

2012 FORD MUSTANG: THE BOSS IS BACK!

ROAD & TRACK

NOVEMBER 2010

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Ultimate Showdown

Road
versus Track

HOW CLOSE ARE THESE AWESOME STREET CARS TO THEIR RACING BROTHERS?



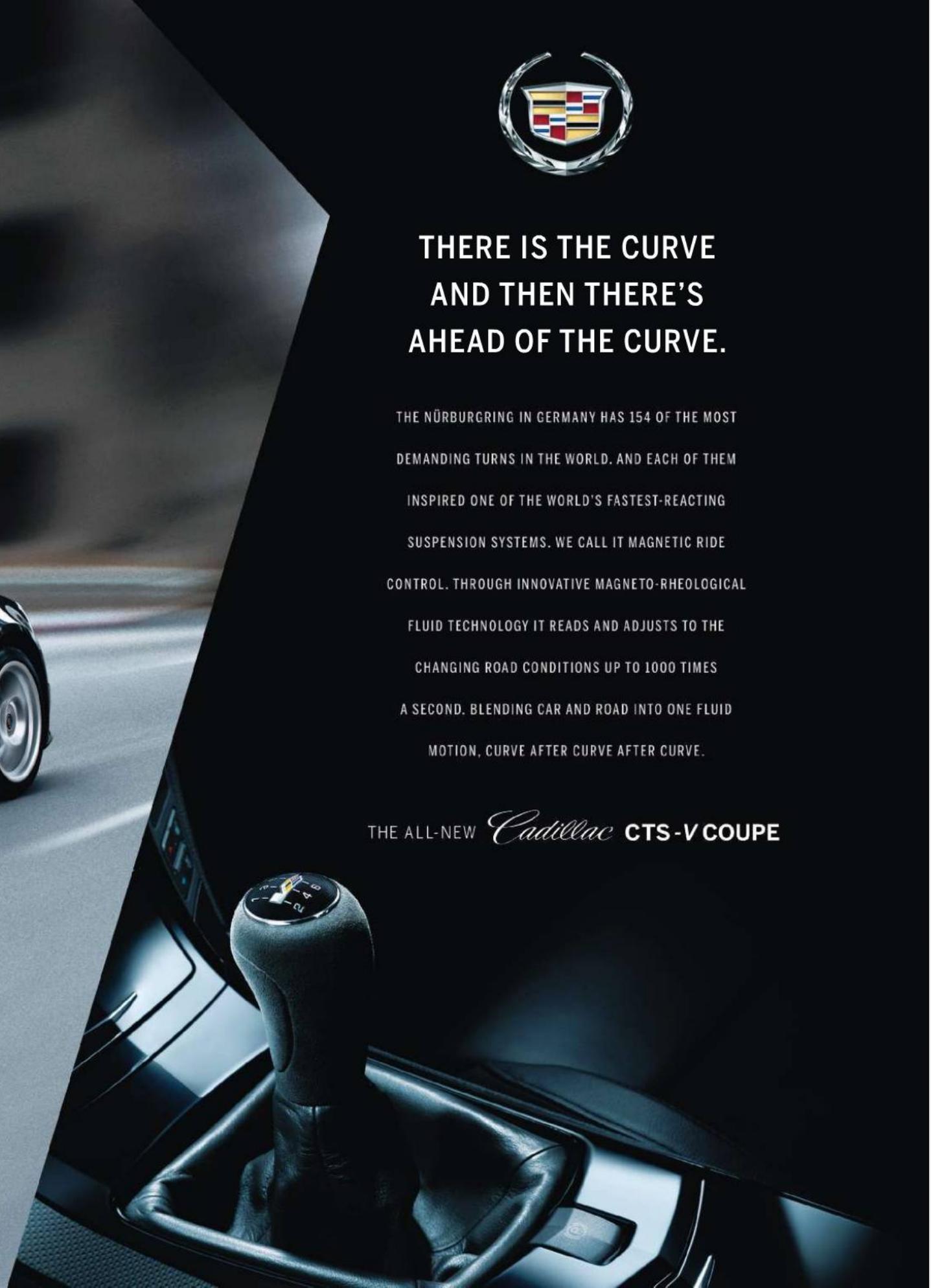




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*2011 EPA fuel economy estimates 27 city/32 highway mpg for 2011 Juke FWD with CVT. Actual mileage may vary with driving conditions – use for comparison only.
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Ultimate GT Showdown

"How would my car fare out there?"

An intriguing question, and one we try to answer in this issue's Ultimate GT Showdown. We pit ALMS GT-class race cars against their production counterparts at Miller Motorsports Park, tap the pro drivers' expertise and sift through the data.

The fun starts on **p. 42**



11.10

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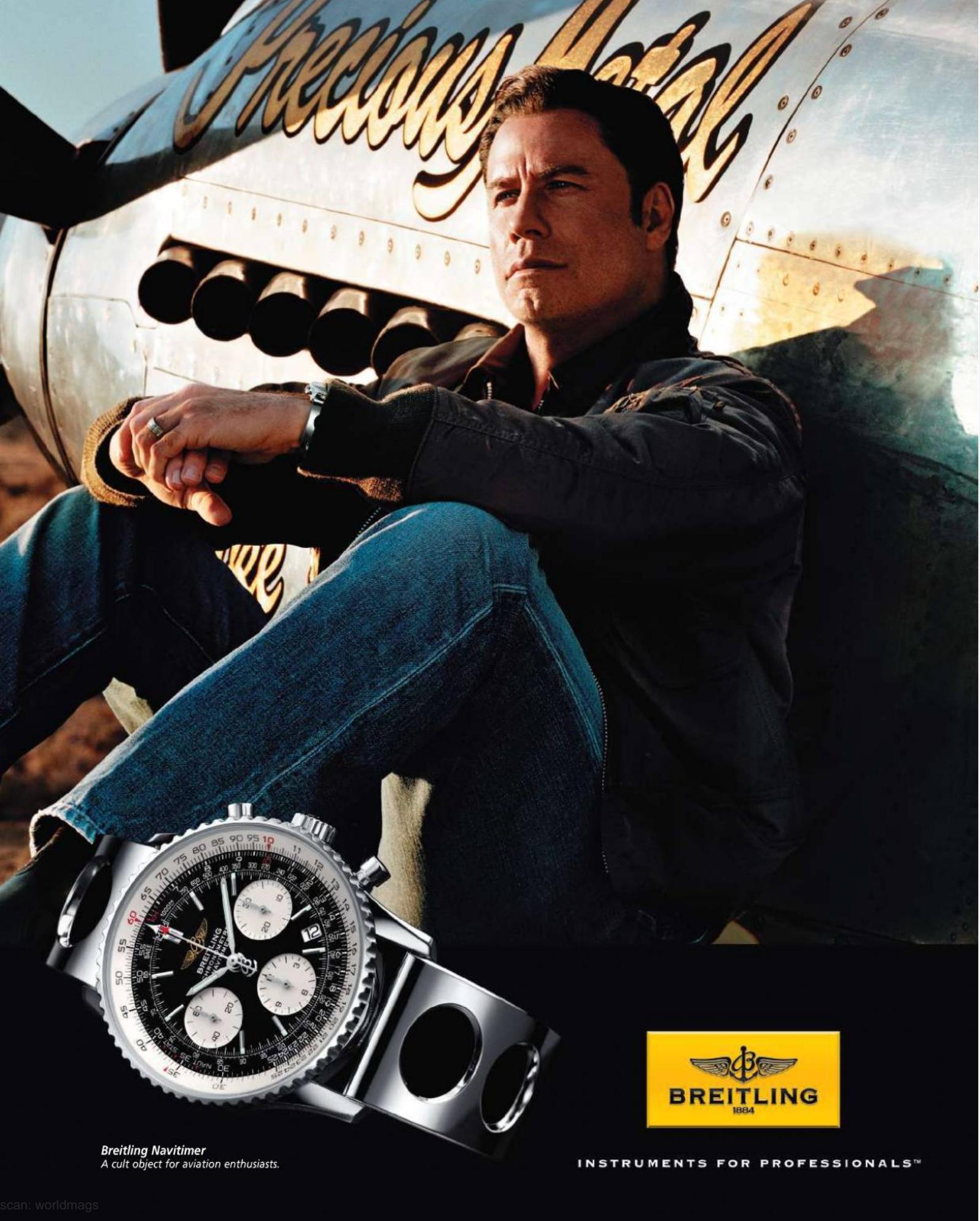


PROFESSION: PILOT CAREER: ACTOR

People are acquainted with the star, the multi-faceted actor. But John Travolta is also a seasoned pilot with more than 5,000 flight hours under his belt, and is certified on eight different aircraft, including the Boeing 747-400 Jumbo Jet. He nurtures a passion for everything that embodies the authentic spirit of aviation. Like Breitling wrist instruments. Founded in 1884, Breitling has shared all the finest hours in aeronautical history. Its chronographs meet the highest standards of precision, sturdiness and functionality, and are all equipped with movements that are chronometer-certified by the COSC (Swiss Official Chronometer Testing Institute). One simply does not become an aviation supplier by chance.

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Red Bull's Sebastian Vettel lost control under braking at Spa, his Red Bull RB5-Renault taking out Jenson Button and sending shards of carbon-fiber everywhere. Meanwhile, teammate and championship rival Mark Webber, looming in the background, tries to avoid smiling inside his Arai helmet...

PHOTO BY ALBERTO CRIPPA/LAT

Nikon D3 1/1000s at f/5.6.
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*SEE PAGE 14 FOR "HOW-TO" INSTRUCTIONS. YOU CAN ALSO TEXT "ALMS" TO 44636 OR GO ONLINE: ROADANDTRACK.COM/ALMS

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SPIED! 2012 ACURA TL

Acura's best-selling model has gotten itself a nose job. Our latest spy photos reveal that the manufacturer has backpedaled on the current generation's "Power Plenum" grille, which many dealers viewed as a complete styling disaster. See photos of the refined TL online now.

RoadandTrack.com/TLSpy

PHOTO BY BRENDA PRIDDY

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The Road Ahead

BY MATT DELORENZO >> EDITOR-IN-CHIEF

Racing Back to Relevancy

Motorsport is pursued under many guises from sales tool (Win on Sunday, Sell on Monday) to pastime (NASCAR's slavish devotion to The Show).

Such approaches are merely means to an end—i.e., moving the iron, selling tickets and generating television ratings.

Sometimes it seems racing's original purpose, improving the breed, has gotten lost in the shuffle. But as demonstrated in this month's cover story, where we pit American Le Mans Series GT racers against their street counterparts, the transfer of technology between competition and road cars is stronger than ever. Consider that the Corvette ZR1 in our cover story was within one mile per hour of the Corvette C6.R on the front straight at Miller Motorsports Park. Amazing.

As government demands for cleaner and more fuel-efficient cars increase, more and more racing series are stepping up their efforts to test technologies that will enable manufacturers to meet these more stringent requirements. In other words, racing is more relevant than ever. Case in point: Both ALMS and the ACO have focused on fuels (the former using ethanol blends, the latter, encouraging diesel development) as a way to make cars more efficient. While the Audi R15 and Peugeot 908 diesels lack the aural punch of their gasoline-fueled counterparts there's no denying that they are bloody fast, as evidenced by this year's blistering pace at Le Mans.

Besides alternative fuels, smaller turbocharged engines will be critical for manufacturers to meet higher CAFE standards and provide the kind of muscular performance consumers have come to expect from their cars. The Indy Racing League's move from a normally aspirated 3.5-liter V-8 engine formula to a 2.4-liter twin-turbo V-6 is further proof that racing will lead the

way in developing approaches to maximizing power, efficiency and durability in a most demanding environment.

It's not just traditional internal combustion engines that benefit from the crucible of competition. Porsche's innovative flywheel-assisted 911 GT3 R Hybrid, which makes its U.S. debut at Petit Le Mans at Road Atlanta, is evidence that nontraditional technologies are again being welcomed trackside. This sort of fresh thinking is bound to generate the kind of excitement and interest not seen since the turbine car era at Indianapolis in the 1960s.

Even NASCAR, which has seemingly been resistant to change, recognizes the need for technological advancement. I still believe the Car of Tomorrow concept was ill-conceived because there is little to distinguish one car brand from another. However, the impetus behind the COT, driver safety, can't be faulted, especially when you see Elliott Sadler walking away from a wreck at Pocono that literally tore the powertrain out of his car. There's much that racing continues to contribute to occupant safety. Still, there is recognition on the part of NASCAR that engine technology advancements are important to the future of the sport, and that's why you'll see the move toward fuel injection and some styling changes so fans can better relate to the cars on the track.

Racing matters. If it didn't, why would Volvo, a company that built its reputation on safety, support an S60 in SCCA's SPEED World Challenge GT Series? And Volkswagen reaching out to a whole new audience of novice drivers with its Jetta TDI Cup series? From the professionals down to the amateur ranks, we're seeing a renaissance in competition. New series, new faces and most important of all, new technology. Racing is relevant and we promise to be along every step of the way.

PHOTO BY MARC URBAND

"The Corvette ZR1 was within one mile per hour of the Corvette C6.R on the front straight. Amazing."



What Matters to You?

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

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

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



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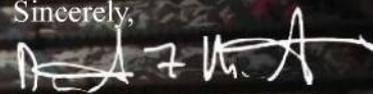
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AUGUST 2009

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Edited by Mike Monticello

Ampersand

Now Who's the Boss?

Ford is, with the new Mustang Boss 302 for 2012

More than 40 years after the introduction of the first Boss Mustang in 1969 comes the new Ford Mustang Boss 302 for 2012. It's expected to be priced in the

\$40,000 range, slotting above the Mustang GT but below the Shelby GT500.

Mustang Chief Engineer Dave Pericak says, "The team at Ford wanted to

offer their fellow Mustang enthusiasts something really special—a beautifully balanced factory-built race car that they could drive on the street...this is a front-



to-back re-engineered Mustang with every system designed to make a good driver great and a great driver even better."

A revised intake and cam grind bump the already potent 412-bhp 5.0-liter V-8 to 440 bhp and 380 lb.-ft. of torque. The intake contains internal velocity stacks that should make wonderful noises when revving high on the new cams. But thanks to the engine's twin variable valve timing, the idle should remain smooth and the

powerband broad.

Rounding out the drivetrain improvements are a tougher clutch, a short-throw shifter, 3.73:1 final drive and standard limited-slip differential with carbon-fiber plates. For those who want just a bit more race in their Boss, a torque-sensing differential and Recaro seat package are available. Taking it even further is the limited-production Laguna Seca edition that removes the rear seats, tweaks the suspension and aero a bit more,

and comes shod with even stickier tires than the regular Boss. Every Boss 302 comes with 5-way adjustable dampers that require only a small screwdriver to change settings—just like in 1969—allowing for a compliant ride to the track, but more precise handling once you get there.

A unique feature on the Boss 302 is the quad exhaust. The two outlets

at the rear come from the Mustang GT, but two extra outlets have been added on the side of the car, just ahead of the rear wheels. To remain legal there isn't much exhaust flowing through them, but they can easily be opened up for increased performance and are designed to accept electronically controlled dump valves. This was done for those who want to modify the car for pushbutton sound amplification.

As for the car's new styl-

ing: "The look of the Boss is recognizable to anyone familiar with Trans-Am racing," Chief Designer Darrell Behmer says. "We've taken design cues from the 1969 Boss street car and the menacing Bud Moore/Parnelli Jones race cars and carefully updated them to give the 2012 edition the proper bad-boy attitude that is unmistakably a Boss Mustang." We agree; just wish it hadn't taken more than 40 years.

—Shaun Bailey



» Boss 302 Laguna Seca editions boast a serious front splitter and Recaro front seats (the rear seat is ditched). All versions feature a 440-bhp V-8.



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2013 Saab

Getting back on track?

Spyker/Saab chief Victor Muller recently stated that there will be an all-new Saab 9-3 on the market by 2012. What's more, Muller said the new 9-3 "will be the first true Saab developed as a stand-alone [post-GM] company."

While Muller would say little else on the record regarding the new car, we believe the photo-illustration seen here bears a very good likeness to the finished version we'll see in 2012 as a 2013 model. We've also learned the car will actually be called the "93," as opposed to the current "9-3." As you can see, the new 93 will borrow the thick roof look of the recently intro-

93



PHOTO-ILLUSTRATION BY LARSON

duced 9-5, but the smaller car will take the styling to a sportier level.

Underpinning the new 93 will be what's being dubbed the Phoenix platform, which may also

serve the next-generation 9-5. If our sources are correct, Saab will rely on many suppliers to build the new 93, the latest rumors suggesting the Swedish brand could use a 1.6-liter

turbocharged 4-cylinder from Mini/BMW. Such an engine could easily produce 200-plus-hp in 93 form, and Saab's excellent XWD all-wheel-drive system should still be an option.

The 93 sedan you see here will launch first, but count on a convertible soon after and, believe it or not, the return of a 93 hatchback model a bit later.

—Mike Monticello

2011 Bentley Continental GT

After seven years on the market, Bentley has redesigned its successful Continental GT 4-seat coupe. You'll have to look hard to spot the updates to the front of the car, which include a more upright grille, new front fascia, "jeweled quad headlights" and LED daytime running lights. The rear of the car is another story, now featuring a much more sculpted trunklid.

Chassis-wise, the front and rear tracks have been widened by 1.6 and 1.9 in., respectively, and there are

retuned springs and dampers and a new front anti-roll bar. The front/rear torque split of the standard all-wheel-drive system has been shifted to 40/60 from the previous 50/50 to improve power-on handling maneuvers. The 6.0-liter twin-turbo W-12 revs more freely due to the installation of low-friction, lightweight components, with power up slightly to 567 bhp (from 552) and torque to 516 lb.-ft. Due to the slight increase in power, a new ZF 6-speed automatic

transmission (with 200-millisecond shifts) and a reduction in curb weight of 143 lb., the Conti GT can hit 60 mph in a claimed 4.4 sec., while fuel economy has improved from 10/17 mpg to 12/19.

The 2011 Continental GT will go on sale in the first quarter of next year in W-12 form, with a new 4.0-liter V-8 model (said to offer a 40-percent reduction in CO₂ emissions versus the W-12, along with a lower price point) hitting the market in late 2011.—MM

» The Conti GT sports a new front fascia and headlights. Trunklid styling comes from the Mulsanne flagship.



2011 Lotus Evora S and Evora IPS automatic



dle all the extra power.

Meanwhile, the standard 276-bhp Evora will be available with an automatic transmission option called Intelligent Precision Shift (IPS) for 2011. Although it's a traditional torque-converter automatic, IPS uses Lotus-developed transmission control as well as steering wheel paddle shifters for manual operation. Both new Evora models are expected on U.S. soil by early 2011.—MM



In our September 2010 comparison of the Lotus Evora and Porsche Cayman S ("A Duel in Death Valley"), one of the few downsides we found with the new Lotus was that its 3.5-liter V-6 "...leaves something to be desired in terms of top-

end punch and an inspiring exhaust note."

The new Lotus Evora S should solve both problems. Lotus engineers coerced an extra 69 bhp out of the Evora's Toyota Camry-sourced powerplant thanks to super-

charging (bringing peak power to 345 bhp), while the Evora's weak bark was addressed with an active exhaust that, at the touch of a button, "makes the car sound just as dramatic as it feels," according to Lotus. Besides activating

the exhaust bypass valve, the aforementioned Sport button also improves throttle response, raises the engine's rev limit and affects parameters of the stability control system; the suspension has been suitably firmed up to han-



ULTIMATE LOTUS TRACK CAR

If you want to experience near-Formula 1 performance levels without the hassle of actually becoming an F1 driver, the Lotus 125 might be your answer. Developed by the car company rather than the F1 team, the Lotus 125 is an exclusive ultra-high-performance race car complete with a 3.5-liter Cosworth V-8 producing 640 bhp linked to a 6-speed semi-automatic paddle-shift gearbox. A bespoke carbon-composite and aluminum chassis fitted with carbon-composite panels contributes to a weight of just 1234 lb. Only 25 cars will be built, at a cool \$1 million each.

Owners will participate in the "Exos Experience by Lotus," initiated and operated by Lotus Motorsport, an elite club in which the limited number of Lotus 125 owner/drivers will experience a near facsimile of a Grand Prix weekend. The drivers will be advised on all aspects of car and driver performance by a team of coaches (including former Grand Prix racers), technicians and physiotherapists, helping to improve race-craft, technical understanding and preparation for the physical strains of driving. Umbrella girls not included.—JA



2014 Lotus Elite

Feast your eyes on the rakish new Elite from Lotus, a 2+2 front-mid-engine rear-wheel-drive sports car that's about as far as you can go from Colin Chapman's original. Slated to arrive in 2014, the Elite is expected to carry a price tag of around \$180,000. Designed by the new Lotus styling team led by Donato Coco, the 181-in.-long coupe weighs in at 3700 lb. and features a retractable hardtop.

