1, IndyCar or Le Mans racer." Now won't that be something. 📧



» Zwart, above, powerslid to a class record, but overall winner Tajima (left) and Millen (far left) failed to break the 10-minute barrier.



The **PODIUM**

Paul Gentilozzi

It's All About the Passion

It's always interesting to me when people outside the motorsports industry make conjectures about why we do this. The uninformed make the assumption that it's for financial reward or ego. Not so. While some of us do make a living in our sport and some of us might even have big heads, most of us spend lots of monetary and emotional capital to just participate and exercise our own individual passion for our sport.

Recently I had the unusual circumstance of sitting in the stands and watching an event go on. In my more than 40 years of being a part of the "game," I don't remember actually watching for the sake of watching. The view was not at all what I expected.

From the outside, or more specifically, from the grandstands, our sport must look like a model of excess to most. The crew

members in racy looking uniforms, the \$300,000 haulers parked next to the million dollar motorcoaches—all these things are just part of the circus we call "racing." It is an amazing logistical show that takes place at four or five different places almost every weekend each season. And let's not forget that racing is a global sport, so what we do is mimicked in most of the civilized world on these same weekends with the only difference being the language.



globe. Not everyone has a big coach or an air-conditioned hauler or even a proper tent to cover the race cars. Those things aren't required to exercise their passion. The proof is more than evident when we visit an SCCA National weekend. These racers sacrifice more than we ever could to be part of the game. Their efforts aren't for accolades or applause. No, their validation comes from their heart; they've stepped out of the norm and become special in a special sport.

We go about our various jobs on race weekends not really even seeing those in the grandstands or on the hillsides. After all, they are not why we race. I'm convinced that we would gather and go through the exact same regimens, bring with us the exact same competitive spirits, even with no one watching. As a

driver I know that I've never relied on the "home" crowd to make me take a risk on a pass or even exercise a little bump-and-run to get ahead.

In other competitive sports, there's a different level of interaction with the crowd. We can't hear the cheers or the boos like they can in basketball, hockey or soccer. In my experience, the only real crowd interactions I recall during races were the occasional female flashers at Laguna Seca's Corkscrew...but only during caution periods. We do, however, let the outside in our world after the race ends. The sheer satisfaction of pulling through a crowd after a victory brings those strangers from the grandstand back into our world, back in a very important way. When you look into the eyes of those paying to watch us, you see their desire to participate through you, their desire to share your passion.

"When you look into the eyes of those paying to watch us, you see their desire to participate through you..."

If we are true stewards of maintaining this link—which is the commercial foundation of professional motorsports today—we must bring the crowd and fans to us.

My challenge to everyone participating in motorsports today is simple: Take a day from the inside and visit the outside. Get the view from the grandstand that most of us don't get often enough. After you've done that, get out of your motorcoach, shake a few hands, invite some people under the tent and let a few kids sit in the driver's seat. Make that spot seem not so unattainable. We can't invite 10,000 people home for dinner, but we can kindle that passion, one kid at a time.

PHOTOS BY DREW GIBSON AND MIKE LEVITZ/AT

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Countersteer

BY SAM MITANI >> INTERNATIONAL EDITOR

Throwing Parties to Keep Enthusiasm Alive

It's no secret that the car magazine business has been through some tough times recently, no thanks to the slumping economy and the popularity of the internet. The other night, I sat down with Hiroaki Ui of *Best Car*, Japan's most popular automotive publication, who was passing through Los Angeles on his way to South America. He said the car magazine business in Japan was experiencing equally tough times, but not for the same reasons as us.

"Car magazines sales are down across the board mainly because the general population is losing interest in cars. It's not that Japanese people have stopped buying cars, but most of them don't see cars as a hobby or something to get excited about. Cars have become an appliance to them, nothing more," he said.

Say it ain't so, Hiro. How can the people living in the country that produces the Nissan GT-R, Mazda MX-5, Mitsubishi Lancer Evolution and Subaru WRX not have enthusiasm for cars? Ui said that car enthusiasts among the Japanese public make up a very small minority. Any Japanese car with fewer than four doors and that's larger than a Honda Civic is doomed to fail in its home market.

I spoke to a few executives at Japanese car companies about this troubling trend, and some of them went as far as to say that many sporty cars are developed with hopes that they'll sell in the U.S., with the home market all but written off. Therefore, many Japanese car companies consider creating, promoting and maintaining enthusiasm in the U.S. a higher priority than doing so at home. Companies like Mazda and Mitsubishi have shown their appreciation to their hard-core fans with "come-all" events held in the parking lots of their offices. I visited two of them recently, one being the MX-5/Miata Fest, held at Mazda's North

American R&D headquarters in Irvine, California; the other, Mitsubishi Owners Day, which took place at Mitsubishi's North American headquarters in Cypress, California.