Power comes from a heavily revised Lexus 5.0-liter V-8 with an epicyclic hybrid gearbox with integrated electric motors and a front-mounted Kinetic Energy Recovery System (KERS). Power is rated at 542 bhp, or 611 bhp in the R-tuned version. Lotus pre-



dicts the Elite will hit 62 mph (100 km/h) in about 3.6 seconds. The 4-cam V-8 features both direct and port fuel injection with scavenged cylinder heads and a charge-cooled supercharger.

The Elite marks the first stage in a highly ambitious 10-year, \$1.2 billion program that Lotus CEO Dany Bahar says will see Lotus challenge the likes of Aston Martin and Maserati by the middle of this decade, producing 7000-8000 cars per year.

"Lotus can't survive as a niche brand," said Bahar. "It needs to be more appealing and has to exceed its rivals with better quality, class-leading emissions and performance at a better price."—lan Adcock

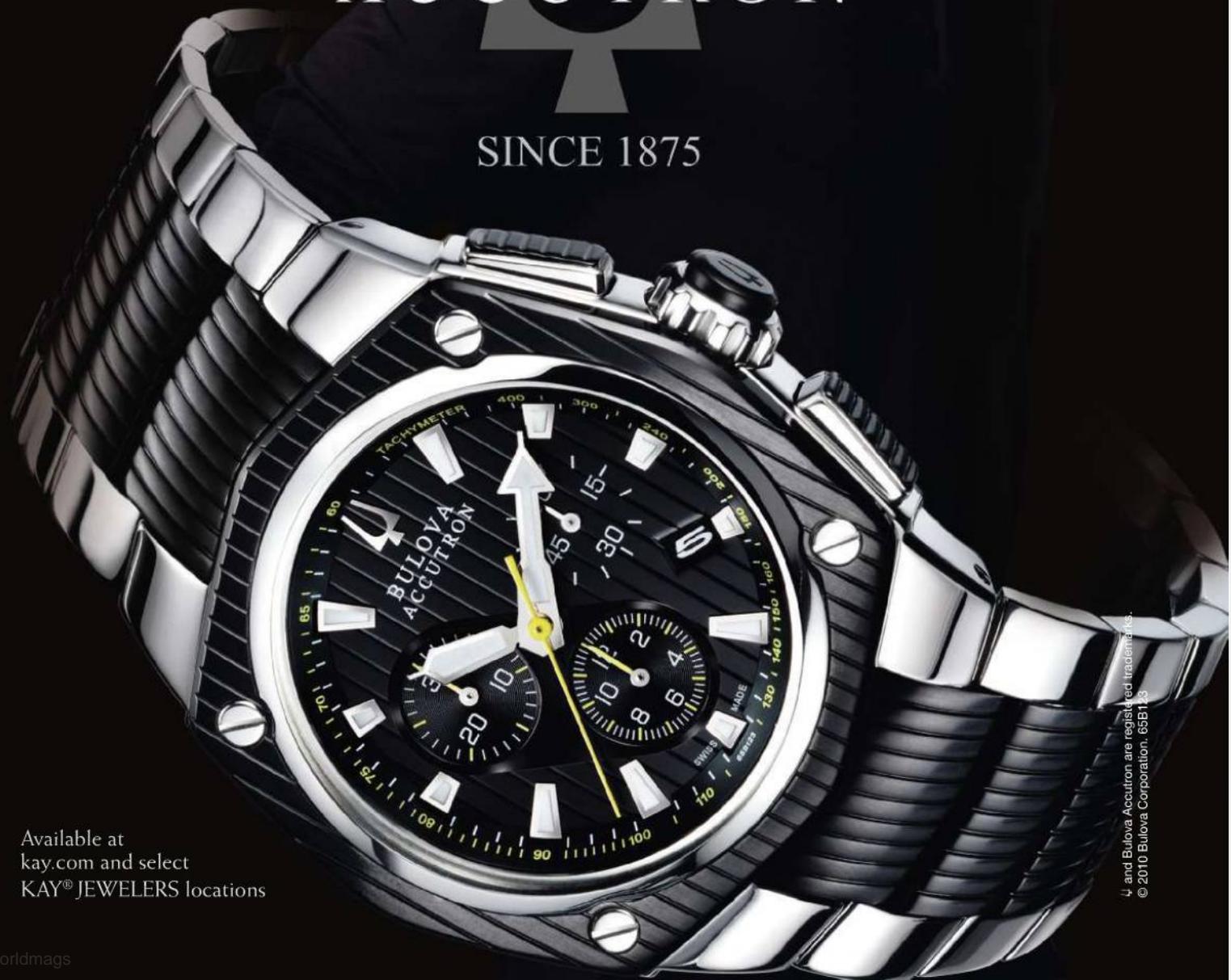
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*27 highway/17 city mpg for 2011 Audi A8 4.2 V8 automatic, EPA estimates. Your mileage will vary. †Based on brightness comparison to the sun and 5,500K burning temperature. Full LED headlights are an optional upgrade. "Audi," "A8," "ASF," "MMI," the Audi grille design, and the four rings and Audi emblems are registered trademarks of AUDI AG. "Truth in Engineering" is a registered trademark of Audi of America, Inc. "S-Class" is a registered trademark of Daimler AG. ©2010 Audi of America, Inc.

Gordon Murray T.25 City Car Unveiled

These are the first pictures of the Gordon Murray-designed T.25 3-seat city car that he has been developing over recent years. It's powered by a 660-cc 3-cylinder aluminum engine developing 51 bhp at 7000 rpm and 42 lb.-ft. of torque driving the rear wheels through a semi-automatic 6-speed sequential gearbox. Murray claims the car is capable

of achieving more than 61 mpg, but it does take a full 16.2 sec. to reach 62 mph (100 km/h). Top speed is restricted to 90 mph, although Murray claims it can hit 97 mph.

Like the legendary Murray-designed McLaren F1, the T.25 has a central driving position with the two passengers to the sides and slightly rearward. It takes just 20 sec. to adapt the in-



» Sure, it looks goofy. But if Gordon Murray has his way, this will be the city car of the future.

terior to one of six layouts, varying luggage capacity from 5.6 to 25.4 cu. ft.

Despite its diminutive size (the T.25 measures 94 in. long, 51 in. wide and weighs just 1267 lb.), Murray maintains that the use of Formula 1-derived materials and technology will ensure the car meets glob-

al crash standards. With body panels manufactured from recycled plastic, the T.25 is intended to be built using Murray's iStream assembly process that reduces capital investment by 80 percent in a plant that's just 20 percent the size of a conventional production facility. —JA



2012 Mercedes-Benz CLS



These first official photos of Mercedes' second-generation CLS show a marked contrast to the car that started the "4-door coupe" craze back in 2003. Sure, the dramatically sloping roofline is still there, but most everything else is completely changed. The hood and grille are significantly more upright, while the arching side line has been minimized, replaced by what Mercedes is calling "a new interplay of lines and surfaces." Another new styling cue is the bulging shoulder line above the rear fender.

Although Mercedes hadn't released powertrain information at press time, we know there will be a choice of two new twin-turbo V-8s for the States. The CLS550 will utilize the same 4.6-liter direct-injected engine found in the upcoming CLS500 coupe. This engine produces 429 bhp and 516 lb.-ft. of torque in the CLS550—a 32-percent increase in power over the outgoing V-8, yet with a claimed 20-percent improvement in fuel economy.

The CLS63 AMG will adopt the 5.5-liter twin-turbo V-8 found in the new S63 AMG, although we're told the CLS version will put out slightly less than that car's 536 bhp. It will come with M-B's 7-speed MCT (Multi-Clutch Technology) transmission.

The 2012 Mercedes-Benz CLS will go on sale in the U.S. in July 2011. —MM

BMW 1 SERIES M COUPE—IT'S OFFICIAL!

BMW revealed a prototype of its upcoming 1 Series M Coupe at the BMW Car Club of America's annual Oktoberfest in Elkhart Lake, Wisconsin. In truth, only the left front corner was revealed, but the fact this car is happening at all is big news. Unfortunately, BMW still has said very little about the car, other than that we'll see the production version at the Detroit Auto Show in January.

But here's what a source at BMW has divulged: First, the car will definitely use a forced-induction engine, although it won't be the new N55 single-turbo 3.0-liter inline-6; rather, the 1 Series M Coupe will use a high-output version of the N54 twin-turbo found in the 335is, probably with 335 bhp and 370 lb.-ft. of torque.

The BMW 1 Series M prototype sports huge fender flares for a reason: The car will come with much wider wheels and tires, as well as cross-drilled brake rotors straight from the M3. BMW will also significantly stiffen the car's suspension to properly handle the new-found speed. The 1 Series M Coupe will hit the U.S. market sometime in the first half of 2011 as a 2012 model. —MM





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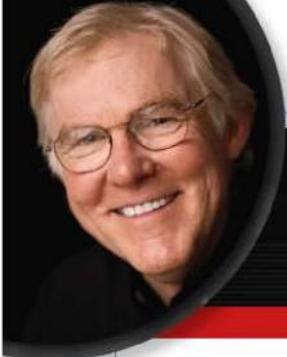
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1-800-33-Honda *Based on R. L. Polk & Co. U.S. retail registrations, Minivan segment, 1/08-6/10. †A separate source device is required to use split-screen function. **Hard disk drive (HDD) 15-GB memory audio system standard on navigation-equipped models. ††The USB Audio Interface is used for direct connection to and control of some current digital audio players and other USB devices that contain MP3, WMA or AAC music files. Some USB devices with security software and digital rights-protected files may not work. Please see your Honda dealer for details. ‡19 city/28 hwy 2011 EPA mileage estimates for Odyssey Touring models with 6AT. Use for comparison purposes only. Actual mileage will vary. Touring Elite model shown. ©2010 American Honda Motor Co., Inc.



Introducing the all-new Honda **ODYSSEY**



Side Glances

BY PETER EGAN >> EDITOR-AT-LARGE

Still Life, With Yellow Sting Ray



I like to think the six of us, drinking wine and eating cheese and crackers in our Adirondack chairs on the shady front lawn, would have made an excellent French Impressionist painting—a modern update of one of those lazy afternoon scenes you find in Monet’s *Luncheon on the Grass* or Renoir’s famous *Snacking on the Terrace*.

The only false visual cues, historically speaking, were the *Road & Track* polo shirts two of us were wearing—something you never see in an actual Monet—and a 427 Cobra with huge side pipes about 20 feet away, spitting glorious thunder and fumes at us. Also, I don’t think the French used Adirondack chairs, but never mind that for now.

This happy mixture of pastoral bliss and concussive turmoil occurred just last week in the little village of Elkhart Lake, Wisconsin. We were there on our annual pilgrimage to the “Kohler International Challenge with Brian Redman,” a big vintage race weekend held at the nearby Road America circuit. And the Satur-

day evening Street Car Concours found a bunch of us ideally situated for the arrival of the cars on Main Street. Barb and I got together with our friends Pat and Naomi and rented the downstairs of a nice old house just a few doors down from the picturesque old Siebken’s Hotel, literally right in front of the concours.

We were joined by R&T Editor Matt DeLorenzo and his daughter, Amy, and soon Naomi and Barb brought out trays of the finest Wisconsin cheeses with sliced Sheboygan sausage and crackers and handed us glasses of chilled white wine. This is our local version of oysters on ice and Chablis, only with more life-sustaining calories.

Meanwhile, the cars came streaming into town—Jags, MGs, GT-40s, Porsches, Allards, Ferraris, Cobras, etc.—in a cacophony of shrieking engines, with clutch smoke muting the rich palette of British racing green, fly yellow, blood red, American blue stripes on



PHOTOS BY SCOTT PACELEY

THE
NEXT
BIG
THING

IS JUST
A BIT
SMALLER



There's a widely held belief that motorists in the USA are biased against smaller cars. That's simply wrong. The compact-car class is now the largest-volume sales segment in the country. And this state of affairs is not entirely driven by economic considerations. People are sensibly downsizing as their needs change.

Perhaps what most people share with their fellow consumers in regard to small cars is simply a refusal to accept the humdrum experience and lack of amenities in most compact offerings. In which case, everyone will heave a sigh of relief when they check out the new Chevrolet Cruze.

Every aspect of this new compact Chevy was designed with an upscale experience in mind. From a roomy interior larger than the segment's sales leaders (and so big it's classified as a mid-size sedan by EPA standards), to the comprehensive equipment levels, the Cruze will lay to rest any beliefs that driving a smaller car entails a sacrifice.

In answer to those who feel that small cars are not as safe as larger vehicles, Chevrolet counters with a vehicle that offers 10 airbags, GM's well-developed StabiliTrak stability control system with rollover sensing function, a standard tire-pressure monitoring system, and a structure that has earned a five-star rating in every

market in which the car is sold. And can you think of any other compact car with automatic OnStar crash notification?

For those who think of compact cars as Spartan transportation with stark interiors and limited amenities, the Cruze strikes back with a stylish interior reflecting the best of contemporary design and lined with premium materials. The dual-cockpit concept features a three-gauge instrument cluster with ice-blue LED backlighting and chrome surround accents, while the seats have French seam stitching. Up to date amenities such as OnStar and XM radio are standard on the Cruze, while a USB port, Bluetooth connectivity and a Pioneer nine-speaker sound system are available.

Yet none of the important compact car virtues have been lost. The Cruze delivers segment-leading economy, providing high-mpg potential with the 1.4-liter ECOTEC turbo engine.

Yet the engine produces a healthy 138-horsepower for responsive performance.

In pursuit of the highest quality and durability, Chevrolet engineers logged 4-million miles in every conceivable environment. To ensure a tranquil experience, the Cruze has 30 separate acoustic treatments to smother any rude interruptions from the wind or road.

Ultimate proof of the Cruze's mechanical tenacity has been confirmed by its presence in 60 countries.

Clearly, the Chevrolet Cruze is ready for the United States.

INTERIOR

One look inside the Cruze is enough to tell you this is not a typical compact penalty box. The design, materials, textures and controls all speak of higher expectations. Seat coverings may be premium cloth or optional meridian leather, and the seats themselves are 8-way adjustable in manual form and six-way power

The Cruze has a Z-link rear suspension, a feature found in race cars





Small-car efficiency with big-car comfort: Cruze leads the segment in interior volume

adjustable when specified.

You can have heated seats, too, if you wish, with three levels of intensity. Dual cupholders are found in the center console, and there are bottle slots in the front door panels. Rear-seat passengers are not forgotten; another two cupholders can be found in the rear seat center fold-down armrest.

Steering-wheel-mounted switches for audio controls, Bluetooth and OnStar are available as an option, but the tilt and telescoping adjustment feature that helps tailor the car to its driver is included on all Cruzes. The Cruze's windows also feature an express-down

facility, and all but the base model include a driver's-side window express-up capability as a bonus.

It isn't just about convenience. Tactile quality is embodied by the chrome-ringed switch knobs, which are backlit by LEDs for easy recognition and tuned for a pleasing feel. Tight panel joints with flush borders increase the sense of precision and craftsmanship. In the rear, there is a 60/40 split-folding seatback with adjustable head restraints in all three positions.

As you can see, there isn't much on a high-end luxury car that isn't included in the Cruze's available inventory.

EXTERIOR

Benefitting from GM's international reach, the Cruze combines the cool sophistication of European design with the extrovert expression of an American brand. Its dimensions are more generous than those of its compact-class competitors, hence the superior interior space. Yet the taut surfaces, close wheel-to-body relationship and muscular stance produce a well-proportioned visual signature.

The lack of side moldings contributes to a clean and refined appearance, while the latest-generation dual-port grille design is perfectly integrated into the car's sculpted front end. Careful



CHEVY CRUZE



use of chrome accents add bright highlights to the grille, belt molding and deck lid without drawing attention away from the car's tidy proportions and subtle surface contours.

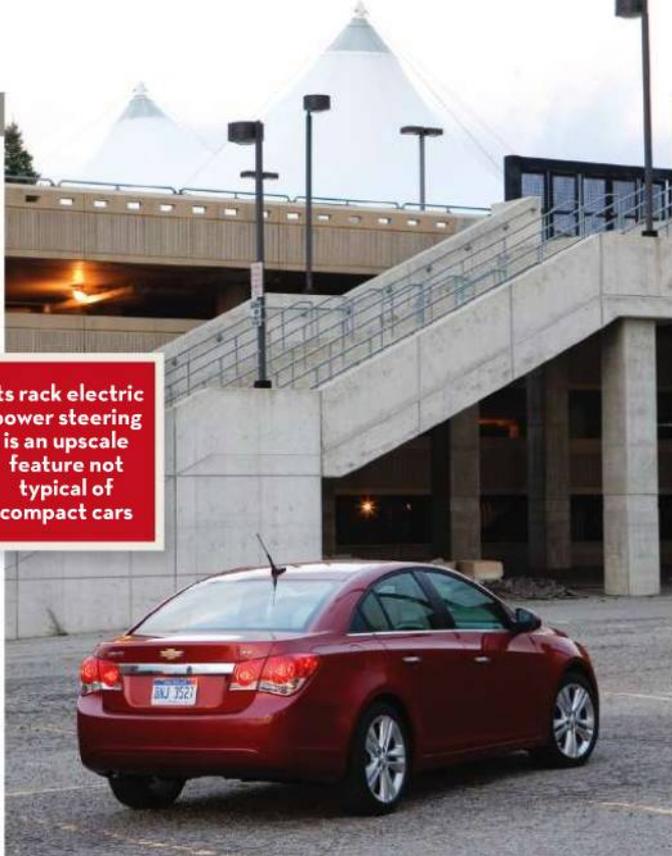
In front, wraparound halogen headlights accentuate the car's short front overhang. This combines with the long-wheelbase, wide-track geometry to help reinforce the visual impression of a mid-size sedan rather than a compact. Naturally, it's not about looks alone. The trunk has a low lift-over height, and the steep windshield rake and sleek, aerodynamic styling contribute to a coefficient of drag as low as 0.29 on some models.

DRIVETRAINS

The Cruze is offered with two engines and two transmissions. An all-new 136-horsepower 1.8-liter DOHC inline four is exclusive to the Cruze LS. Although it runs on the cheapest grade of fuel, this engine features variable inlet- and exhaust-valve timing, and it delivers at least 90-percent of its peak torque (123 pound-feet) between 2,200 and 6,200 rpm. So it feels a lot bigger than it is.

The other available engine is a 1.4-liter turbocharged inline four fitted as standard to Cruze LT,

Its rack electric power steering is an upscale feature not typical of compact cars



To see videos on the Chevy Cruze, please go to www.roadandtrack.com/chevyCruze

Eco and LTZ models. Acting as two engines in one, the ECOTEC turbo enjoys the fuel-efficiency benefits of a 1.4-liter engine when cruising, yet punches out an impressive 148 pound-feet of torque at a low 1,850 rpm when the driver calls upon the turbocharger for urgent response.

Despite being a forced-induction engine, the ECOTEC turbo runs on regular unleaded fuel to keep costs down. Calibrated to provide low-rpm

response, the turbocharged engine nonetheless delivers impressive economy in conjunction with a manual transmission in the economy-optimized Cruze Eco model.

Since this engine features a timing chain rather than a belt, and tune-up services scheduled at 100,000-mile intervals, you may never need one.

Because of the abundant low-rev torque characteristics of both engines, the six-speed manual transmission that is standard equipment on Cruze LS and Eco models has two overdrive gears (fifth and sixth) when paired with the 1.8-liter engine, and three overdrive gears when operating in tandem with the 1.4-liter turbo.

The six-speed Hydra-Matic automatic transmission installed as standard equipment on LT and LTZ models and available on LS and Eco models, is GM's first application of a six-speed auto on a front-wheel-drive compact car line in North America.

With all this packed into the Cruze, it's clear that Chevrolet is back in the small-car business in a serious way. ■

The Cruze features state-of-the-art engine technology for incredible fuel economy



Its 1.4-liter engine produces 148 lb.-ft. of torque at just 1,850 rpm for optimal flexibility

white and Teutonic clay-like earth tones. "Quite the scene," someone noted, and we all said, "Yes, quite the scene."

It was one of those good moments in life, a pleasant evening where everything crystallizes into temporary rightness. Friends, food, cars and a glass of wine. As Kurt Vonnegut used to ask himself on such occasions, "What could be nicer than this?"

Alas, it couldn't last forever. Matt and I had to go off to work, picking the winner of the R&T trophy for "The Car We'd Most Like to Drive Home." Not exactly like toiling in the wheat fields, but it's harder than it looks. You've got scores of beautiful cars—nearly all worthy of recognition—and you have to pick just one. Also, I still had a broken foot and three broken ribs from a recent dirt-bike crash and felt a little defensive shuffling through the throng. You hate to carry an electric cattle prod at a festive event like this, but sometimes you have to.

So off into the breach we marched, looking for our trophy winner. With so many fine cars, we felt a sign was needed, something odd or different to catch our fancy and make a particular car stand out. And a sign is what we found, literally.

Standing on an easel, next to a beautiful yellow 1965 fuel-injected Sting Ray Coupe, was a large cardboard photo display with pictures of the car.

Some of the pictures showed it being extensively restored a few years ago, but the most intriguing photos were those of the owner, Dennis Hall, and his girlfriend posed with the car on the green grass of the Corvette Corral at the Road America Can-Am race in 1967.

One picture had Dennis leaning against the car in a sort of muscle-man pose with his shirt off, and another was of his girlfriend perched on the hood of the car in cute yellow shorts and top. A perfect still life from the late '60s.

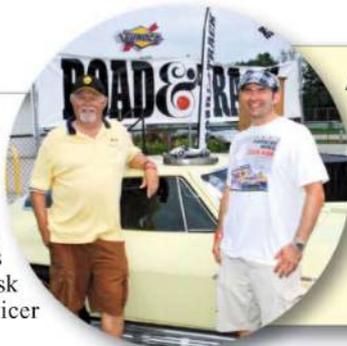
You could look at the sunglasses, clothes, haircuts and general demeanor and tell within a couple of years when the photos were taken. It was the civilian version of those old Polaroids you see of guys in Vietnam with their horn-rimmed glasses and Chad Mitchell haircuts. People look different in different eras, and there's no moving them backward or forward in time. Faces reflect the world they've been looking at.

I introduced myself to Dennis Hall, who was standing nearby with his son Jim (quite properly named—I later learned—after a certain Chevy aficionado and Chaparral driver from Texas). Dennis told me he'd been coming to Road America from his home in West Bend, Wisconsin, since 1959 and had always wanted a Corvette. He finally scraped together the money and bought his 2-year-old Sting Ray used in 1967 and has owned it ever since. "The car was roughly used by its first owner, who was a drag racer. I had a lot of trouble with the car at first, but finally got it straightened out." He told me the girlfriend on the hood of the car in those photos was now his wife, "Tootie."

"The Corvette was our only car for the first five years we were married. When our son Jim was a little boy, we used to take trips with him in the back deck of the Corvette. I removed the spare tire lid, and he had to sit with his feet down in the tire well."

Jim (now 41) laughed and said he used to ride "under the bubble" and hold on over bumps so he didn't hit his head on the glass. "My mom used to drop me off at school in this car. It was pretty cool."

I asked how they got around in the winter and Dennis said, "Studded snow tires. It actually went through the snow not as badly as you'd think. The Corvette has almost a 50/50 weight distribution, and most of the sedans people were driving at that time were more like 60/40."



"It's the stories and the symbolic big picture—rather than just the design and paint quality—that make cars interesting."

Hall told me that in 1979 the parking brake finally rusted up—at 160,000 miles—and wouldn't release, so he put the car up on jackstands. And there it sat for 25 years. Between family activities and starting his own business, there was no time to rebuild the tired old Corvette. Dennis considered selling the car, but his family wouldn't hear of it. Finally—at their urging—he dragged it to a shop called Corvette Sports in Sheboygan Falls and had them do a frame-off restoration, which took about a year. It was finished four years ago. Hall is retired now, having sold his business, and finally has time to drive the Corvette around again and enjoy it.

When I asked Dennis if he might be at the track on Sunday afternoon to accept our R&T trophy, his eyes grew a little moist and he said, "Well, this is wonderful. All these years of coming here to the races, all these years of hanging on to the car..."

This was a somewhat sentimental choice for Matt DeLorenzo and me, too. Sometimes we find a beautiful car at the concours, talk to the owner and hear, "Yes, I bought the car fully restored from a broker last year, and I probably paid too much for it."

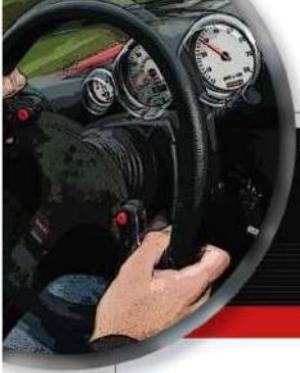
Nothing wrong with that, but it lacks a certain sacramental gravity. It's the stories and the symbolic big picture—rather than just the design and paint quality—that make cars interesting. And the Halls' car was not only a nice symbol of a lifetime of sports-car enthusiasm, but typical of the compromises so many other young people faced when buying a 2-seater in that era.

It was a time when very few people could afford "collector cars," so if you were a sports-car enthusiast you had to decide if you could really get by with a Corvette or a Healey or an MG as your only vehicle. When you bought it, you didn't merely see yourself driving to the occasional concours or showing it off to your friends over cocktails in the garage. You had to imagine it hauling clothes to the laundromat, taking children to school or slithering through the snow on a Christmas trip to the family farm. Or convincing the in-laws that their beloved daughter should marry a guy whose only transportation was a TR3 with side curtains. You might as well have handed them a business card that said, "Joe Smith, Professional Beatnik."

But for some people that devil-may-care impracticality was half the fun, and they managed quite nicely, carrying their children around in the backs of coupes or perched on the "parcel shelves" of old roadsters, taking road trips or just getting where they had to go. None of this is considered very safe—or even legal—by modern standards, but back then it represented quite an adventure for the kids, a fond and indelible part of childhood memory.

Dennis Hall's two sons, Jim and Brandon, probably weren't as safe and comfortable as kids are now in the back seat of a minivan, but they don't seem to have minded much. Quite the contrary. It was the boys who most wanted their dad to keep the car, and who later encouraged him to restore it. Living proof that it never hurts to expose your children to a car with personality. Or name your firstborn after a guy who raced a Chaparral at Road America the year you bought your Corvette, 43 years ago.

Complicated, yes, but somehow it all fits together, like the small points of color and light that make up an overall impression of vitality in a painting. You could stand back and see it right away in those pictures on the easel. 



Your Turn

Utterly Cool to Coolly Optimistic

SHEER PLEASURE

Mike Monticello's last paragraph nails it (Aston Martin Rapide, Road Test, September 2010): In the end, all the test figures don't mean diddly to people with enough bucks. The Porsche Panamera is kind of an elongated AMC Pacer. The Rapide is utterly cool. End of discussion.

Charley Seavey
SANTA FE, NEW MEXICO

CATCHING THE EYE

The "Corvettes at Le Mans" article (Trackside, September 2010) was a wonderful past-and-present story of the racing years

of Chevrolet Corvettes; a great history with beautiful photos. It is uncanny how the vintage blue on white colors are more attractive than the current yellow color scheme. It would be so great should Corvette Racing revert to the white/blue colors of the original racing Corvettes.

Tom Guerriero
STATEN ISLAND, NEW YORK

CAN I DRIVE YOUR CHICK CAR?

Peter Egan did a remarkable job avoiding the issue of chick cars (Side Glances, September 2010), although I did wonder why

it was even addressed. It also reminded me of a little neighborhood girl, 14 or 15 years old, who would jump up and down and wave every time I drove by in my Mazda Miata. Then one Saturday while I was in the garage, she and her dad rode bicycles past and I heard him telling her: "You don't want one of those. That's a chick car." I hope he did not kill her enthusiasm completely.

George Hovsepian
LAKE ZURICH, ILLINOIS

The subject of chick cars comes up a lot in our house, since I'm the only guy and our

two daughters and my wife seem to occupy a lot of garage real estate. Our first purpose-built chick car was a '91 Miata running an FM turbo, limited slip, Yoko A008s and Konis. I only get to drive it when it needs something.

The second car I built for myself, or so I thought, a 1953 MGTD. Alas, it seems as though it's also getting appropriated to "their" side of the garage as I've been told I just "don't look right in it." That leaves me with just my Chevrolet Corvette C4 and my Honda VFR, though my second daughter is more interested in that than her cafe-equipped





PHOTO BY DAVE JORGENSEN

» A "chick car?" Sorry, there are more Mazda Miatas racing on any given weekend in the U.S. than any other production car.

Suzuki GS550, so my two wheels are also in danger.

Equality is fine, I guess, but I just wish there was a little suave brutishness left over for me.

Dave Jorgensen
LEDUC, ALBERTA, CANADA

EAST MEETS WEST

Great news that a new Infiniti M may be built on the Mercedes-Benz E-Class platform ("Mercedes-Benz-Powered Nissan Z," Ampersand, September 2010). A perfect combination: a German chassis with Japanese electronics. The electronics and navigation system in my 2009 Nissan GT-R are infinitely superior to the clunky and out-of-date system in my 2010 Mercedes GLK350. Perhaps we could have the direct-injection V-6 as well? Volkswagen, BMW, Ford and GM

have had direct-injection V-6 engines for some time now, but my dealer says that Mercedes-Benz isn't going to do it until it can be done right. Yes, sure.

Ted Ankrum
CYPRESS, TEXAS

HOPING FOR THE BEST

I hope Matt DeLorenzo's right ("Our Kind of Rapid Transit," The Road Ahead, September 2010). I hope the younger crowd will enjoy driving cars (and trucks) as much as we do. I hope they can get involved enough to learn about them, work on them, and focus on driving and ignore the pressures to multitask all the time. I hope the car companies do their part to keep things interesting. I hope we realize we can't cancel all the school programs for shop, especially auto shop;

can't put on car shows just for old guys with old cars; can't price every cool car so high that the salesmen won't let the younger people near. I have a lot of hope, but there's a lot of work to do.

Carl Madson
MOUNTAIN VIEW, CALIFORNIA

THIRD TIME'S THE CHARM

As a Saab tech in the late '80s, I was saddened by the GM takeover. Our Jaguar-Porsche-Saab dealership, of course, lost the Saab franchise. I always thought Saab engineering was "logical" and they were a pleasure to work on. The owners were very loyal and themselves a little odd. I later owned a slightly tatty '91 900S that I regret selling to this day. GM destroyed the original Saab DNA and my hope is that Spyker can bring it back from the dead. Saabs were always cool

cars and the new Saab has my very best wishes for success.

Jeffrey L. Carruthers
CALGARY, ALBERTA, CANADA

NOT JUST A FAMILY CAR

Patrick Hong opens his First Drive on the 2011 Volvo S60 ("Volvo S60: Emotion in Motion," September 2010) with the cliché that the car is an attempt to bring "a little styling flair and performance pep" to a staid marque. The car magazines published similar comments about Volvo's C70, the R variants of the 850/S60/V70 series, and even the 240 Turbo. If anyone thinks of Volvos as dull or boring, perhaps it is because motoring journalists cling to a stereotype that should have died several times over.

William W. Cline
NORTH CANTON, OHIO

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FIRST DRIVE FIRST DRIVE

2011



HYUNDAI Equus

Bringing luxury to you

BY PATRICK HONG

SAN FRANCISCO—SETTING your sights on competing with the world's premier luxury car-makers such as Audi, BMW and Mercedes-Benz is no easy task. Toyota and Nissan introduced their respective Lexus and Infiniti brands two decades ago to elevate their models to premium status. And now, Hyundai is delving deeper into the luxury market with the 2011 Equus.

Powering Hyundai's latest flagship is the 4.6-liter dohc Tau V-8 that also sees duty in the Genesis sedan. The Tau is fitted with Dual Continuously Variable Valve Timing (D-CVVT) and variable induction, with peak horsepower rated at 385 bhp when premium fuel is used, and 378 bhp with regular. A 6-speed ZF automatic transmission with Shiftronic manual mode sends the engine's 333 lb.-ft. of torque (324 with regular fuel) to the rear wheels.

To ensure capable ride and handling characteristics, Equus engineers began with a generous use of high-strength steel (75 percent of the structure) in the chassis to provide a rigid base for the electro-hydraulic variable-assist power steering and all-around multilink suspension. And just like many

other premium sedans, the Equus relies on electronically controlled air suspension with variable damping to provide a supple ride in normal driving, or a firmer sport setting when the driver feels a bit more racy.

To see how the Equus stacks up in the real world, we took the car on a scenic route just south of San Francisco that included rolling highways and curvy switchbacks. First impression: The car is very quiet. Cruising on the Interstate, very little tire or wind noise creeps into the cabin. The use of acoustic-laminated glass in the windows, plus extensive use of damping materials in the roof, underbody and side and rear quarter panels, no doubt helped. Pedal to the metal to pass slower traffic, the V-8 feels barely taxed and continues to hum along, serving up good acceleration, albeit not with the kind of powerful thrust we are accustomed to in European premium models.

Off the Interstate, with the road winding its way through the hills, the Equus' composed and capable handling character is apparent. The Hyundai flagship exhibited less tendency to understeer than expected. The steering has excellent weight-

ing, but still feels more isolated from the road than preferred. Of course, safety features such as vehicle stability control and lane departure warning are always at the ready.

On the outside, compared to the Genesis, the Equus is longer by 7.2 in. And despite having a smaller overall footprint than most of its European counterparts, the Equus still offers generous interior volume. And while many will see its exterior styling as derivative, step inside and the interior will surely impress. The cabin is handsome and the quality of materials is definitely a big step up from its lower-priced sibling. The list of luxury amenities goes on and on, including rich leather with wood trim, a wood- and leather-trimmed heated steering wheel, Alcantara headliner, heated and cooled front seats, driver's seat massage, a Lexicon 17-speaker audio system, navigation, power sunshades, etc., all standard.

The Equus comes in only two models: the Signature and the Ultimate, the latter designed for a chauffeur-driven clientele preferring a 4-seat-only configuration. Executives will find the rear quarters a nice place to relax between meetings, com-

plete with airliner-like massage seating and leg support, plus a thermoelectric rear console refrigerator for cooled beverages.

With Equus, Hyundai is aiming squarely at the Lexus LS 460L and the Mercedes-Benz S550 as its main competitors, with the BMW 760Li, Audi A8 L and Cadillac STS 4.6 close behind. Being the underdog, the ambitious South Korean firm realizes the challenge and is offering innovative ways to win customers—programs like a valet service where your Equus can be picked up and delivered back to your home for any work that needs to be done, plus dropping off a loaner for you to drive. In fact, there is even an at-home vehicle demonstration where Hyundai will bring the Equus to you for a test drive. And instead of offering a 1000-plus-page owner's manual that's typical for a modern car these days, the Equus comes with its own Apple iPad to find what you are looking for quickly, also simplifying connecting with your dealer to make any service appointments. Now that's what I call bringing luxury to you, literally.

The Hyundai Equus will go on sale November 1 as a 2011 model. We expect it to be less than the Lexus LS 460L or the Mercedes-Benz S550, somewhere in the mid-\$50,000 to mid-\$60,000 range. The company projects to sell around 2000 to 3000 Equuses a year. And judging by all the features, Hyundai should have no problems finding buyers for its new luxury flagship. 

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2011 SCION tC FIRST DRIVE

2011



SCION tC

A sportier presentation of the young person's coupe

BY SAM MITANI

SAN DIEGO—THE tC HAS BEEN the most successful car in Toyota's Scion division. Scion, which is meant to cater to the young, "hip" car enthusiast, has definitely made an impression on the U.S. car market, with the tC accounting for 41 percent of Scion's total sales. Therefore, the pressure was on the chief engineer of the all-new second-generation version of the coupe, Masayuki Nagai, to create something that would not offend typical tC buyers (predominantly 20-something males) while expanding its ap-

peal to more mature customers.

Well, Nagai obviously did his homework because the new 2011 tC is a vast improvement over the old. As readers of this magazine know, we like the current first-generation tC, but we're not exactly bowled over by it. In short, it's a perfectly efficient front-drive coupe that exudes style, without inspiring the driver to do much more than run around town or take the occasional corner with a little spirit. But with the new tC, it's a different story altogether.

» Although the rim of the steering wheel is perhaps a bit too thick, the tC's chief engineer says it lets people know the car is different.

At first glance the new tC looks meaner and more purpose-driven. The front is highlighted by canted rectangular headlights and a slim grille. The bulging rear fenders and thick C-pillars give the new tC an American muscle-car flavor, its squarish taillights smacking of a Ford Mustang. A wider stance, increased from 69.1 to 70.7 in., not only makes the car look sportier, it improves overall stability. The new car's length and height remain unchanged at 174.0 and 55.7 in., respectively.

Under the hood resides a new 2.5-liter 2AR-FE inline-4 that produces 180 bhp at 6000 rpm and 173 lb.-ft. of torque at 4100, increases of 19 bhp and 11 lb.-ft. of torque from the current model. It features Toyota's variable valve timing system (VVT-i), tumble control valves and a variable-induction intake manifold, all of which help the engine achieve fuel economy of 23/31 mpg—nearly a 3-percent improvement over the current tC.

The engine comes with a choice of new gearboxes: a 6-speed manual or a 6-speed

automatic. For our evaluation purposes, we chose the 6-speed manual, and took the car on the winding roads outside San Diego, California, to see if the new tC drove as sporty as it looked.

The new tC is a completely different animal than its predecessor. The chassis has been stiffened dramatically, as each small bump in the road was communicated to the driver through the seats and steering wheel. And speaking of that wheel, it's a new design with a super-thick rim, in fact a bit too thick for my taste. When I asked Nagai about the steering wheel, he said, "I wanted people to take notice that this car was different as soon as they grabbed the steering wheel." Well, it certainly worked in my case.

Thick rim or not, the tC's handling is sharp. Although it did feel front-heavy through tight corners, the car maintained good overall balance through high-speed turns, while turn-in felt crisp. The suspension—MacPherson struts up front and upper and lower A-arms at the rear—does a commendable job of keeping the car stable, albeit with a semi-choppy ride. But this is a sports coupe, and somewhat stiff tuning is not only expected, but encouraged.

The engine exhibited excellent low-end response, although I wished there was a bit more punch in the upper rev range. Still, it gets the job done, powering the car to 60 mph in 7.6 seconds, according to Toyota, while letting out a growl that I can't recall hearing in a Toyota product since the Celica.

The new 2011 tC arrives at dealerships this fall with a base price of \$18,275 for the manual and \$19,275 for the automatic. It possesses a good dose of performance and personality—thanks to its stiff nature and engine roar—and as Nagai said, it's a car Toyota would not or could not have made five or 10 years ago. It just goes to show that Toyota seems to be changing with the times and the company now realizes it needs to build sportier cars with more personality, to keep up with the likes of Hyundai and Ford. The tC is a solid first step in that direction. 📸





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2011

SUBARU WRX & WRX STI

The WRX grows up a bit, but still loves dirt-tracking!

BY PATRICK HONG

ASPEN, COLORADO—RALLY-inspired cars are perfect for all types of adventures on the road, track, or even on the dirt. And that's exactly where we had the chance to experience how the pros do it, and drive the new 2011 Subaru WRX and WRX STI models for ourselves. Through Scandinavian countryside, to mountain roads in the Colorado Rockies, to a racetrack and hillside dirt track, these venues gave us ample opportunity to slide these cars around and fully appreciate their rally-inspired roots.

A few weeks prior to nabbing the keys of the new WRX and WRX STI in Aspen, we traveled to Norway to the John Haugland Rally School (www.hauglandmotorsport.com) for some tips on how to properly drive an all-wheel-drive car on both asphalt and dirt. Haugland is a well-respected former professional driver who has trained most of today's leading rally racers. His patience and courage to ride along with newbies like me is much appreciated. And insights such as getting on the throttle much earlier in a corner and letting the front wheels pull you around is different than what

you would do with rear-drive-only cars on pavement.

While in Norway, we were also treated to an incredible ride-along with a top driver of the Norwegian Subaru WRX STI Cup—Anders Kjaer (www.kjaermotorsport.no). The 108-plus-mph thrill ride up and down a narrow dirt road lined with densely packed trees will get anyone's adrenaline pumping. The production-based WRX STI handled the challenging course with ease and stability, especially in the capable hands of Kjaer, who at one point noted: "I can't dance with my feet, but I can sure dance with my car!"