Both events had thousands in attendance, with the majority of people bringing their own cars (some of them really tuned up). Kelvin Hiraishi, director of research and development engineering at Mazda, said that these "parties" thrown in their own "house" were a way of showing the company's appreciation to its dedicated customers.

"This MX-5 festival and our other event, Sevenstock in September, which celebrates the rotary engine, provide a great way for fans of our cars to come together. And we don't limit our events to just Mazda owners; everyone is welcome. I'm happy that Mazda customers get very excited about the cars we build," he said.

Hiraishi has a point. Mazda and Mitsubishi (as well as a few other Japanese carmakers) build cars that generate passion and enthusiasm. (I can't imagine a huge celebration of Toyota Camry owners...) It goes without saying that the three major U.S. makers and the majority of European companies do too. So I implore Japanese car manufacturers to keep building cars like the Mazda MX-5, Mazda RX-8 and the Mitsubishi Lancer Evolution (not to mention the Nissan 370Z, Nissan GT-R and Subaru WRX STI). There are still plenty of fans of sporty Japanese cars here in the U.S., and we don't want to see them go away like they're doing in Japan. Here's an idea: You guys keep shipping fast, exciting sports cars here, and we'll start shipping hard-core enthusiasts to you. Sounds like a fair trade to me. 



>> At Mitsubishi (left) and Mazda (above), enthusiasts were able to show their passion for the respective marques.

PHOTOS BY THE AUTHOR

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Tech Correspondence

BY TOM WILSON

A Whole Lot of Revving Going On

HIGH-SPEED COUNTING

I am having trouble sleeping, and here's why. A Formula 1 engine revs to 18,000 rpm. That is 300 times a second. Now each time that crankshaft rotates, each piston goes up and down. And one out of four of those is a power stroke as the others are intake, compression, exhaust and so on.

Now, a fourth of 300 is 75, which suggests there are 75 combustion events a second in each cylinder. How does the ignition even have time to fire 75 times a second? I cannot conceive of it at all! Thus I lie awake. Please advise.

Paul Ehrmann
AUSTIN, TEXAS

Let's start with the math, remembering that each rotation of the crankshaft produces two strokes of the piston, one up and one down.

Let's call those the intake and compression strokes. Two rotations of the crankshaft will add the power and exhaust strokes, completing the 4-cycle event. So, for each power stroke there are two crankshaft revolutions.

Therefore, at 18,000 rpm, or 300 revs per second, there are 150 firing events per cylinder. If there are eight cylinders, the ignition system zaps 1200 times per second. Much arcing and sparking indeed.

However, a modern ignition system, including those in F1, have no moving parts, other than a flux of electrons if we're to believe all that theory Maxwell, et. al., have drummed up to explain Lucas electrics over the years. And that means the electrical system "moves" at the speed of light, or 186,000 miles per second.

As our astronomy instructor explained, jet

fighters are donkey carts in the world of electromagnetism, and we've come to understand he was being charitable to the jets. This is also why you really don't care if one ignition wire is longer than the other on your old Austin-Healey Sprite. Of course, if this helps you sleep more soundly, consider an F1 piston comes to a complete stop 600 times per second and the valves cycle 150 times per second, the fuel injectors squirt...

DRIVING FOR MILEAGE

For my commute I drive a 2000 Ford Focus with a 5-speed manual. Which of these strategies will give better fuel economy: accelerating slowly at a lower engine speed (1000-2000 rpm) with a wider throttle opening and shifting while still at low rpm, or accelerating slowly at middle revs (1500-3200) with a

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smaller throttle opening, shifting at a bit higher rpm.

Tyler Bowers
RICHLAND, WASHINGTON

Reduced rpm and reducing air restriction with a wider throttle opening yield higher mileage. So a strategy of accelerating with the throttle nearly wide open (to avoid full-throttle enrichment from the engine management) and short-shifting at low rpm gives the best mileage when accelerating.

MX-6 LIGHTWEIGHTS

As I contemplate replacing the steel wheels on my Mazda MX-6, what are the advantages or disadvantages, aside from cost, of lightweight wheels?