With the full rally experience under our belts, we were ready to get behind the wheel of the 2011 WRX and WRX STI. First impressions: On the winding roads near Aspen, the two cars are not the darty and stiffly sprung machines you might expect. They are good weekend fun, exhibiting a supple ride that makes it easier to enjoy the handsomely toned-down interior color combination. New for 2011 is the availability of the WRX "wide-body" 4-door sedan, its body shared with the also new for 2011 high-performance STI

sedan. And to not lose the much-revered rally look, the big and prominent rear wing is back on the sedan. Subaru says it reduces drag by 5 percent when compared with the 5-door.

Thanks to its 1.5-in.-wider front and rear tracks, the new WRX is able to run on wider 235/45R-17 tires. The car's rear subframe now attaches to the chassis with stiffer bushings, helping to bring the WRX closer to the STI in handling, and both share the same aggressive front end styling. On the road, the WRX feels peppy with its carryover turbo flat-4 engine, which sends 265 bhp and 244 lb.-ft. of torque to all four wheels via a 5-speed manual transmission. On the curvy mountain roads between Aspen and the 12,000-ft. Independence Pass, the WRX tracked through corners with responsive turn-in and progressive steering feel.

To improve the performance of the top-of-the-line WRX STI, especially in the handling department, Subaru engineers used pillow-ball bushings to attach the front suspension arms to the chassis for more precise wheel control, enabling faster steering response and turn-in. With thicker

anti-roll bars, stiffer springs (by 16 percent up front and 53 percent in the rear) and well-matched dampers, the new STI corners with less understeer, and with more on- and off-throttle stability. This is clearly demonstrated through high-speed corners where fewer steering adjustments are needed. Look ahead and point the car toward the apex. Any overrun of the car's lateral grip limits can be easily adjusted with slight throttle modulation without upsetting the car. The STI's turbo 2.5-liter flat-4, with 305 bhp and 290 lb.-ft. of torque, and the 6-speed manual transmission, remain unchanged. The same goes for the adjustable all-wheel-drive system featuring an intelligent center differential flanked at either end by mechanical torque-sensing limited-slip differentials.

On the track, the STI is an absolute thrill to drive. The turbocharged engine is unaffected by the high altitude. The well-balanced cornering ability is immediately clear. On a special rally stage, these Subarus can be flung through corners in beautiful tail-out fashion, much like a well-choreographed dance routine. Indeed, these cars are clearly at home in the dirt, especially when shod with rally tires and driven by a pro rally driver.

The 2011 Subaru WRX and WRX STI should be at dealerships by the time you read this. Pricing for the WRX starts around \$25,000. As for the STI, the 4-door starts at \$33,995, while the 5-door begins at \$35,995. 📍

» It's back: An STI sedan, which boasts new "wide-body" styling and a big rear wing that improves aerodynamics.



Going the extra micron.



Bringing an unrivaled sensory experience to life can present a number of formidable challenges. So much so, that other car companies might settle for a less ambitious design. But not for Infiniti engineers Hidetoshi Hosoi and Tomohiro Nakazono. To craft the distinctive wave-styled doors on the all-new Infiniti M, they remained committed to preserving the exact sensation the designer had envisioned. Even if it meant doing so on a near microscopic level.

Inspired by the fluid, energetic power of nature, the doors' exacting design required that the team of engineers employ a meticulous attention to detail throughout every step of production.

First they had to identify the right material. One that could not only accommodate the intent of the design, but also enhance the performance and safety aspects of the vehicle. Deciding that traditional options wouldn't suffice, they had an aluminum alloy developed exclusively for their needs. Both lighter and more resilient, it provided the increased strength they desired. It also reduced the vehicle's weight by 44 pounds. Which, in turn, led to improved fuel efficiency.

But using this proprietary aluminum presented yet another challenge: it was difficult to shape. Resolving this issue was critical.

According to Mr. Nakazono, "Even the most sophisticated machinery could only achieve 80% of the accuracy required for the dies." The rest would be trusted to a skilled craftsman, carefully hand-polishing each one to within 100 microns, as thin as a sheet of paper. And from there, every step of production would require the same intense scrutiny. Notes were even handwritten directly on the panels to correct the most minor inconsistencies. Including areas on the surface where the light didn't reflect perfectly.

In the end, it's a testament to an extraordinary collaboration between design and engineering. Resulting in more than a set of doors that resonate with natural, artistic beauty. But in an entire vehicle that's indicative of a company's uncompromising commitment to craftsmanship. All to create an unmatched emotional experience.

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 Shodo art by Masako Inkyo



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ALMS GT race cars and their production counterparts talk a little closed-circuit smack at Miller Motorsports Park in Utah

BY THE R&T STAFF

PHOTOS/VIDEO BY JEFF ALLEN, BRIAN BLADES, CHRIS CANTLE, JAY McNALLY, BERT SWIFT & MARC URBANO

MAP & GRAPHS BY TIM BARKER

G

ULTIMATE GT SHOWDOWN

Quick... strip all the headlight decals, airbrushed grilles, press-on logos and faux taillights from a NASCAR stocker and you can instantly tell that it's a Camry, right?...or is that a Fusion? Charger? Impala? Or perhaps some variety of Oldsmo-Buick? *Au naturel*, the bodies seemingly have the uniformity of a dozen AA eggs in a carton, conforming precisely to an elaborate series of templates and jigs. But what about the guy who wants to see a race car that looks like, for the most part, the high-performance sports car he drives on the street? There's an app for that, as they say in smartphone circles, and it's called the GT Class in the American Le Mans Series. ♦ Here, we're not dealing with tube-frame, live-axle Cookie Cutters of Tomorrow but cars that utilize production unit bodies (or perimeter frames in the case of the Corvette) as a starting point and have engine locations, cylinder counts and drive wheels as the manufacturers originally intended. Sure, the

composite bodywork's a little wider to cover generously sized slicks, and there are

jungle-gym rollcages bracing things up and protecting the drivers. But even to fans in the cheap seats, the machines are instantly recognizable as slightly burlier versions of the F430, XKR, 911, Corvette and M3. And their aural signatures are just as distinctive...the Ferrari's hyperkinetic shriek, the Corvette's percussive bellowing, the Porsche's quiet-by-comparison metallic rasp. ♦ So with much cooperation of the race teams and the staff of Miller Motorsports Park in Tooele, Utah, *Road & Track* embarked on a classic road/track evaluation

of both the race cars and their production counterparts. On a Wednesday practice before Sunday's main event, our small platoon of editors, photographers and videographers broke camp from a nearby Salt Lake City hotel, then descended on the 3.048-mile "Outer Course" circuit with notepads, cameras (in-car and otherwise) and VBOX GPS data-acquisition equipment. This time, we left the driving to the factory drivers, analyzing their lapping data and taking careful notes of their impressions. Here's what we found over a fast-paced and exhilarating day.



BMW M3 versus M3 GT

WITH RIGHT FOOT FIRMLY PLANTED ON the accelerator, Tommy Milner exits Turn 14 and uses the full width of the available tarmac to free up his M3 for a long blast down Miller's lengthy front straight, the longest on the ALMS schedule. Without lifting, Milner upshifts via paddles at redline, the screaming 4.0-liter V-8 pushing the BMW through the thin mountain air and deep into triple digits. At the braking point for Turn 1, the tall 22-year-old proves his worth, slowing the car at nearly 1g while simultaneously calling for two perfect-blip downshifts and steering the car on the edge of adhesion right down to the apex, setting himself up for a full-throttle exit that puts the car on just the right path for the rhythm section that follows, which is oh-so-critical to another fast lap at Miller.

Just another day in his office—the cockpit of a Rahal Letterman BMW M3 GT?

Easily could have been. But Tommy's actually at the wheel of a production BMW M3, a Melbourne Red Metallic road car equipped with the \$2500 Competition Package, the \$2500 Technology Package and the \$2900 M double-clutch gearbox. And best of all, I'm seated right next to him.

"This is *really* fun," says Milner, who admits two things: that he prefers the M3's quick, mistake-free 7-speed paddle-shift dual-clutch transmission to the 6-speed manual, and that he hasn't driven a road car on a track in a long time. "Street tires are so forgiving," explains a wide-eyed Tommy, who says the production M3 felt great over the curbs and that the brake pedal got only a touch soft after several hot laps, but with no degradation in stopping force. What's more, Milner shut the stability control off to address a mild mid-corner understeer that he de-

scribes as a 1 or a 2 on a scale of 1 to 5. "I can handle the oversteer," he explains. "Yes, the M3 now can get a bit loose under braking, but I'd still say that it's pretty close to neutral on entry. There really are no character flaws with this car. And on exit, with traction control off, it's nice because I can drive off the corner with a little bit of slip angle. In general, though, the rear of the M3 is really hooked up."

In Milner's second session in the car, he's dropped the fronts a few psi to improve front grip. It helps. "It's made the M3 a bit more loose, for sure, but that's fine." That said, Milner feels the production M3 still has enough entry understeer to allow him to charge into a corner especially hard, then pick up full throttle and be gone. Interestingly, Milner thinks current teammate Bill Auberlen, a stop/go type of driver (arguably the most successful American BMW driver of the last 15

ULTIMATE GT SHOWDOWN



“When you drive both cars...the race car still feels like it’s a BMW M3.”

years), would love the M3 road car and its mild push. Dirk Mueller, last year’s teammate, however, prefers cars that are loose.

All told, Milner says two things would help him lap faster around Miller in the production M3: more power and grip. “That’s all I’d need. The confidence this car gives you right away is amazing...it does nothing bad. The M3 road car feels comfortable instantly. It’s a very friendly car.”

As Tommy grew up around his father’s PTG BMW racing team back in the mid-1990s (and also has a clean 1976 2002tii at home), that last comment isn’t exactly a surprise. Nevertheless, it is true, and it shows in the confident way that Milner flings both cars around the track.

About the race M3: Built by BMW Motorsport in Munich, the M3 GT is a serious race machine, a carbon-bodied 2745-lb. car with a heavily triangulated steel rollcage and a low-mounted dry-

sump flat-crank 4.0-liter V-8 that puts out 470 bhp on E85 ethanol, breathing through twin 29.4-mm restrictors. A sequential transverse-mounted X-Trac transaxle is on duty in back, allowing no-lift shifts and moving weight to the rear, where ancillaries such as the air conditioning, starter, clutch, alternator and power steering are all located.

The M3 GT—with Dunlop race slicks and 6-pot AP disc brakes at each corner—is known for its handling and braking, and although ABS isn’t allowed the beautifully prepared car with a huge front splitter does have traction control, significantly improved by the BMW F1 guys for this season. Calling it “the best I’ve ever experienced,” Milner says it allows full-throttle exits from turns, at a variety of pre-set slip angles.

After climbing out of the M3 GT’s substantial carbon-fiber seat (mounted far

back in the cockpit) and the requisite info download with engineer Chris Yanchar, Milner speaks: “This car is always fun to drive. It’s an M3. In one way, it’s just like an M3 road car with slicks and a carbon-fiber body. But it’s quite a bit different in that the speeds are way higher. It feels like a street-car M3 that has been on steroids for many, many years.”

Milner is pleased, because the setup of the car, right off the trailer, is pretty close. Because it has great balance, Milner says he can push from the word go, and drive amazingly deep into corners. The car is very stable, very comfortable, he says, in high-speed corners such as Turns 1, 2 and 3, just like the M3 road car. “The race car, though, is faster everywhere. Everything is much more visceral. You get thrown forward a lot more under braking.” Our data back up Milner’s internal g-meter, showing that in braking for Miller’s Turn 1, the production M3



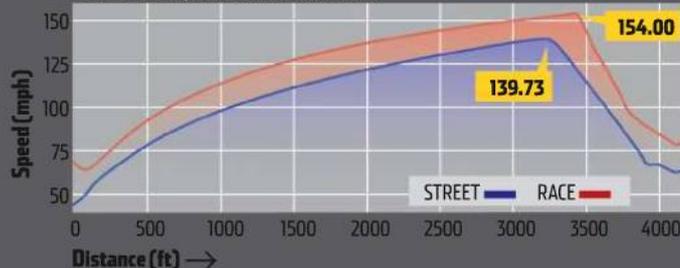
» The M3 GT's dry-sump V-8, lowered 2 in. and moved back against the firewall, breathes through twin restrictors, visible just inside the grilles. Massive ducting, left, cools the transverse Xtrac gearbox, mounted in back to improve the car's balance. Of note, the M3 GT and M3 road car share engine blocks.

BMW	M3	M3GT
Price as tested	\$69,925	est \$800,000
Curb weight	3595 lb	2745 lb
Height, length, wheelbase, width	55.8 in., 181.8 in., 108.7 in., 71.0 in.	50.4 in., 185.6 in., 109.4 in., 75.4 in.
Engine, transmission	dohc 32V 4.0-liter V-8, 7-speed dual-clutch paddle-shift manual	dohc 32V 4.0-liter V-8, 6-speed sequential transaxle
Horsepower, torque	414 bhp @ 8300 rpm, 295 lb-ft @ 3900 rpm	470 bhp at 9000 rpm, 368 lb-ft @ est 3900 rpm
Tires	Continental ContiSportContact 3	Dunlop race slicks
Front:	245/35ZR-19	300x650-18
Rear:	265/35ZR-19	310x710-18
Brakes Front:	1-piston calipers, 14.1-in. cast-iron rotors	6-piston calipers, 15.0-in. cast-iron rotors
Rear:	1-piston calipers, 13.8-in. cast-iron rotors	6-piston calipers, 14.0-in. cast-iron rotors
Total swept area	714 sq in.	575 sq in.
Swept area/ton	397 sq in.	419 sq in.
Suspension Front:	MacPherson struts, coil springs, adj tube shocks, anti-roll bar	upper & lower A-arms, coil springs, adj tube shocks, anti-roll bar
Rear:	multilink, coil springs, adj tube shocks, anti-roll bar	upper & lower A-arms, coil springs, adj tube shocks, anti-roll bar

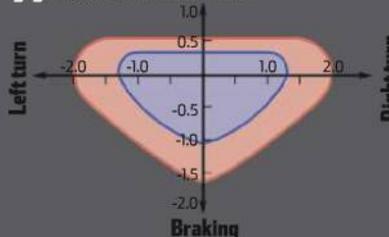
PERFORMANCE DATA

80-130 mph	12.0 sec	8.1 sec
Braking, g (Turn 1)	-0.92g	-1.35g
Lateral accel, g (Turns 5, 6)	0.96g	1.50g
Best lap time (3.048-mile course)	2:14.25 sec	1:47.97 sec
Average lap speed	81.73 mph	101.63 mph

PEAK SPEED, BRAKING FOR TURN 1



g-g DIAGRAM Acceleration



The g-g plot at right shows available performance in all directions. Heavier and on street tires, M3 road car has lower limits.

TOMMY MILNER:



"The street tire on the M3 is lots of fun. It allows you to get a little bit sideways, even in the brake zones. There's such a forgiving nature to the car...the M3 race car, on the other hand, is a lot more visceral. Everything happens faster. You feel more g forces. The cornering loads are a lot higher. I have the confidence to drive it into the corners very deep. Having said that, when you drive both cars—and I'm sure the lap times are quite a bit different—the race car still feels like it's a BMW M3."

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Front overhang noticeably longer than race car's.

Significantly higher ride height.

Same roofline as race car.

Engine dropped 2 in. means a significantly lower hood.

NACA ducts cool transaxle, rear brakes.

Wing supports attach directly to chassis.

More rear overhang means a longer, more effective diffuser.

SCALE: 10 IN. (254mm) DIVISIONS



decelerates at a respectable 0.92g, whereas the M3 GT does so at 1.35g, thanks in part to its stickier tires, aero downforce, lighter weight and larger brakes.

In the second session, Milner experiments with revised tire pressures and a stiffened rear anti-roll bar. It makes the car a bit loose, which probably won't suit Auberlen's tastes. "In race conditions, even if the car isn't perfect," explains Milner, "we have a car that's comfortable to drive, a car we can drive at 100 percent every lap. I might like to throw a lot of wing on the car, but the engineers here at Rahal are always talking about keeping that wing trimmed out just to make sure we have that straight-line speed."

Although our data reveal a large gap in performance between the road and track versions of the M3s around Miller, Milner says you can't deny the similarities. "Both M3s are very much BMWs. And both have 50/50 weight distribution, which makes them so easy to drive. You can get in either car and immediately feel comfortable."—Andrew Bornhop

» Although the Comp Package M3 rides higher than the M3 GT, the cornering attitudes show a definite family resemblance.



"The engine in the ZR1 is fantastic. If we had it in the GT race car we would absolutely kill the GT class."

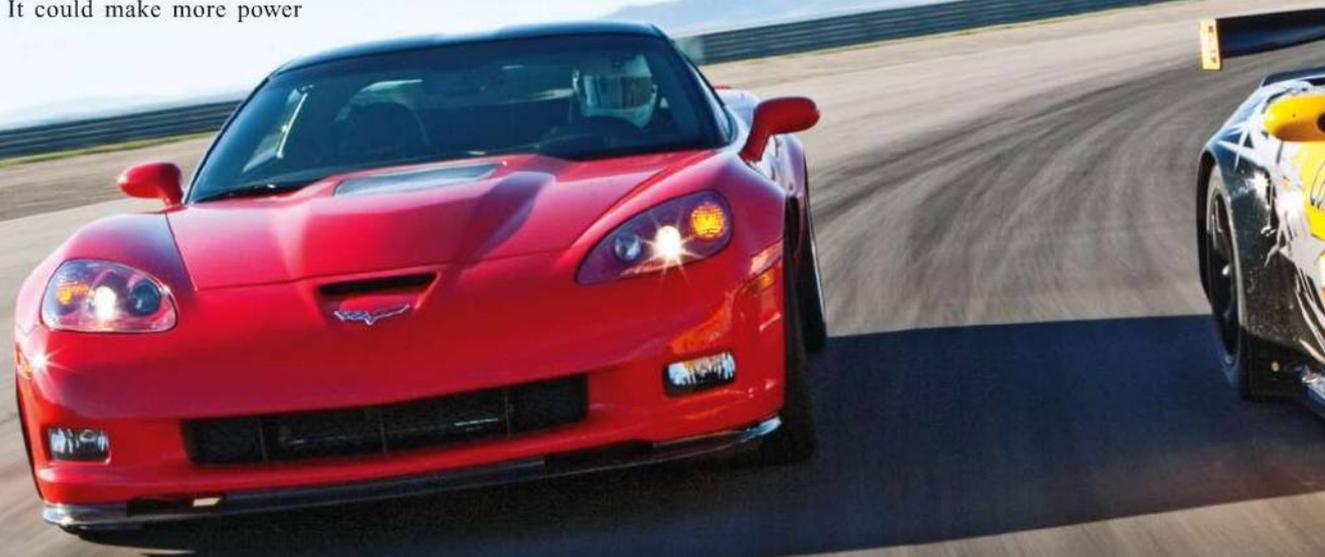
VETERAN DRIVER JAN MAGNUSSEN SUMMED it up best when he said: "The engine in the ZR1 is fantastic. If we had it in the GT race car we would absolutely kill the GT class." When comparing race cars to street cars, it's unusual to think that the race car has less power than the road-going version of that same car. As Jan says, "Unfortunately we have to race to a certain set of rules." And when switching from the GT1 class to GT2 in 2009 [now called GT by the ALMS], it required Team Corvette to develop a new engine, one that was less powerful than the supercharged 6.2-liter LS9 of the magnificent production Corvette ZR1. GM has retained the small-block pushrod V-8 design, but class rules have forced them to destroke it by more than 10 millimeters. The result is an E85-thirsty 5.5-liter V-8 that features all-aluminum construction, including cylinders, and 16 titanium valves. It could make more power

than the 485 bhp listed, but mandated twin 28.8-mm restrictors keep the engine choked for racing parity. The Corvette ZR1, from which the race car is homologated, has no such restriction, but it does have to meet emissions requirements and have a neighborhood-friendly exhaust note. Of course, nobody thinks the flames off the C6.R's side-mounted exhaust are anything but cool.

There are some clearly obvious differences between the Pratt & Miller-built C6.R and the ZR1. The body of the C6.R looks to be resting on the ground, its deep carbon-fiber splitter set to a ride height appropriate for removal of Botts dots. The ZR1 isn't exactly ready to go off-road itself, but its fender flares are almost mundane in comparison. Pratt & Miller has custom molds to make carbon body pan-

els, and the entire body is made in-house. The chassis beneath the lightweight bodywork is the same hydroformed aluminum frame used in the Corvette Z06 and ZR1. Like the street car, it was built in Bowling Green, Kentucky, before being sent to Pratt & Miller's headquarters in New Hudson, Michigan, for its steel rollcage to be installed. As steel can't be welded to aluminum, a complex (and patented) attachment system was designed to ensure proper strength.