T. J. Tronrud
THUNDER BAY, ONTARIO, CANADA

Lightweight wheels save overall vehicle weight, but more importantly save unsprung weight thus improving suspension response and, most noticeably, ride quality. Their reduced rotating mass aids acceleration and braking too. So, according to the textbook, lightweight wheels are a great thing. Downsides are increased cost and susceptibility to bending or breakage.

All that said, in the real world even a fair amount of wheel weight doesn't make much difference to a street car. Most people select their wheels almost entirely on looks and are happy with the choice.

BRAKE DIAMETERS

Why are OE brake rotors on most cars smaller on the rear wheels? Aftermarket brake kits use the same size rotors on both front and rear wheels.

I would like to replace brakes on my 2004 Honda S2000 with Brembo Big Brakes but do not want to adversely affect balance and handling of the car.

Roger Wheelis
BAINBRIDGE ISLAND, WASHINGTON

Arriving at the appropriate brake balance front to rear is something the OE engineer does by juggling several factors, including brake diameter, piston area, friction material, brake type (disc or drum), proportioning valve function, ABS strategy and so on.

Because of weight transfer during deceleration, the front brakes can be more powerful because the front tires have more traction. Thus, sedan front brakes are traditionally larger than the rears. This might be more so on a pickup truck that is disproportionately front-end heavy, and less so given a mid-engine layout, which is more balanced.

As for aftermarket brake kits using the same diameter rotors front and rear, that's not really the case. Rear rotors are usually still smaller, but perhaps not to the same extent as stock. Some of this is cosmetic—larger brakes look good and thus sell better—and some of it supposes a buyer interested in larger brakes is similarly interested in a stiffer, lower suspension that rewards

a slightly more rearward brake bias. Also, the aftermarket designer is free to juggle brake pads, piston sizes and the proportioning valve (or sell you an adjustable proportioning valve) in his kit.

Your S2000 is a well-balanced car to begin with, and adding a well-engineered kit such as Brembo's should not adversely affect the brake bias.

FROM OUR FRIENDS

Our advice on Audi Pampering in the July 2010 issue prompted Bob Marquis of Ypsilanti, Michigan, to comment on the vital importance of maintaining battery voltage. "If he is going to let his vehicle sit for more than one month, he will need to have some sort of battery maintenance charger connected or he will probably have to deal with a dead battery.

"Most people are not aware of the continuous electrical draw in a vehicle when it is turned off. As a retired Ford electrical component design engineer, I always had to consider the 'ignition off' electrical load of my components. At Ford (and I'm sure other manufacturers are similar), we sized the electrical capacity of the battery to allow the vehicle to start after sitting 30 days. This would accommodate the customer who parked their vehicle at an airport while traveling."

Just as valid was the observation on turbo lag (March 2010) from Rich Vitamvas of Colorado Springs, Colorado. "In your reply to Glen Hanus' question on altitude's effects on engine power, you missed an important part of the answer—increased turbo lag. I also live in Colorado at about 6800 ft., and cars that have little or no lag at sea level can have significant lag as the elevation increases. You correctly say it is a night-and-day difference between normally aspirated and turbo cars at altitude; the problem is that it's also a night-and-day difference from off-boost to on-boost in the same car. For maximum power at altitude a turbo is definitely the way to go, but there is a drawback in increased lag."

Rich is absolutely correct—a fact we tested years ago at our peril in Colorado while pulling into an intersection in a 4-cylinder turbocharged pickup with an automatic transmission. It took ages for the boost to build, allowing us ample time to consider the cross traffic's blaring horns, flashing lights and our insurance arrangements. Since then, more sophisticated turbos and engine-management strategies have greatly mitigated such dangers, but the physics remain unchanged and high-country turbo buyers should beware. 🚗

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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 ⁴	Braking from 60 mph, ft.	Braking from 80 mph, ft.	Skidpad, g	Sialom, mph	Our Fuel Mileage, mpg
Acura RL¹	5-09 ¹⁰	\$54,860	V-6	300	271 4085	6.2 15.3	14.7@97.8	130 ⁵	126	226	0.86	673	170 ⁶		
TL SH-AWD	5-10 ²	\$44,195	V-6	305	273 3860	5.2 13.1	13.7@102.3	130 ⁵	113	198	0.91	684	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 ⁵	133	241	0.85	641	19.0 ⁶		
Alfa Romeo 8C Competizione	1-08	\$253,750	V-8	450	354 3495 ⁴	4.2 9.3	12.4@115.4	181	105	196	1.02	na	14.0 ⁶		
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 DBS¹	3-09 ¹⁰	\$276,140	V-12	510	420 3940	4.1 9.2	12.4@114.9	191	111	193	0.95	714	na		
Rapide¹	9-10	\$212,445	V-12	470	443 4385	4.7 10.9	13.1@109.5	188	119	214	0.92	69.7	12.0⁶		
V8 Vantage Roadster	4-10 ^{10,2}	\$157,630	V-8	420	346 3775	4.5 10.2	12.8@113.3	180 ⁵	119	211	0.95	72.5	10.9		
Audi A4 3.2 Quattro¹	5-09 ²	\$49,975	V-6	265	243 3810	5.9 15.3	14.4@97.5	150 ⁵	125	224	0.86	66.2	18.3		
A5 2.0T Quattro ¹	4-10 ¹⁰	\$45,150	I-4t	211	258 3645	6.2 16.4	14.8@95.2	130 ⁵	118	204	0.94	68.9	21.3 ⁶		
A6 3.0 Quattro ¹	6-09 ¹⁰	\$56,025	V-6s	300	310 4125	5.5 13.8	14.0@100.8	130 ⁵	126	227	0.85	64.1	19.0 ⁶		
R8 5.2	2-10 ¹⁰	\$172,250	V-10	525	391 3745	3.3 7.6	11.5@123.1	196 ⁵	118	210	0.99	73.2	14.0 ⁶		
S4 Quattro	5-10 ²	\$58,675	V-6s	333	325 4010	4.5 11.0	12.9@108.6	155 ⁵	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 ⁵	115	202	0.98	72.0	19.9		
Bentley Cont. Flying Spur Spd¹	8-10 ²	\$226,485	W-12tt	600	553 5575	4.3 11.0	12.9@108.5	201	116	202	0.90	61.2	14.1		
Continental GT Speed ¹	5-08 ¹⁰	\$226,555	W-12tt	600	533 5170	4.0 9.9	12.5@113.4	202 ⁵	116	199	0.90	66.2	11.0		
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 ⁶		
BMW M3 Coupe DCT	12-08 ¹⁰	\$65,000	V-8	414	295 3670	4.3 10.0	12.7@112.4	155 ⁵	116	205	0.93	71.1	13.1		
X6 M ¹	2-10 ¹⁰	\$95,025	V-8tt	547	502 5095	4.2 10.5	12.7@110.5	155 ⁵	120	218	0.90	65.7	12.7		
Z4 sDrive35i	7-09	\$57,500	I-6tt	300	300 3460	4.8 11.7	13.3@106.7	150 ⁵	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 ⁵	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 ⁵	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 ⁵	122	220	0.89	66.7	16.0 ⁶		
750Li ¹	8-09	\$110,170	V-8tt	400	450 4735	4.9 11.8	13.4@106.0	150 ⁵	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	9.0⁶		
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		
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 ⁵	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 ⁵	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	150 ⁵	112	197	0.96	70.7	17.0 ⁶		
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 ⁵	136	246	0.83	62.7	20.3		
Charger SRT8 ¹	3-09 ²	\$46,125	V-8	425	420 4185	4.9 11.4	13.2@108.8	165 ⁵	124	220	0.88	65.8	18.5		
Viper SRT10 ACR	4-08 ¹⁰	\$98,110	V-10	600	560 3430	3.4 8.0	11.6@122.6	177 ⁵	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 ⁶		
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 FI	5-07	\$319,408	V-12	611	448 3865	3.2 7.0	11.2@129.3	205	109	186	0.97	71.2	10.0⁶		
Ford 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 ⁶		
Mustang GT Premium	8-10 ²	\$39,680	V-8	412	390 3665	4.6 11.3	13.2@109.3	145 ⁵	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 ⁵	115	199	0.92	69.2	20.6		
Taurus SHO ¹	12-09 ²	\$42,985	V-6tt	365	350 4285	5.2 12.8	13.6@103.2	131 ⁵	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 ⁶		
Honda FCX Clarity¹	5-09	\$600/mo.	FC	134	189 3575	8.6 27.3	16.8@84.3	100 ⁵	129	241	0.82	64.1	na		
Hyundai Genesis 4.6L V8¹	5-09	\$42,000	V-8	375	333 4015	5.5 13.0	13.9@103.8	149 ⁵	120	218	0.86	63.8	18.0 ⁶		
Genesis Coupe Track	6-09 ²	\$30,345	V-6	306	266 3470	5.7 14.7	14.4@99.1	149 ⁵	118	211	0.90	69.3	18.0 ⁶		
Sonata SE ¹	7-10 ¹⁰	\$25,195	I-4	200	186 3340	7.5 20.6	15.8@89.1	130 ⁵	128	222	0.85	65.4	26.6		
Infiniti G37 Coupe Journey¹	6-09 ²	\$45,045	V-6	330	270 3700	5.4 13.0	13.8@103.2	155 ⁵	118	206	0.89	68.4	19.0 ⁶		
G37S Sport	5-10 ²	\$40,085	V-6	328	269 3665	5.1 12.3	13.6@105.6	155 ⁵	117	210	0.90	67.8	16.6		
Jaguar XFR¹	8-09 ²	\$80,000	V-8s	510	461 4405	4.3 9.6	12.6@115.3	155 ⁵	117	206	0.88	66.1	16.7		
Kia Forte Koup SX	6-10 ¹⁰	\$20,090	I-4	173	168 2920	6.9 18.9	15.4@92.3	130 ⁵	125	220	0.89	67.2	23.0 ⁶		
Lamborghini Gallardo Balboni	11-09	\$255,295	V-10	550 ⁶	398 3210 ⁴	3.5 7.5	11.5@126.7	199	115	200	0.95	72.5	13.0 ⁶		
Murciélago LP670-4 SV	11-09	\$480,325	V-12	670 ⁶	487 3660 ⁴	2.8 6.8	10.9@129.4	209	114	193	0.97	70.0	10.0 ⁶		
Lexus HS 250h¹	11-09 ¹⁰	\$39,150	I-4/Elec	187	138 3690	8.2 na	16.2@88.6	112 ⁵	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 ⁵	133	236	0.81	64.5	19.0 ⁶		
LFA	7-10	\$388,475	V-10	560 ⁶	354 3580	3.8 7.8	11.8@124.4	202 ⁵	112	193	1.04	74.2	16.0 ⁶		
Lincoln MKS EcoBoost¹	10-09 ¹⁰	\$56,625	V-6tt	355	350 4440 ⁴	5.0 12.4	13.6@103.8	131 ⁵	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	162⁵	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 ⁶		
Maserati Gran Turismo¹	8-08 ²	\$118,525	V-8	405	339 4350	4.7 11.7	13.3@106.2	177 ⁵	112	194	0.95	71.0	16.6		
Gran Turismo Convertible¹	9-10	\$144,335	V-8	440	361 4610	4.8 11.3	13.2@107.8	176	114	197	0.87	69.7	15.3		
Mazda Mazda3s	5-09 ¹⁰	\$22,130	I-4	167	168 3035	7.5 20.0	15.7@89.3	130 ⁵	132	230	0.86	66.8	22.0 ⁶		
Mazdaspeed3	2-10 ¹⁰	\$25,090	I-4t	263	280 3250	6.1 14.5	14.4@99.6	155 ⁵	126	219	0.90	68.8	17.0		