Car No. 3's charismatic crew chief, Dan Binks, points out that "starting with a ZR1 street car is an advantage over some of the competition." It's arguable that it's the raciest of street cars, and thus the best starting point. This particular



Corvette

ZR1

versus

C6.R

ULTIMATE GT SHOWDOWN

car is chassis 001, and the first GT C6.R built. It has survived numerous crashes, as have its drivers.

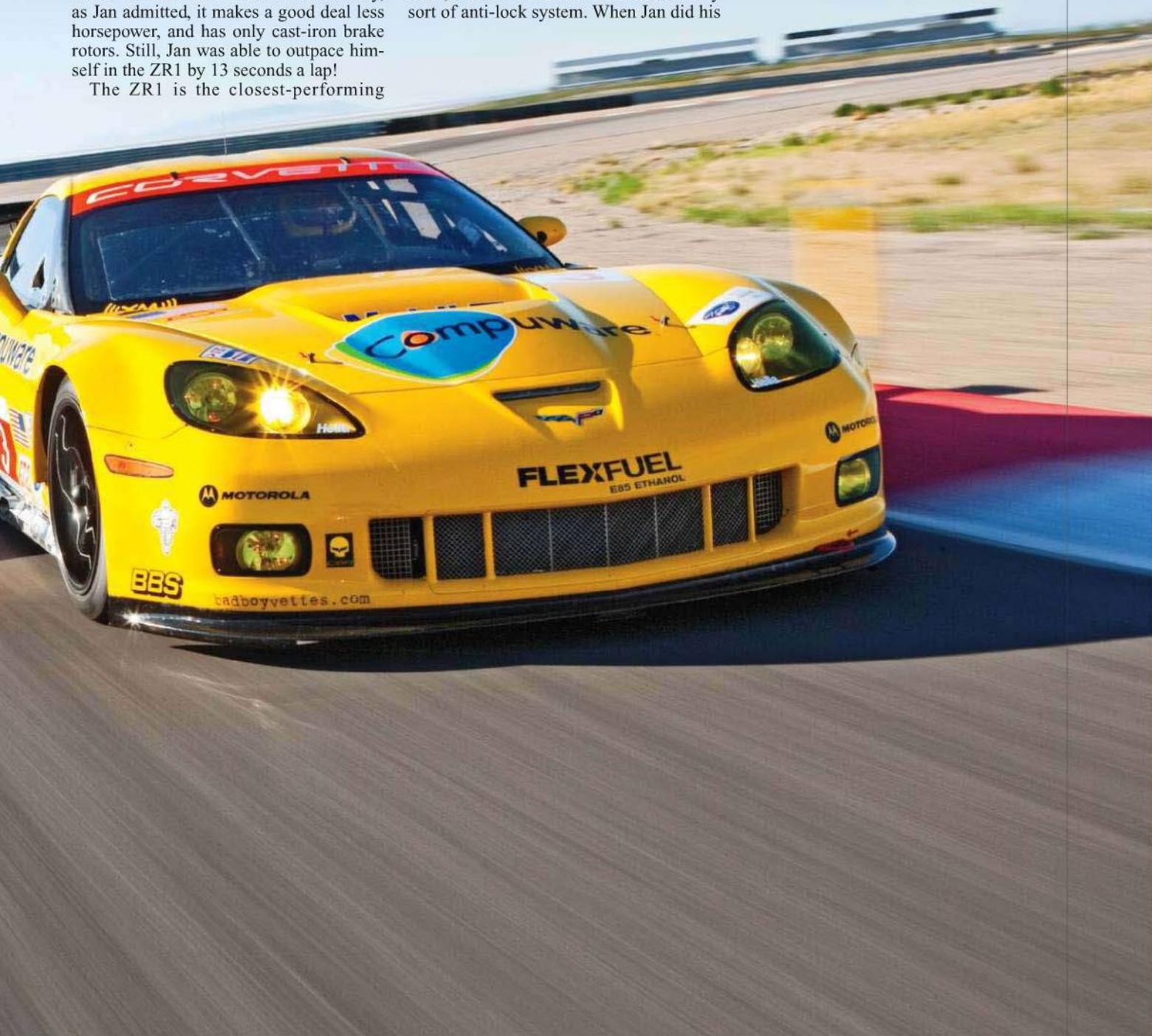
Conversion of a production Corvette chassis into the C6.R isn't a small undertaking. Aside from the base chassis, the only stock components are the window frames, B-pillars and taillights. Longer control arms attach to wider, yet smaller-diameter wheels. The result is a car that weighs roughly 600 lb. less, is 2.7 in. wider and 3.1 in. lower. Unfortunately, as Jan admitted, it makes a good deal less horsepower, and has only cast-iron brake rotors. Still, Jan was able to outpace himself in the ZR1 by 13 seconds a lap!

The ZR1 is the closest-performing

street-car variant in this test, yet it doesn't hold a candle to the cornering power of the GT car. A quick glance at the g-g diagram shows that the race car stops, goes and turns better. It has more grip—everywhere. What I find most amazing about the ZR1 is the longitudinal deceleration—its massive carbon-ceramic brake rotors and custom-made Michelin tires really do work well under braking. Also helping the ZR1 is its performance-tuned ABS, as the ALMS rules don't allow any sort of anti-lock system. When Jan did his

hot laps in the race car and street car, he felt the braking point for both cars was about the same, and that the speeds were about equal. Impressive stuff for sure, especially when it's realized that the street car has to slow almost 15 mph more to make Turn 1.

I went for a ride with Jan in the ZR1 to see how he did it, and walked away having learned something. The man drives with one hand on the wheel and the other



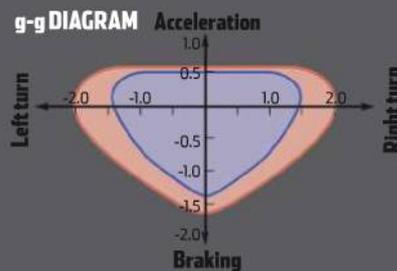


» Corvette C6.R cockpit is loaded with displays; big screen in upper right is for the rearview camera. Stock steering column with tilt/telescope accommodates various drivers. Engine, below left, breathes through twin restrictors and huge plenum. Street car's supercharged V-8 has gobs more power than the race Vette.



CHEVROLET	CORVETTE ZR1	CORVETTE C6.R
Price as tested	\$117,000	\$600,000
Curb weight	3325 lb	2780 lb
Height, length, wheelbase, width	49.0 in., 176.2 in., 105.7 in., 75.9 in.	45.9 in., 176.2 in., 105.7 in., 78.6 in.
Engine, transmission	supercharged ohv 16V 6.2-liter V-8, 6-speed manual transaxle	ohv 16V 5.5-liter V-8, 6-speed sequential transaxle
Horsepower, torque	638 bhp @ 6500 rpm, 604 lb-ft @ 3800 rpm	470 bhp @ 4800 rpm, 535 lb-ft @ 4500 rpm
Tires	Michelin Pilot Sport PS2 ZP	Michelin race slicks
Front:	285/35ZR-19	300/32-18
Rear:	335/25ZR-20	310/41-18
Brakes Front:	6-piston calipers, 15.5-in. carbon-ceramic rotors	6-piston calipers, 14.9-in. cast-iron rotors
Rear:	4-piston calipers, 15.0-in. carbon-ceramic rotors	6-piston calipers, 14.0-in. cast-iron rotors
Total swept area	864 sq in.	639 sq in.
Swept area/ton	520 sq in.	500 sq in.
Suspension Front:	upper & lower A-arms, transverse composite leaf spring, elect. adj tube shocks, anti-roll bar	upper & lower A-arms, coil springs, adj tube shocks, anti-roll bar
Rear:	upper & lower A-arms, transverse composite leaf spring, elect. adj tube shocks, anti-roll bar	upper & lower A-arms, coil springs, adj tube shocks, anti-roll bar

PERFORMANCE DATA		
80-130 mph	8.1 sec	7.4 sec
Braking, g (Turn 1)	-1.17g	-1.35g
Lateral accel, g (Turns 5, 6)	1.17g	1.52g
Best lap time (3.048-mile course)	2:03.86 sec	1:48.28 sec
Average lap speed	88.59 mph	101.34 mph



Note the closeness of the braking and acceleration forces. It's amazing that the ZR1 stops and goes almost as well as the race car!

JAN MAGNUSSEN:



"The difference between the GT Corvette race car and ZR1 is that the race car allows you to be more aggressive. But you still have to be smooth in both. The biggest difference of course is the weight and the slick tires on the race car. You can be quicker with the steering wheel in the race car than you can in the ZR1. In the ZR1 you have to allow for the car to roll over and settle, and then roll over and settle again, where as the race car is very precise and positive in everything it does."

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Note the nearly identical silhouettes.

Road car has shorter sidewalls than race car.

Aero modifications are subtle but numerous.

Carbon-ceramic rotors one-up the race car.

Side exhaust.



SCALE: 10 IN. (254mm) DIVISIONS

on the shift lever for almost an entire lap. He says it keeps him from moving around in the seat too much, and that he needs only one hand in the street car because the steering is so light. The man has driven everything from a Formula 1 car to NASCAR Sprint Cup, so he knows what he's doing. On the track he balanced the car on the edge of adhesion, trail-braking deep into corners and powering out smoothly. He played with the Performance Traction Management system, but preferred the unrestricted off mode. I found this interesting, as his GT car has a traction-control system similar to PTM, but with five wet and five dry maps.

Unfortunately, I couldn't ride in the race car. There's no passenger seat, and that side of the car is filled with air conditioning, drink bottle and electronics. Interestingly, the rules *require* air conditioning. The C6.R uses a compressor from a Cadillac SRX that's driven off the propshaft. The cold air is routed directly into a custom-made seat to more effectively cool the driver. Uniquely, the C6.R does not have a movable seat or pedals. To accommodate the swap between Magnussen and teammate Johnny O'Connell, there's a set of seat pads that go in. The steering wheel uses the factory column, and incorporates its tilt and telescope adjustments.

Gone, however, is the conventional instrument panel, replaced by something much more complex. The driver can configure the screens in a variety of ways, but there are the all-important shift lights and lap timer. It even shows the driver if he's on a fast lap with predictive lap timing. The big screen on the right is actually a high-def camera display that replaces the rearview mirror, its camera mounted on the trunklid. This helps the GT driver see faster Prototype cars catching up. The camera feed is also transmitted to the pits so that the team can spot for the driver.

Then, of course, there's that big lever for the sequential Xtrac 6-speed transaxle. Its no-lift upshifts require just a quick tug back on the lever, and result in a 100-millisecond cut in ignition to allow for gear engagement. As is evident from the acceleration graph, it's fast, but notice that the ZR1 is no slouch. As Jan says, "In a lot of ways the road car is above the race car. The race car will still do a faster lap time around a place like Miller, but take them both to a place like the *Autobahn*, and I want to be in the ZR1."

—Shaun Bailey



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Ferrari F430 versus F430 GTC

“The F430 GTC and F430 street car are like shades of red: in a similar family, yes, but totally different.”



THE FACT THAT A RACE CAR IS FASTER than a street car is nothing surprising. What shocks the senses, though, is to see just how far the gap between two seemingly near-identical machines can be. The Ferrari F430 and the Michelotto-prepared F430 GTC share common unit-bodies and drivetrain configurations, but the devil is in the details and it's these details that

keep these cars worlds apart.

Both cars have mid-mounted V-8 engines driving the rear wheels through sequential-shift transaxles. Practically speaking, this offers optimum weight distribution, quick shifts and a degree of modularity for repairs and upgrades.

In fact, Risi Competizione, the team that fields both the No. 61 and 62 cars, had

just received new engines for the Miller race weekend. Unlike the previous race's gasoline-fueled engines, these consume E85, the same stuff most of the cars on the ALMS grid are utilizing. Benefits to converting to ethanol were too good to pass up: Higher octane, larger tanks and bigger refueling rigs mounted higher up (so there's more "head" or pressure to drive



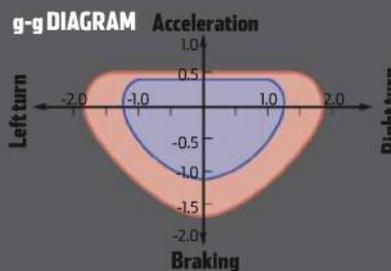
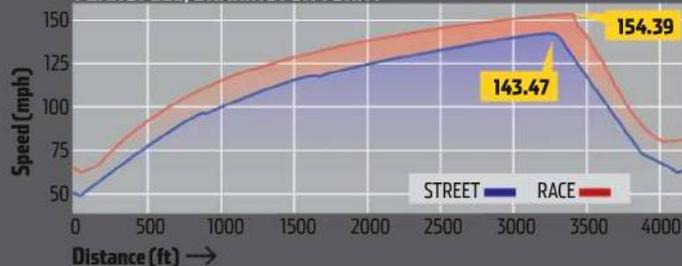
» Intake restrictors are clearly visible on the F430 GTC's destroyed V-8, mounted in an aluminum chassis that's fortified by a steel rollcage. Note the race car's center-lock wheels, left, and exhaust outlets that have been moved inward from the stock location.



FERRARI	F430	F430 GTC
Price as tested	\$248,903	est \$650,000
Curb weight	3195 lb	2745 lb
Height, length, wheelbase, width	47.8 in., 177.6 in., 102.4 in., 75.7 in.	46.3 in., 177.6 in., 102.4 in., 76.0 in.
Engine, transmission	dohc 32V 4.3-liter V-8, 6-speed paddle-shift transaxle	dohc 32V 4.0-liter V-8, 6-speed sequential transaxle
Horsepower, torque	483 bhp @ 8500 rpm, 343 lb-ft @ 5250 rpm	465 bhp @ 6800 rpm, 376 lb-ft @ 5500 rpm
Tires	Pirelli P Zero Rosso	Michelin race slicks
Front:	225/35ZR-19	300x650-18
Rear:	285/35ZR-19	310x710-18
Brakes Front:	6-piston calipers, 13.0-in. cast-iron rotors	6-piston calipers, 15.0-in. cast-iron rotors
Rear:	4-piston calipers, 13.8-in. cast-iron rotors	4-piston calipers, 14.0-in. cast-iron rotors
Total swept area	591 sq in.	645 sq in.
Swept area/ton	370 sq in.	470 sq in.
Suspension Front:	unequal-length upper & lower A-arms, coil springs, elect. adj tube shocks, anti-roll bar	upper & lower A-arms, coil springs, adj tube shocks, anti-roll bar
Rear:	unequal-length upper & lower A-arms, coil springs, elect. adj tube shocks, anti-roll bar	upper & lower A-arms, coil springs, adj tube shocks, anti-roll bar

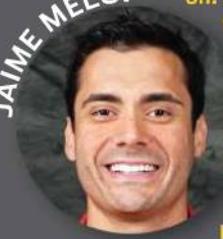
PERFORMANCE DATA		
80-130 mph	10.7 sec	7.7 sec
Braking, g (Turn 1)	-1.00g	-1.32g
Lateral accel, g (Turns 5, 6)	0.96g	1.49g
Best lap time (3.048-mile course)	2:12.28 sec	1:47.68 sec
Average lap speed	82.95 mph	101.90 mph

PEAK SPEED, BRAKING FOR TURN 1



The F430 road car's reduced grip is even across the board. This suggests that the F430 drives much like the race car, but with lower limits.

JAIME MELO:



"The F430 is very safe even with everything switched off. When the car goes into the corners, the rear is very stable, it's predictable. The car moves a little bit but after it settles, the rear is there. I've got a lot of understeer mid-corner, so I would ask for a little more front grip and that's compared to the race car. But as soon as you go on the power, you can feel the rear sliding and coming out a little. I'd say for a normal driver it's a good balance on the high- and low-speed corners."

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ULTIMATE SHOWDOWN

the fuel into the tank) were all great reasons to make the switch. As ALMS rules dictate, though, they still had to run the stock heads and cylinder block of a street F430, albeit with some modifications.

But the switch comes at a price. With E85, the GTC makes 18 less horsepower, but 33 lb.-ft. more torque than the street car. Blame an intake restrictor and slightly less displacement for the horsepower loss, and careful camshaft tuning and optimization of the richer mixture necessary for the E85 for the torque boost.

Regardless of fuel, the power the engine generates still gets to the ground via a 6-speed sequential transaxle. The stock F430 utilizes a semi-automatic paddle-shift arrangement. Each time you pull back on a steering column-mounted paddle, the powertrain computers control the clutch, engine speed and gear selector assembly.

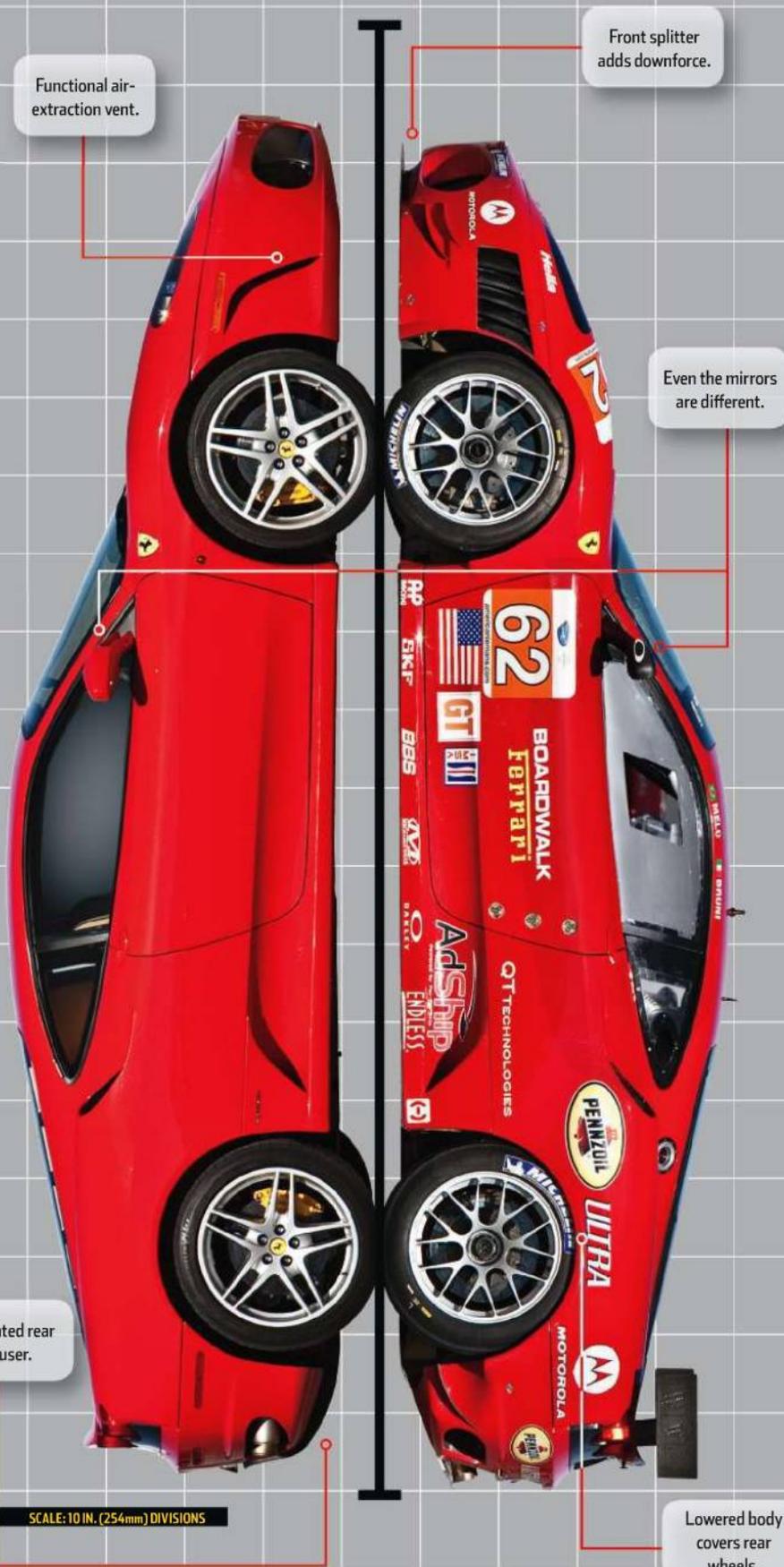
The GTC uses a Hewland gearbox that's been further optimized by Risi. The box is not actuated via paddles, but rather a billet aluminum lever topped with a Delrin shift knob. Shifting is easy: Push forward to downshift and pull back to upshift. Unlike the street car, the race car has a clutch pedal, but it's used only to get the car going. Once at speed, the dog-tooth gearbox will literally slam into gear, sans clutch, with the help of the engine-management system.