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Make & Model	Issue	Price as Tested ³	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 AMG ¹	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	232	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 ⁸	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
SLS 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	0.82	67.2	27.0 ⁴
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 ⁴
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 GSR	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 GT ¹	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	0.85	66.0	17.8
Porsche Boxster Spyder	3-10	\$79,210	F-6	320	273	2940	4.4	10.4	12.8 @ 109.6	166 ⁵	112	202	1.02	74.6	19.0 ⁴
Carrera GT	6-04	\$460,400	V-10	605	435	3530 ⁸	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 ⁵	117	204	1.00	72.6	20.9 ⁴
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 ⁸	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 Ghost ¹	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
Rosson 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 ⁴
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 ⁴
Shelby GT500 Super Snake	12-07	\$70,670	V-8s	605	590	3915	4.4	9.1	12.5 @ 119.9	150 ⁵	118	204	0.93	68.4	15.6
Smart ForTwo passion coupe	3-08	\$15,625	I-3	70	68	1825	13.3	na	19.2 @ 70.5	90 ⁵	130	230	0.72	57.6	32.0 ⁴
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 ⁸	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	\$18,400	Elec	248	276	2750	4.0	11.1	12.7 @ 105.3	121	119	210	0.92	68.6	132 ⁴ kg
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 ⁴ kg
Volkswagen CC 3.6L 4Motion ¹	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 ¹⁰	8-10	\$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 ¹⁰	8-10	\$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.; *auto-matic transmission; *comparison test; *price at time of test, some estimated; *estimated; *electronically limited; *DIN bhp; *from previous test; *altitude-affected; *aerodynamically limited; *Road Test Update; *performance data, no sideview. For purchasing back issues, see info on PS 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**