Between the engine and transmission, that means the race car can accelerate from 80 mph to 130 a whopping 3 seconds faster than the street car.

Another similarity between the cars, and the one generating the most comments from Ferrari factory race driver Jaime Melo, is the braking. Both cars use steel rotors, bound by multi-piston monoblock-style calipers. The GTC, though, has the benefit of increased size and more forced air cooling to keep temperatures in check.

"On this kind of track you have to be very easy on the brakes, especially because of the heavy braking zones. You can't put as much temperature in the brakes because they're not made for racing," says Melo. As one of the best closed-top racers on Ferrari's roster, Melo was heavily involved with the development process of the GTC and knows the workings of it intimately. Carbon-ceramic rotors are optional on the F430 street car, although our car was equipped with the cast-iron discs.

Surrounding the brakes is another big difference between the two machines. Like many of the other ALMS cars, the GTC wears Michelin race slicks in 300-mm front and 310-mm rear widths on 18-in. center-lock wheels. The street car sports Pirelli P Zero Rossos in size 225



SCALE: 10 IN. (254mm) DIVISIONS

Dear Mr. Valentine:

Every fighter pilot knows – cover your six. After one day with my new Valentine One, I see why everybody at the base keeps talking about their Vee-Ones.

I picked up a beep on the Interstate, slow at first but quickening, just like I was coming up on something. But the Radar Locator pointed behind – something was coming up on me!

He was hard to spot, a slick-top sneaking up through traffic. He went on by and got small. Then I saw blue flashes in the distance.

When I caught up he had a Mustang, its ordinary detector still winking red in the windshield. Of course, ordinary detectors don't look behind. Vee-One is like driving with a buddy for back-up.

Yours truly,

L.C. "Slam" Lewis
Tucson, AZ

Trust...V1 earns it one ambush at a time

Radars Locator

Tracks one or more radars at the same time; points to each.



Ahead



Beside



Behind

Bogey Counter

Tells how many:
Radar hiding within a false alarm? Two radars working the same road? Reads instantly.

Control Knob

Turns On/Off, adjust volume, press to mute.

Muted-Volume Lever

Sets volume you hear after muting.

Radar Antenna

Scans behind for radar.

Radars Strength

More LEDs glow as radar strengthens.



Dear Mr. Valentine:

Hey, I think I owe you one.

My commute goes past two miles of malls, which my old detector said was one long X-band false. Nope. Now I see it's two miles of little alerts that blur together. The Radar Locator tracks each one as I drive by – pointing Ahead first, then Beside and finally Behind.

Yesterday, it pointed out the usual places. And one more. Hm. Guess the Ahead arrow flashed insistently. Guess what? Radar shooting commuters from the shoe-store parking lot.

My old unit would have beeped, same as always. But yours saw the trap. That could be an ad, right? Valentine One is the one to have when there's more than one alert.

Go ahead, use it, because I definitely owe you.

Sincerely amazed,

Sal Molinari
Hartford, CT

Memo To: Mike Valentine

Kansas, 54 west to Liberal, so flat I can see next week. No traffic, really, except for the Durango I've been closing on through four or five iPod tunes (George Jones was made for Kansas).

Off the shoulder ahead, maybe a half mile, what, a furniture van? Tailgate up, brown-shirted guy inside; looks like he's rearranging the load. V1 lets loose an EEEEEEEEE sound. Laser! I hammer the brakes. EEEEEEEEE.

Can't be laser. There's nothing around. Just me and the Durango, now passing the van. Wait...inside with the furniture, dang, another brown shirt, crouched behind a sofa, steadying his laser gun over the backrest. Double dang! The first shirt is talking into a cop radio as I go by.

And now I see what the deal is; three cruisers backed up in a tight line against the nose of the van. The lead car is rolling, in pursuit of the Dodge I was fixing to pass. The others stay. Whew! V1 must have caught a laser glint as it ricocheted off the SUV.

Clay Phillips
Tulsa, OK

Dear Mr. Valentine:

Just east of Texarkana on I-30, my Valentine One picked up X-band. The Radar Locator pointed "Ahead." Over the rise, sure enough, flashing lights. Smokey had a semi on the shoulder.

As I eased past, I watched the Radar Locator; it's kinda fun seeing it tracking radar from "Ahead" to "Beside" to "Behind" as you go by. It stayed "Ahead." What the #@?! Man, I saw Smokey. And I put him behind me. But the Locator still pointed ahead. Could it be?

Yep. Over the next hill, another Smokey, harvesting the ignorant. Without the Radar Locator, I would have been one of them. Valentine One is like having my own AWACS.

Thanks, Big Guy

Ted Reynolds
Dallas, TX

www.valentine1.com

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Department No. XAN0 Fx 513-984-8976
10280 Alliance Road
Cincinnati, Ohio 45242



Mike Valentine
Radar Fanatic

front and 285 rear, mounted on 19-in. wheels. With such a disparity in tire size, it's no wonder the stock F430 understeers. Melo explains, "The handling of the F430 road car is very good. I think it might be too good for me, because I'd like to have a little bit more of a nervous car. The rear of the car is too safe, so I have some understeer. It makes my minimum speeds too slow. I drove with everything off, with no assistance, so I had some good times coming out of the corners going sideways, a bit drifty. The power is already good for a road car; if you smash the gas, you'll get some oversteer. But even still it's a safe car to drive on the track and on the road."

Both cars feature adjustable dampers, but there are vast differences with the suspension. The driver of the F430 street car can adjust the electronic damper settings using the steering wheel-mounted *manettino*. This knob also adjusts the differential, traction and stability control, and throttle maps. While Melo and his teammate Gianmaria Bruni are unable to change the settings in the race car, they can radio Risi's Technical Director Rich Mayer, and he can instruct his trusty crew to make whatever adjustments when the car is in the garage. The alignment (toe, camber and caster), anti-roll bars and fully adjustable shocks can be set to preference, springs swapped out and preload and ride height can be fine-tuned.

Says Melo about the road car's on-track performance, "Everything is much slower than on the race car, so everything is predictable. On the brakes you feel all the movement and the weight, because the suspension has a lot more travel compared to the race car. You can really feel the car pitching down and up."

The last difference between the street and race car is aerodynamics. While the street car features a diffuser and trick underbody aerodynamics that actually generate downforce, the race car uses a very visible rear wing, front splitter and canards. The rear wing is adjustable and is mandated to run with a Gurney flap for additional downforce and drag. Many of the body panels have been slightly tweaked to ensure optimum laminar flow around the car, minimizing air resistance



and helping direct air into and out of the radiators. Of course, all of the exterior panels (except the roof) are made of carbon fiber for weight savings.

All told, the F430 GTC and F430 street car are like shades of red: in a similar family, yes, but totally different. It's no wonder that even with the race car's slightly reduced power, the downforce-producing trick bodywork and aero bits combined with the road-gripping slicks and suspension translate to a nearly 25-sec. gap after just one 3.048-mile lap of Miller Motorsports Park. That gap is nothing short of jaw-dropping.—Calvin Kim

» Through Miller's tricky "Attitudes" section, it's easy to see how the F430 road car exhibits more body roll than the race car. Rear diffuser of the race car, below, stays close to the ground for added effectiveness.





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Jaguar XKR versus



XKR GT

“Down the front straight, the XKR actually beats the XKR GT from 80 to 130 mph by a full second.”

JAGUAR RSR HAD THEIR WORK CUT OUT FOR them. They had a unique challenge that no other competing GT team had to face in the 2010 season—that is, starting from scratch. There’s no previous chassis to make improvements on, no intensive OE development programs running parallel to their race efforts, nor was there a pool of “ringer” factory racing drivers to borrow from. And though all those things don’t necessarily amount to instant success, they would certainly be very useful in gaining traction on a highly competitive playing field such as the ALMS

Grand Touring class.

The RSR team was founded in spring 2009 when five-time Trans-Am champion Paul Gentilozzi (whose last three championships took place behind the wheel of an XKR) partnered with Jaguar Cars to build the XKR GT from the ground up. Jaguar’s involvement in the project was primarily sculpting the new wide-body shell—tacking on a total of 4 in. of width—through thorough CFD (computational fluid dynamics) analysis and under the direction of Jaguar’s chief designer, Ian Callum. The clay mock-up of the race

car alone is claimed to have taken 1100 man-hours to construct, with the final carbon lay-up handled by a company in Gentilozzi’s home state of Michigan.

Aside from his position as Principal Partner, Gentilozzi shares driving duties with former British Formula Ford and two-time Belcar Champ Marc Goossens as well as former British Open Kart Champ and veteran open-wheel racer Ryan Dalziel. Gentilozzi’s two sons John and Tony are also highly integral to the team, John slotting in as the team’s technical director while Tony heads the squad



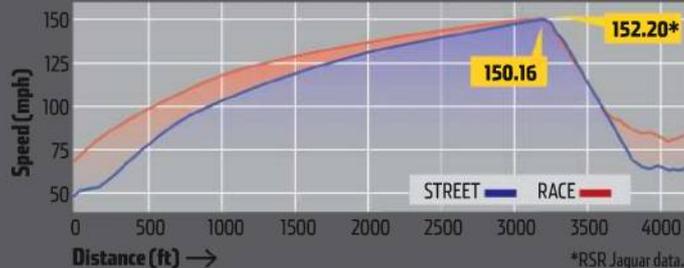
» With lots of aerodynamic downforce, Yokohama race rubber and big Brembo brakes, the Jaguar XKR GT corners at a much faster clip than the supercharged XKR road car, which is nearly a match for the race car down Miller's long front straight.



JAGUAR	XKR	XKR GT
Price as tested	\$98,525	\$550,000
Curb weight	3865 lb	2745 lb
Height, length, wheelbase, width	52.0 in., 188.7 in., 108.3 in., 74.5 in.	51.5 in., 188.5 in., 108.3 in., 78.5 in.
Engine, transmission	supercharged dohc 32V 5.0-liter V-8, paddle-shift 6-speed automatic	dohc 32V 5.0-liter V-8, 6-speed sequential transaxle
Horsepower, torque	510 bhp @ 6000-6500 rpm, 461 lb-ft @ 2500-5500 rpm	525 bhp @ 6900 rpm, 450 lb-ft @ 5750 rpm
Tires	Dunlop SP Sport Maxx	Yokohama race slicks
Front:	255/35ZR-20	300x650-18
Rear:	285/30ZR-20	330x710-18
Brakes Front:	1-piston calipers, 15.0-in. cast-iron rotors	6-piston calipers, 15.0-in. cast-iron rotors
Rear:	1-piston calipers, 14.8-in. cast-iron rotors	4-piston calipers, 13.8-in. cast-iron rotors
Total swept area	774 sq in.	640 sq in.
Swept area/ton	401 sq in.	466 sq in.
Suspension Front:	upper & lower A-arms, coil springs, elect. adj tube shocks, anti-roll bar	upper & lower A-arms, coil springs, adj tube shocks, anti-roll bar
Rear:	upper links, lower A-arms, coil springs, elect. adj tube shocks, anti-roll bar	upper & lower A-arms, coil springs, adj tube shocks, anti-roll bar

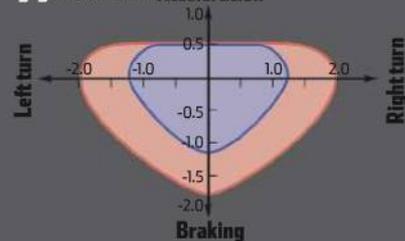
PERFORMANCE DATA		
80-130 mph	8.4 sec	9.4 sec
Braking, g (Turn 1)	-1.01g	-1.10g
Lateral accel, g (Turns 5, 6)	0.91g	1.45g
Best lap time (3.048-mile course)	2:15.57 sec	1:53.20 sec
Average lap speed	80.94 mph	96.93 mph

PEAK SPEED, BRAKING FOR TURN 1



*RSR Jaguar data.

g-g DIAGRAM Acceleration



The graphs highlight the street Jag's excellent longitudinal performance. It stops almost as quickly as the race car, and it flies down Miller's front straight.

PAUL GENTILOZZI:



"Funny enough, there are places [like the front straight] where the street car feels like it has more power than the race car. It's supercharged so it's not affected by the atmosphere here like the normally aspirated car. No matter what I do, I can't spin the tires on the race car. Though it is much faster in the corners, the tires weigh a lot and you have to tow them down the straightaway. Braking is decidedly better in the race car, even without ABS, because you have a real race tire, and a lot of it."

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Profiles are nearly identical.

Production XKR has conventional front transmission.

Engine moved down and back to improve balance and lower roll center.

Rear transaxle aids balance.

Shorter rear overhang.

"Swan" wing mounts provide more surface area beneath wing, improving downforce.

SCALE: 10 IN. (254mm) DIVISIONS

responsible for building the 5.0-liter direct-injection AJ133 V-8 that gives life to the XKR GT to the tune of 525 naturally aspirated horsepower.

The structural underpinnings of the XKR street car and race car are very similar. Gentilozzi's team started out with an all-aluminum body-in-white and added the necessary steel cage that provides chassis rigidity as much as it does safety. Gentilozzi points out: "You can open the door and see that the floor and all the interior structure are absolutely production. Because we widened the car to [just under] 2000 mm, the fenders and hood were made out of carbon fiber. But in profile, the car looks stock." The roof, doors and rear decklid are straight off the production car, though there was mention of further carbon-fiber treatment to help reduce the 44 lb. of extra weight they're currently running around with.

The suspension retains the double-A-arm design front and rear, though it's now fully adjustable and the geometry has been altered to accommodate the team's design requirements and changing demands among tracks. Coil-over springs and Öhlins DR4 dampers take the place of the street-going XKR's electronically adjustable setup. The 3-piece 18-in. BBS wheels, wrapped with Yokohama racing slicks, replace the stock XKR's summer Dunlops on 20-in. wheels.

On track this translates to better than 0.5g more average lateral grip than the street car's through our measured sample, taken through Turns 5 and 6 on the track. That's nearly 1.5 times the weight of gravity you'll feel in the lateral direction behind the wheel of the XKR GT. Gentilozzi's take on the street car following his first few laps? "Surprisingly the XKR in performance mode is really fun in the high-speed corners, because it's a very stable, balanced platform, and not that scary to push loose. If anything, the car has some built-in [understeer]. It has an electronic diff that monitors steering wheel input and tire slip and then adjusts the diff, so it's really sophisticated in its design for the street driver." He added that despite the XKR's single-piston brakes being less stout than the XKR GT's Brembos, even toward the end of the lap session "the brakes were still there. What usually happens is when the brakes heat up, the brake heat transfers to the wheel, which in turn pushes tire pressure up. [So oftentimes people] think that after 4 or 5 laps, you get this big push, but it's because the brake has overheated the wheel, which overheats the tire."

Before Gentilozzi had a chance to melt the street tires away, our braking

data showed a significant 0.09g difference in deceleration toward the end of the front straight. He much prefers the non-ABS racing setup not only for its superior clamping force, but for its feel. "ABS doesn't have a great feel" he says. "There's no comfort level, and the only thing you know is it's eventually going to stop."

Like most other race cars, the XKR GT takes advantage of ACO allowances for a rear-mounted sequential 6-speed Hewland transaxle. Not only does this help shift weight to the rear of the car, but it's considerably more robust than the 6-speed automatic ZF transmission the street car uses. Gentilozzi reports: "The ZF 6-speed automatic will shift for you even in manual mode, [so you] can't get it to the rev limiter. Sometimes that's a little frustrating, but honestly this car is about momentum and with the supercharger, you don't need all the revs. The engine flat pulls from 3000 rpm."

The engine is where the street XKR finally gets a leg up on its GT counterpart. Unleashing 5.0 liters of unrestricted, forced-induction V-8 horsepower down the front straight, it actually beats the XKR GT from 80 to 130 mph by a full second (but not by distance), and there are a couple reasons for this. Gentilozzi explains: "The direct-injected 5.0-liter in the XKR GT began life as a naturally aspirated Jaguar production engine making about 385 bhp. Our race engine unrestricted makes about 625 bhp at 8000 rpm. But we run everything through two 29.1-mm restrictors (just a little over an inch), which brings the horsepower back down around 525 bhp and about 450 lb.-ft. of torque. We retain the stock bore and



stroke, but add a race crank, a dry-sump oiling system, slightly ported heads (variable valve timing removed) and individual runner throttle bodies. We also use a barrel valve instead of butterflies." He continues: "The engine only really wants to run about 6800 rpm because of the restrictor. When we try to run it above that, the air gets sonic (in the restrictor) and the power stops." Being at elevation doesn't help either (MMP sits at around 4400 ft.), but the supercharged engine of the XKR is much less susceptible to this condition. Add to it the fact that XKR GT's large flat bodywork produces prodigious amounts of downforce, so much so that Gentilozzi half jokes, "We have a 'traction problem.' This car is still in development but we

» Although the restricted dry-sump race engine of the XKR GT, top left, isn't supercharged, it's nevertheless nearly as powerful as the road-going XKR's V-8. Impressive.

barely use traction control."

I believe this team has what it takes to bring Jaguar back to its days of racing glory. The 2010 season may not have been the breakthrough the RSR Team was hoping for, but like any new venture, there's always a learning curve. "We understand that," says John Gentilozzi. "I just wish we didn't have to learn in public."

—Jonathan Elfalan





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"In some ways, the race car is lower-tech than the street version."

PATRICK LONG IS A STUDY IN CONCENTRATION, finely modulated aggression and economy of movement as he wrings out the high-performance sponge that is the production 911 GT3. Reflexive steering inputs arrest mid-corner twitches of yaw almost before they happen. His right hand darts from wheel to shifter to wheel again in milliseconds, recalling those slow-motion biology films where a frog zaps a hapless insect with a flick of its tongue. And always, always to the throttle early, taking keen advantage of the Porsche's tail-heavy weight bias and sticky, wide Michelin Pilot Sport Cup tires to stabilize the chassis mid-corner and rocket out of turns. It's as if he's always two steps ahead of the car, precisely why he's a Porsche factory driver and I'm not.

"Usually, when I go from race car to road car on any given racetrack, I'm used to having to adjust quite a bit. In the GT3, it's very easy to just jump in and go flat-out," Long offered after our lapping ses-

sion. "As soon as I hit the racetrack, I'm not really changing my braking zones, I'm really taking the same gears through the corners...it's a pretty seamless transition."

High praise indeed, and to the cynical mind, exactly what you'd expect a driver on the Porsche payroll to say. But fresh out of its wrapper, the production GT3 is downright brilliant, far nearer to its racing counterpart than several other cars on the GT grid. And that is born out by the nearby data...note that its 146-mph terminal speed at the end of Miller's front straight is only about 10 mph less than the RSR's, and that the stock car can pull a ribcage-squishing 1.11g average through Turns 5 and 6.

It's a testament to the design of the original 911 that the positions of the race car's significant masses correlate so closely to the production car's—i.e., engine, transaxle, driver location, front-mounted fuel cell—quite a contrast to the BMW, for instance, whose racing seat

and steering column have been moved noticeably aft in search of more favorable weight distribution. And although you can't exactly stroll into the neighborhood Porsche dealer to purchase a 911 GT3 RSR, Porsche has long produced factory-built competition machines for both internal series and for sale to privateers—the Cup Cars out of the Zuffenhausen factory; and since 2000, the "R" series built at Weissach comprising the GT3 R, GT3 RS and the GT3 RSR. This last iteration, built starting in 2008, competes in the ALMS GT series, as well as FIA GT and Le Mans competition. Each successive version has grown in both body width and displacement...at first 3.6 liters, then 3.8 and now 4.0 (if the series allows it).

In some ways, the race car is lower-tech than the street version. Consider that GT rules mandate cast-iron brake rotors, while the production GT3 can be ordered with carbon-ceramic equivalents; and the RSR's 450-bhp flat-6 dispenses with both



Porsche 911 GT3 versus 911

ULTIMATE GT SHOWDOWN

variable valve lift and a variable-volume intake plenum. It also revs to 9400 rpm (900 higher than the stocker) breathing through six individual throttle butterflies, and actuates its valves through simple, lightweight bucket tappets. Ethanol-rich E85 is the race fuel of choice.

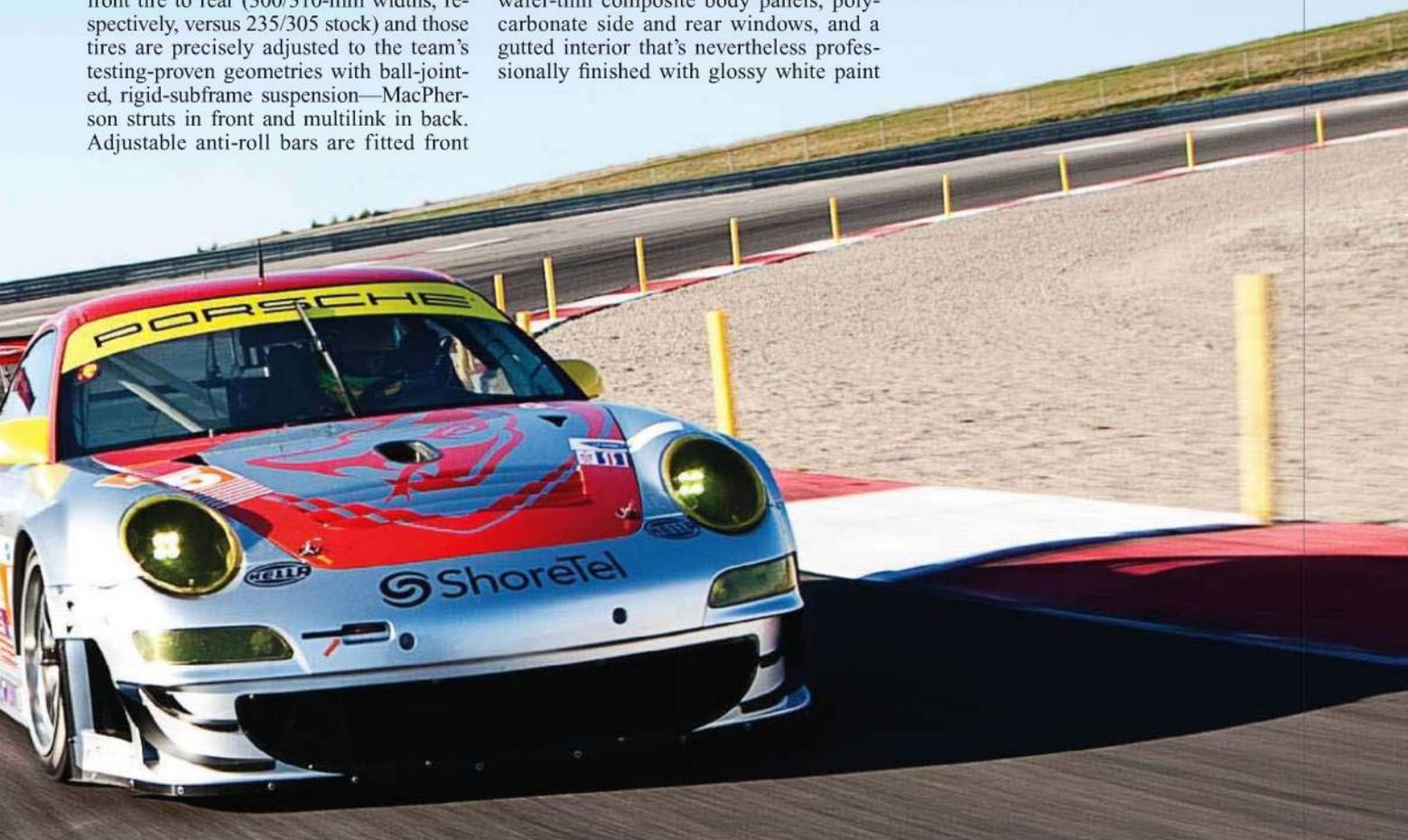
Of course, a big fat Michelin slick at each corner helps cornering speeds, and the team can choose among three different compounds each race weekend. Proportionately, the race car carries a lot more front tire to rear (300/310-mm widths, respectively, versus 235/305 stock) and those tires are precisely adjusted to the team's testing-proven geometries with ball-jointed, rigid-subframe suspension—MacPherson struts in front and multilink in back. Adjustable anti-roll bars are fitted front

and rear, as are Sachs 4-way gas-pressure shocks. Quick shifts lower lap times, and a Porsche-built 6-speed sequential gearbox—an all-new, lighter unit—benefits from know-how applied from the RS Spyder sports prototype.

And let's not overlook the contributions of less weight and more downforce in the quest for greater speed. No. 45 is 335 lb. lighter than its production counterpart, despite what looks like 300 lb. of additional rollcage tubing. Chalk it up to wafer-thin composite body panels, polycarbonate side and rear windows, and a gutted interior that's nevertheless professionally finished with glossy white paint

and delicate carbon-fiber shells replacing the dash, door panels and center console. For added aero stick there's that massive rear wing and—as part of the 2008 factory RSR redo—redesigned air outlets ahead of the front wheel wells that both lower drag and evacuate more air for increased downforce.

The Flying Lizard Team is an amazingly well-oiled organization; anything less couldn't have won the ALMS GT2 Championship twice (2005 and 2009),



GT3 RSR

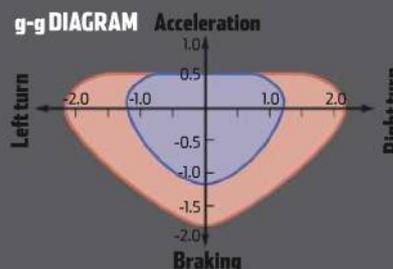
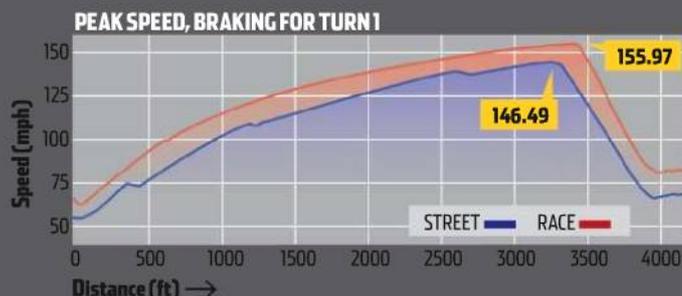


» The preferred seats of both the 911 GT3 RSR (above) and GT3. Labels for switches in race car glow under black light for easier nighttime readability. Below, note surgical welds for rollcage gussets, burly tailpipes.



PORSCHE	911 GT3	911 GT3 RSR
Price as tested	est \$137,135	est \$430,000
Curb weight	est 3075 lb	2740 lb
Height, length, wheelbase, width	50.4 in., 175.6 in., 92.7 in., 71.2 in.	48.0 in., 174.7 in., 92.9 in., 76.9 in.
Engine, transmission	dohc 24V 3.8-liter F-6, 6-speed manual transaxle	dohc 24V 4.0-liter F-6, 6-speed sequential transaxle
Horsepower, torque	435 bhp @ 7600 rpm, 317 lb-ft @ 6250 rpm	450 bhp @ est 7900 rpm, 320 lb-ft @ est 7250 rpm
Tires	Michelin Pilot Sport Cup	Michelin race slicks
Front:	235/35ZR-19	300/65-18
Rear:	305/30ZR-19	310/71-18
Brakes Front:	6-piston calipers, 15.0-in. carbon-ceramic rotors	6-piston calipers, 15.0-in. cast-iron rotors
Rear:	4-piston calipers, 13.8-in. carbon-ceramic rotors	4-piston calipers, 14.0-in. cast-iron rotors
Total swept area	749 sq in.	653 sq in.
Swept area/ton	487 sq in.	477 sq in.
Suspension Front:	MacPherson struts, coil springs, elect. adj tube shocks, anti-roll bar	MacPherson struts, coil springs, adj tube shocks, anti-roll bar
Rear:	multilink, coil springs, elect. adj tube shocks, anti-roll bar	multilink, coil springs, adj tube shocks, anti-roll bar

PERFORMANCE DATA		
80-130 mph	9.8 sec	7.9 sec
Braking, g (Turn 1)	-1.10g	-1.46g
Lateral accel, g (Turns 5, 6)	1.11g	1.56g
Best lap time (3.048-mile course)	2:06.12 sec	1:47.92 sec
Average lap speed	87.00 mph	101.68 mph



The upper corners of the plot show how good the Porsche is, in both race and street forms, at accelerating while turning. Other cars' plots are much more rounded in this area.

PATRICK LONG: "The GT3 RSR race car's strength at Miller is in the long-radius corners. You need to be able to get to power very early, and hopefully the car is going to continue to create grip without overloading the tire. That's something we've worked hard on, balancing the weight in the platform...The race car and the road car both transition very alike, and I think that says more about the GT3 as to how much of a race car it is with a license plate. The things I was able to do in the chicanes surprised even me. I was using the same reference points and the same lines."

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Carbon-ceramic rotors not legal for GT class.

Both cars have center-lock wheels!

So-called "flicks," or dive planes, aid front bite.

Extractor vents increase front downforce, decrease drag.

Lights indicate position in class during race.



SCALE: 10 IN. (254mm) DIVISIONS



» Race car's extra width and slammed ride height are apparent here...as is the 911's strength of putting power down mid-corner.

both times with Long paired with teammate Jörg Bergmeister. As of this writing, the two lead the GT class' driver rankings, with the team currently 2nd behind the 1st-place tie of BMW Rahal Letterman Racing and Risi Competizione. So perhaps given their success, Flying Lizard Motorsports wasn't exactly keen to give away any speed secrets. Suspension and brakes, especially, seemed to be off limits for photography. The situation is complicated by the fact that Porsche team drivers are essentially loaned to teams that are deemed capable of providing that driver with a winning mount. As an added perk, that team is also privy to new factory parts that are unavailable to smaller, relatively impoverished teams...parts that might show up in those photos. So I guess we can't be too disappointed that Flying Lizard keeps an ace up its...er, wheel well.

Parts is parts, but talent, physics and plain ol' gritting your teeth play a role in winning too. By the team's own admission, its GT3 RSR isn't the fastest car out there, but it may have some advantages in corner entry, exit and managing the tires. Says Long: "A lot of it is utilizing the differential to turn the car, where going to the throttle in a lot of the other cars could create understeer on exit. We can also trail-brake quite a bit, which has helped us overtake during the race...with the engine in back we can load the nose and not overpower the front tires." Spoken like the true champion he is.—Douglas Kott

Taking Measure At Miller

Built in 2006 by the late Larry H. Miller, Miller Motorsports Park in Tooele, Utah, is a state-of-the-art racing facility with a variety of track configurations, each with vast runoff areas. Although we would have liked to visit the facility's kart track and see Miller's fantastic museum of significant Fords, we had work to do. Just days before the July 9–11 ALMS Larry H. Miller Utah Grand Prix race weekend, we pitted street car against race car, specifically the cars in the hyper-competitive GT class. Here's what we learned:



Latitude: N 40° 34' 49.83"
 Longitude: W 112° 22' 42.25"
 Altitude: 4400 feet
 Track Distance: 3.048 miles
 Track elevation change: 54 feet
 Longest track configuration: 4.5 miles w/24 turns

SPEED at this point, mph	Race Car	Street Car
BMW M3	114.37	91.41
Chevrolet Corvette	114.41	98.92
Ferrari F430	114.75	95.59
Jaguar XKR	111.70 ¹	93.87
Porsche 911 GT3	114.02	100.04

Note the huge disparity in performance here. Even the GT3, the raciest street car, can't carry the speed in the corners like the race cars. It's all about grip.

STREET CARS' CUMULATIVE DISTANCE BEHIND RESPECTIVE RACE CAR, SECTOR 1:

BMW M3.....	1127 ft
Jaguar XKR.....	1070 ft
Ferrari F430.....	1014 ft
Porsche 911 GT3.....	886 ft
Chevrolet Corvette.....	712 ft

¹RSR Jaguar data.

PEAK SPEED, mph	Race Car	Street Car
BMW M3	154.00	139.73
Chevrolet Corvette	156.26	155.02
Ferrari F430	154.39	143.47
Jaguar XKR	152.20 ¹	150.16
Porsche 911 GT3	155.97	146.49

Even the fastest street car, the Corvette ZR1, can't beat its counterpart here. Chalk it up to the race car's track-specific gearing and Turn 14 exit speed.

SPEED at this point, mph	Race Car	Street Car
BMW M3	56.41	45.31
Chevrolet Corvette	57.37	51.39
Ferrari F430	55.57	45.18
Jaguar XKR	57.01 ¹	44.57
Porsche 911 GT3	57.46	46.72

SECTOR 1 time, sec	Race Car	Street Car	Diff.
BMW M3	36.32	44.11	-7.79
Chevrolet Corvette	36.49	40.53	-4.04
Ferrari F430	36.26	42.74	-6.48
Jaguar XKR	36.89 ¹	43.81	-6.92
Porsche 911 GT3	36.16	41.49	-5.33



ULTIMATE SHOWDOWN

LAP TIME, test session			LAP TIME, race weekend			
Race Car	Street Car	Diff	Qualifying	Race		
BMW M3	1:49.32	2:14.26	-24.94	BMW M3 GT	1:47.966	1:48.937
Chevrolet Corvette	1:50.77	2:03.86	-13.09	Chevrolet Corvette C6.R	1:48.279	1:49.244
Ferrari F430	1:49.69	2:12.28	-22.59	Ferrari F430 GTC	1:47.667	1:48.756
Jaguar XKR ¹	1:53.99	2:15.57	-21.58	Jaguar XKR GT	1:52.178	1:53.195
Porsche 911 GT3	1:48.89	2:06.12	-17.23	Porsche 911 GT3 RSR	1:47.921	1:48.787

START/FINISH

SECTOR 3 time, sec	Race Car	Street Car	Diff.
BMW M3	33.71	41.18	-7.47
Chevrolet Corvette	34.31	38.44	-4.13
Ferrari F430	33.87	41.01	-7.14
Jaguar XKR	36.98 ¹	41.84	-4.86
Porsche 911 GT3	33.53	39.03	-5.50

LATERAL ACCEL at this point, g	Race Car	Street Car
BMW M3	1.61	1.06
Chevrolet Corvette	1.60	1.19
Ferrari F430	1.44	1.09
Jaguar XKR	1.47	0.94
Porsche 911 GT3	1.59	1.16

STREET CARS' CUMULATIVE DISTANCE BEHIND RESPECTIVE RACE CAR, SECTOR 2:

BMW M3	1998 ft
Jaguar XKR	1739 ft
Ferrari F430	1722 ft
Porsche 911 GT3	1322 ft
Chevrolet Corvette	1033 ft

TRANSITIONAL LATERAL ACCELERATION SECTION *

SECTOR 2 time, sec	Race Car	Street Car	Diff.
BMW M3	39.29	48.97	-9.68
Chevrolet Corvette	39.98	44.89	-4.91
Ferrari F430	39.55	48.53	-8.98
Jaguar XKR	40.12 ¹	49.92	-9.80
Porsche 911 GT3	39.21	45.61	-6.40

After just one lap, every street car is more than a quarter-mile behind its racing counterpart. In only six laps, all the street cars will be lapped.

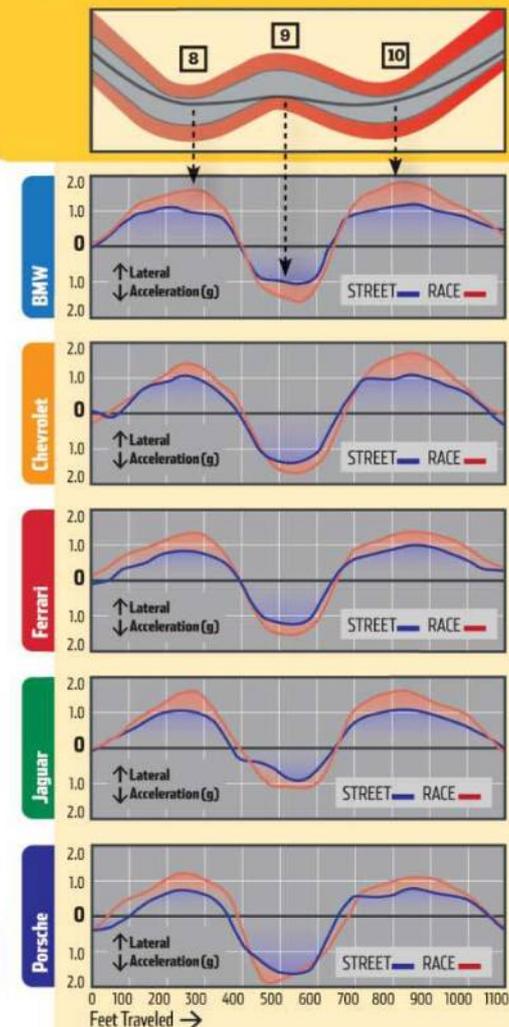
STREET CARS' CUMULATIVE DISTANCE BEHIND RESPECTIVE RACE CAR AFTER ONE LAP:

Chevrolet Corvette	1543 ft
Porsche 911 GT3	1862 ft
Jaguar XKR	2490 ft
Ferrari F430	2236 ft
BMW M3	2547 ft**

**Although the M3 was farthest behind its racing counterpart, this points more toward the incredible speed of the M3 GT. The M3 road car lapped more quickly than the Jaguar XKR.

*TRANSITIONAL LATERAL ACCELERATION

These graphs show how the cars behave in the tricky left/right/left "Attitude" turns. Note the higher g's and smoother curves of the race cars.



TECH SUPPORT

With all the ALMS race weekend preparations paralleling this test, we had a tight window in which to run our necessary lap sessions, and virtually no room for error. A total of 10 cars would need to be outfitted with data-acquisition equipment while running at speed in 90-plus-degree Utah heat—a daunting task for *Road & Track's* two-man test department. Which is why we enlisted the skills of VBOX USA's Technical Director Jim Lau, who brought with him an arsenal of brand-new VBOX 3i



100Hz GPS data loggers as well as a couple of sleek Video VBOXes.

For the geeks that take interest in our test equipment, the VBOX 3i is the newest version of the VBOX 3 we use for our performance testing. Its updated features consist of things such as a lower current draw (eliminating the need for a heat sink casing), USB interface, Bluetooth data connectivity, as well as audio tagging, which allows you to sync a WAV file (up to 30 seconds long) to your GPS data. This may be a little overkill for the average consumer, but what isn't is the Video VBOX Pro (\$3051) and Lite (\$1471) that record DVD-quality video alongside 10Hz GPS data. The Lite version comes with two camera inputs (Pro comes with four) and can be configured with up to four CAN channels (or 32 for the Pro) for useful inputs like steering angle, throttle position, brake pressure, etc. Aside from satisfying our narcissistic urges, the Video VBOX is a powerful learning tool for the track as well. You can visit their website (www.vboxusa.com) for more information and sales inquiries.

Without VBOX USA's support for this test, there's a good chance you'd enjoy just a fraction of the data provided on these pages.