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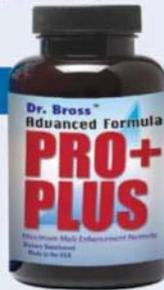
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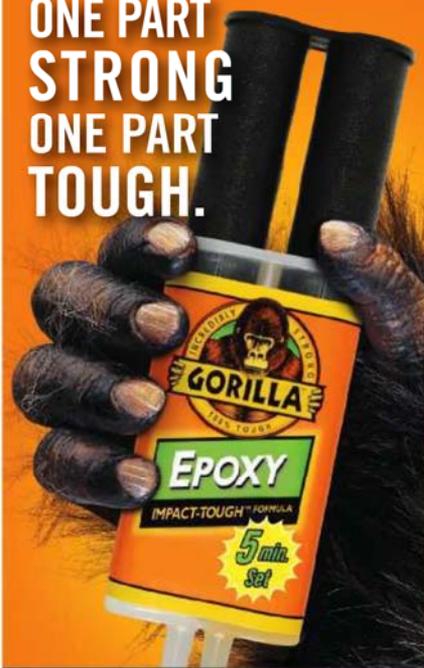
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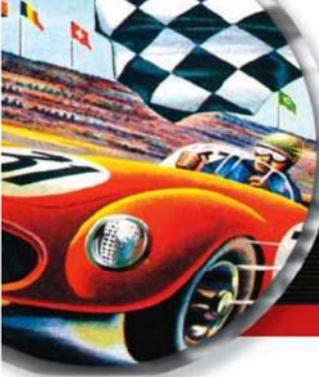
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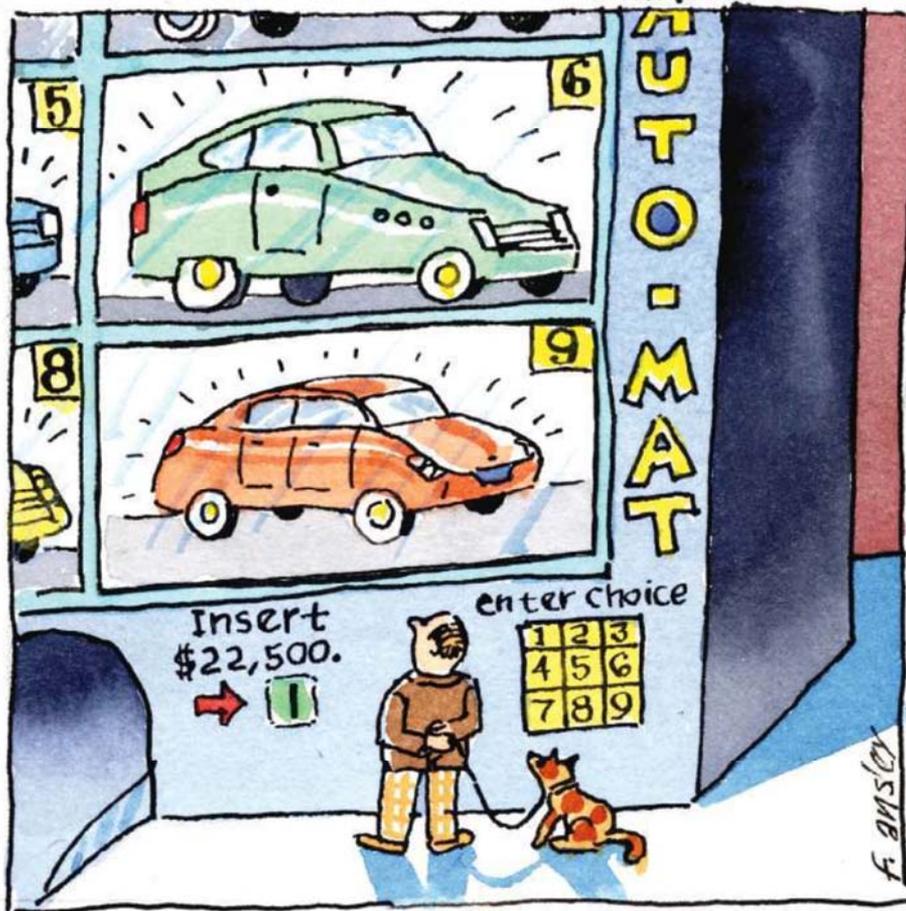
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