—Jonathan Elfalan



Final Thoughts

So here we are at the end of the day, positioning millions of dollars' worth of race and production hardware on the exit of MMP's Turn 14 for our final photo shoot. As we ponder the machines, now strangely silent and casting long shadows in the late afternoon sun, what exactly have we learned? ❖ Well, we live in an age where several of the assembly-line sports cars here must actually be *detuned* to be suitable for competition—as least as far as engine output goes. We've seen how gecko-like mechanical grip, light weight and hand-of-God aero downforce can produce mind-altering differences in lap times, even if straightaway speeds are similar. Based purely on lap times, the ZR1 and GT3 are closest to their respective racing counterparts, but all of the road cars, impressively, felt at home on the tough Miller track. ❖ And we've witnessed just how hard the race teams and drivers fight for every 10th of a second out there. The sweat, toil and unflinching dedication of everyone involved is palpable... and this was only a practice day. Fielding a team in motorsports' big leagues isn't just a race-on-the-weekend proposition; it's about total commitment and sacrifice. The stopwatch never lies, nor sleeps, so it follows that the racing community is a little short on shut-eye too. So when we queue up Speed Channel and take in the next round of the ALMS series from the comfort of our La-Z-Boy recliners, cool drink in hand, we'll have an especially deep appreciation of just what goes on. 🏁

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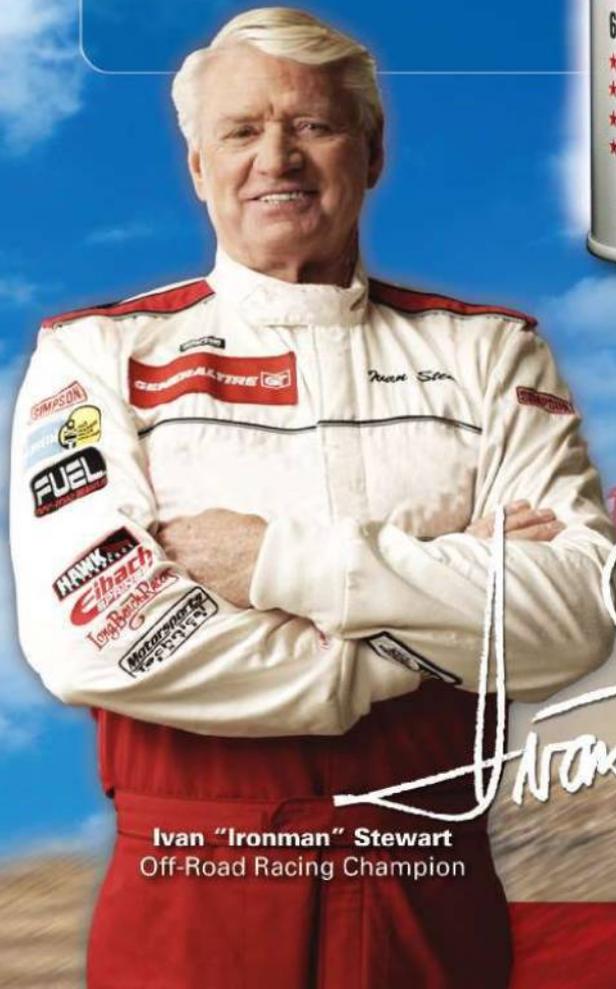
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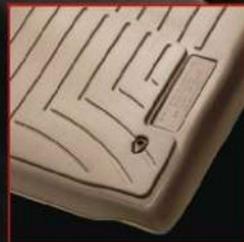
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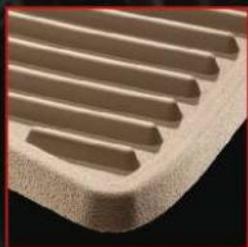
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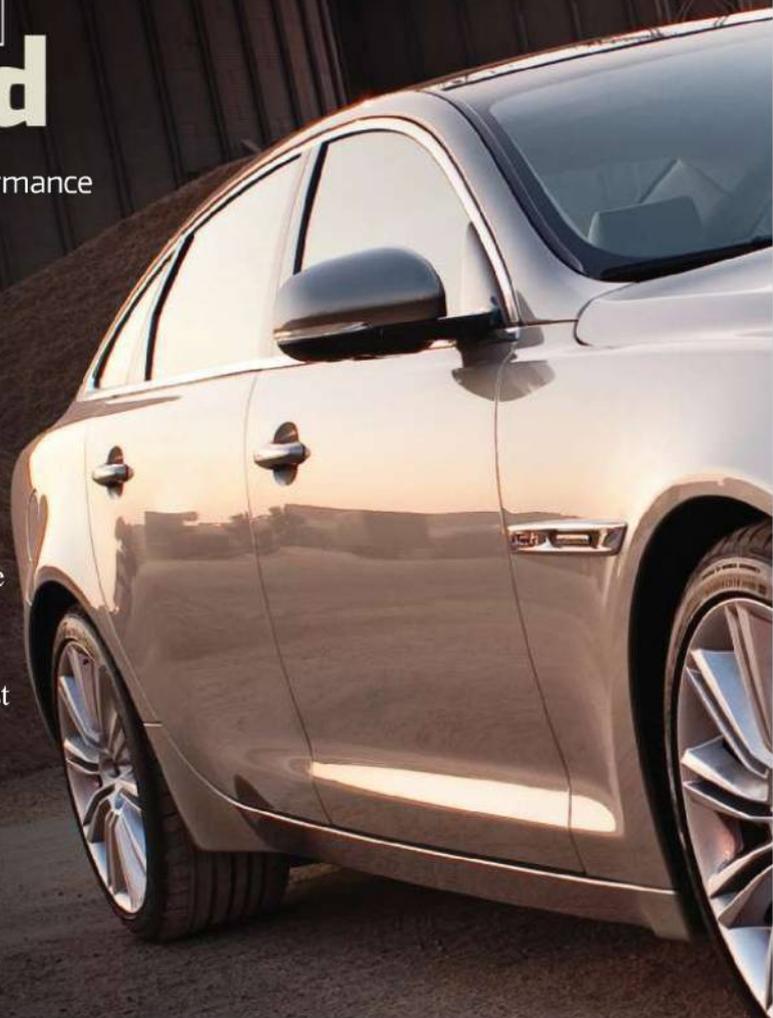
ROAD
TEST

2011 Jaguar XJL Supercharged

A powerful full-size statement of style and performance

BY SAM MITANI » PHOTOS BY GUY SPANGENBERG

A high level of style: This has distinguished Jaguar from its German competitors ever since the marque was founded in 1922. While the Coventry, England-based company has experienced its share of turbulent times in the past few years, switching owners as often as Angelina Jolie adopts a child, one thing has remained constant: Much like Mrs. Pitt, the cat has always managed to stay beautiful. And the case is no different with the latest XJ. ❖ Our first look at the car came last year in a private unveiling in London. There, global design chief Ian Callum remarked how much effort was put into making the new XJ look original while still keeping traditional Jaguar styling DNA intact. ❖ “Any good car design should tell a story. For the XJ, we took inspiration from classic Jaguars like the Mk2 and the original XJ







and created a Jaguar for the 21st century with pure, sensual forms," he said.

And indeed, the new XJ is stunning... and large. When our long-wheelbase version

(the XJL) pulled into the parking lot of the R&T offices, some swear they heard the theme song to *Titanic* playing in the background. The car stretches 206.6 in. from bumper to bumper, riding on a 124.3-in. wheelbase (the short-wheelbase model measures 201.7 and 119.4 in., respectively). The new XJ is also wide at 74.6 in., and tall at 57.0 in. Callum did a commendable job of giving the large body a classy-yet-sporty shape. The car looks most striking when viewed from the rear, where long, narrow taillights droop over the rear bumpers, while the rear deck is so well blended into the overall shape that the new XJ can be mistaken as a fastback from afar. The black D-pillars give the impression that the rear glass stretches to the outer edges of the car—I, like many others, would have preferred them to be the same color as the rest of the body.

The XJL's face is stately with a large square grille, à la XF, sitting between canted headlights. Traditionalists may grumble at the absence of the leaping-cat ornament on the hood—at first, I felt the car looked incomplete without it—but according to Jaguar, one can be ordered as an option. Callum contends that the ornament was left off because he felt it somewhat disrupted the overall flowing shape of the car.

And speaking of the hood, what's underneath it is a new supercharged 5.0-liter V-8 that produces 470 bhp from 6000 to 6500 rpm and 424 lb.-ft. of torque from 2500 to 5500. (There's also a 510-bhp/461-lb.-ft. version of this engine offered.) The all-aluminum powerplant features a centrally mounted direct-injection system that delivers fuel at 150 bar into the center of



» The new XJL is a long motorcar, about the same overall length as an S-Class Mercedes. Supercharged V-8, though, moves the aluminum Jag with plenty of alacrity. Blacked-out D-pillars are controversial.

the combustion chamber via spray-guided technology that improves combustion control. Supplying the forced induction is Jaguar's twin vortex Roots-type supercharger. The 32-valve engine comes mated to a smooth-shifting 6-speed automatic transmission that continually adapts shift patterns depending on driving style.

The smoothness of the engine is apparent as soon as it's turned on. It lets out a quick snarl before settling to a hushed idle. The car leaves the line easily, with the rear Dunlop SP Sport tires taking a firm bite of the tarmac. Floor the pedal, and the car will jump to freeway speed as the transmission holds each gear all the way to 6600 rpm. At the test track, the 4350-lb. XJ ran to 60 mph in a blistering 4.4 seconds while covering the quarter mile in 12.8 sec. In NFL football terms, the XJ is the stud linebacker: big, strong and fast.

This linebacker can also switch directions quite capably. The steering feels precise and exhibits good feedback. The suspension has been tuned to provide an ideal balance

between comfort and sport. It consists of unequal-length A-arms up front and a multilink setup at the rear. Also assisting in this department is the car's aluminum body

structure that's more rigid than its predecessor's. All of this results in crisp turn-in character with near-neutral balance through most corners. On tighter turns, the mass of the car becomes apparent, as it exhibits understeer, but the entire chassis reacts extremely well to left/right transitions, as evidenced by its 64.8-mph slalom run. Its skidpad performance was more indicative of a large luxury car at 0.87g.

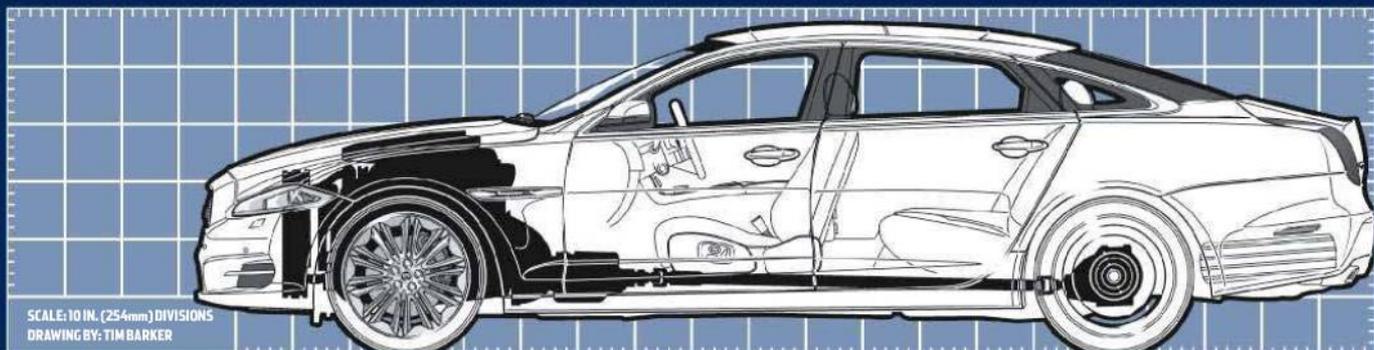
In fact, when attacking a twisty road, it's easy to forget that you're in a full-size luxury car. But once you get a chance to take in your surroundings, you'll find that the new XJ has one of the most sumptuous interiors in the world. The dashboard design is attractive and functional, with a large pod on the center dash that houses a video monitor and controls for the ventilation, audio and navigation systems. The stereo is supplied by Bowers & Wilkins, and it's arguably the best-sounding system in the industry. Although I consider myself only a novice audiophile, I was blown away by its clarity and power.

Jaguar XJL Supercharged

Jaguar North America, 555 MacArthur Blvd., Mahwah, N.J. 07430; www.jaguarusa.com



www.roadandtrack.com



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

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SPECIFICATIONS

PRICING

List price **\$89,650**
Price as tested **\$90,500**
Price as tested incl std equip. (Active diff cntrl, HD/CD/sat. radio w/ iPod & USB, 1200-watt premium sound, 8-in. HD touchscreen, 30GB hard drive navigation, Bluetooth, xenon headlights, leather steering wheel, burl walnut veneer, ivory headliner, 20-in. Kasuga wheels, auto. 4-way climate control, panoramic sunroof, cruise control, keyless entry/start, anti-theft; power windows, trunk, mirrors & door locks), dest charge (\$850).

GENERAL DATA

Curb weight 4350 lb
Test weight 4515 lb
Weight dist (with driver), f/r %
1145 lb 1090 lb
51% **49%**
1175 lb 1105 lb

Wheelbase 124.3 in.
Track, f/r 64.0 in./63.1 in.
Length 206.6 in.
Width 74.6 in.
Height 57.0 in.
Ground clearance 6.8 in.
Trunk space 18.4 cu ft

ACCOMMODATIONS

Seating capacity 5
Head room Front: 37.0 in.
Rear: 36.0 in.
Seat width Front: 2 x 16.0 in.
Rear: 54.0 in.
Front-seat leg room 44.3 in.
Rear-seat knee room 30.0 in.
Seatback adjustment 55 deg
Seat travel 9.5 in.

INSTRUMENTATION

170-mph speedometer, 6600-rpm tachometer, coolant temp, fuel level

SAFETY

ABS, dual front & side airbags, traction & yaw control, TPMS, active front headrests, seatbelt pretensioners

WARRANTY

Basic warranty 5 years/50,000 miles
Powertrain 5 years/50,000 miles
Rust-through 6 years/unlimited miles

ENGINE

Type/layout aluminum block & heads, supercharged V-8/longitudinal
Valvetrain dohc 4-valve/cyl, variable timing, chain drive
Displacement 305 cu in./5000 cc
Bore x stroke 3.64 x 3.66 in./92.5 x 93.0 mm
Compression ratio 9.5:1
Horsepower (SAE) 470 bhp @ 6000-6500 rpm
Bhp/liter 94.0
Torque 424 lb-ft @ 2500-5500 rpm
Redline/limiter 6500/6600 rpm
Fuel injection direct
Recommended fuel premium

DRIVETRAIN

Transmission: 6-speed automatic

Gear	Ratio	Overall ratio	(Rpm) Mph
1st	4.17:1	13.80:1	(6600) 39
2nd	2.34:1	7.75:1	(6600) 69
3rd	1.52:1	5.03:1	(6600) 106
4th	1.14:1	3.77:1	(6600) 141
5th	0.87:1	2.88:1	est (5500) 155*
6th	0.69:1	2.28:1	est (4400) 155*

Final drive ratio 3.31:1
Engine rpm @ 60 mph in top gear 1700
*Electronically limited.

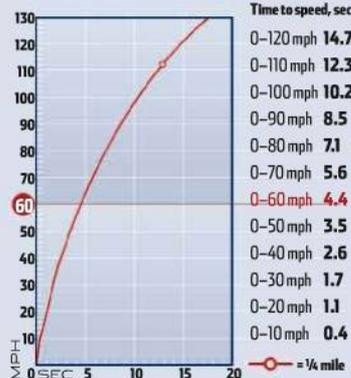
CHASSIS

Layout front engine/rear drive
Body/frame aluminum
Brakes Front: 15.0-in. vented discs/2-piston sliding calipers
Rear: 14.8-in. vented discs/1-piston sliding calipers
Assist type vacuum, ABS
Wheels Front: cast alloy, 20 x 9
Rear: cast alloy, 20 x 10
Tires Dunlop SP Sport Maxx GT J
Front: 245/40ZR-20 99Y
Rear: 275/35ZR-20 102Y
Spare tire space-saver
Steering rack & pinion, variable ratio, power assist

Steering ratio 15.0:1
Steering-wheel diameter 14.6 in.
Turns, lock to lock 2.7
Turning circle 41.7 ft
Suspension
Front: upper & lower A-arms, coil springs, elect. adj tube shocks, anti-roll bar
Rear: multilink, elect. adj air springs, elect. adj tube shocks, anti-roll bar

ACCELERATION

Time to distance	seconds
0-100 ft	2.8
0-500 ft	7.1
0-900 ft	10.1
0-1320 ft (1/4 mile)	12.8 @ 112.3 mph



BRAKING

Minimum stopping distance
From 60 mph 117 ft
From 80 mph 202 ft
Total swept area 788 sq in.
Swept area/ton 362 sq in.

HANDLING

Lateral acceleration* 0.87g
Balance moderate understeer
Slalom speed** 64.8 mph
Balance mild understeer
Lateral seat support average
*200-ft skidpad; **700-ft slalom, 100-ft spacing.

FUEL ECONOMY

Our driving 15.3 mpg
EPA city/highway 15/22 mpg
Cruise range 315 miles
Fuel capacity 21.7 gal.

INTERIOR NOISE

Idle in neutral 47 dBA
Maximum in 1st gear 78 dBA
Constant 50 mph 71 dBA
Constant 70 mph 73 dBA

TEST CONDITIONS

Temperature 67° F
Humidity 62%
Elevation 350 ft
Wind calm
Location Irvine, California

0-60 mph
4.4 sec
0-1/4 mile
12.8 sec
Top speed
155 mph*
Skidpad
0.87g
Slalom
64.8 mph
*Electronically limited.

AT A GLANCE

Test Notes:
ACCELERATION
With DSC fully disabled and Sport mode enabled, left-foot brake to load the torque converter. Too much gas, though, will result in wheelspin. Let the car upshift automatically and enjoy the plateau of torque.

Test Notes:
BRAKING
Compared to a sports sedan, the XJL is a bit pitchy. Still, braking performance is stellar for the car's weight, and pedal feel is more than adequate. ABS intervention is easy to invoke, but reacts smoothly to input.

Test Notes:
HANDLING
With quick, light-effort steering, the XJL feels like a playful car despite its size. Damping is a little on the soft side even in Sport mode, and the abundant body roll somehow feels appropriate for a car this big.



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“With the new XJ,
it’s no longer
all about style
and elegance;
the focus has shifted
to its sporty spirit and good value...”



The instrument cluster is actually a 12.3-in. high-definition monitor that displays conventional-style gauges in a vir-

tual manner. Because it’s a video monitor, it has a number of neat features. For example, when you

Dennis Simanaitis commented that he found ingress and egress of the XJ better than that of the BMW 7 Series or Mercedes-Benz S-Class because of the Jaguar’s higher roofline.

But perhaps the most impressive category where the new full-size Jaguar shines against its primary German competitors is price. Our test car came with a \$90,500 sticker (base price of \$89,650 plus a destination charge of \$850) with items like the panoramic glass roof, the 1200-watt B&W sound system and flashy 20-in. alloy wheels included as standard equipment. The 385-hp naturally aspirated XJ starts at \$72,500. With the new XJ, it’s no longer all about style and elegance; the focus has shifted to its sporty spirit and good value...but just the same, I’ll take mine with the leaping-cat ornament on the hood.



run low on fuel or are selecting a radio station, the tachometer fades way, temporarily replaced by a warning message or menu. Neat touch, but I prefer real, mechanical gauges. There’s also plenty of head- and leg room for all five occupants here. Engineering Editor



» Leg room? You want leg room? Jag’s new XJL has it in spades. The car also has a fascinating instrument panel, a high-definition monitor that features a tachometer that disappears momentarily when, for example, the driver changes the radio station. “Hockey puck” gear selector (bottom left) works just as well as it does in the XF.



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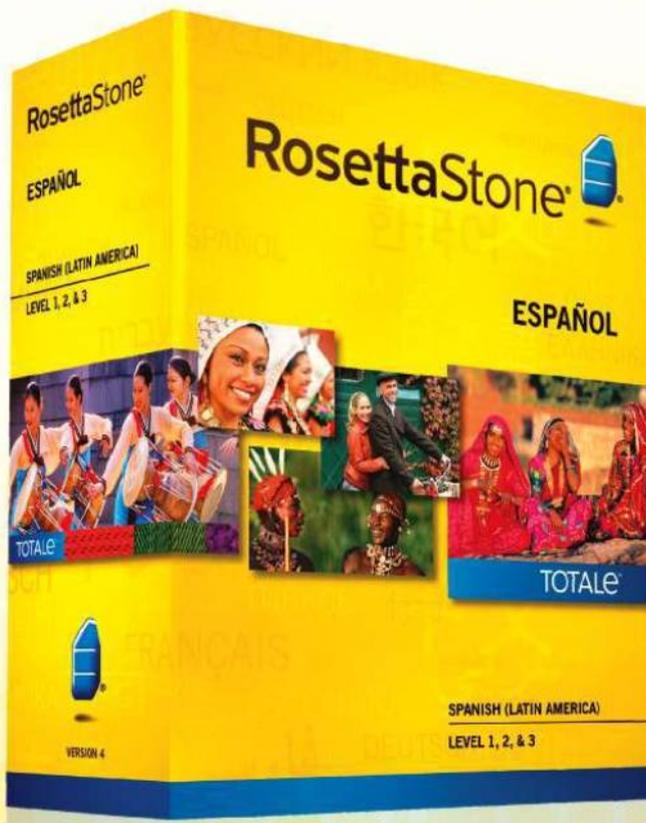
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Weekend at WATKINS GLEN

Legends roar at the Glen once more

BY SAM POSEY » PHOTOS BY MARC URBANO

My home in Northwest Connecticut is due east of Watkins Glen, which is in the Finger Lakes Region of New York State. There's a direct route that twists endlessly through the Catskill Mountains, or you can choose one of several Interstates, all of which take you many miles out of the way. But it always seems to take five hours no matter how you go, and for me that five hours is a gradual immersion into memories of the Glen that reach back almost 50 years. I made the trip this year in the company of my friend Don Breslauer. Our mission: to check out a Bobby Rahal "Signature" event he's calling the Legends of Motorsports. Watkins Glen was the second of four Legends events for this year, following one at Barber Motorsports Park in Alabama. These races count toward a championship, a concept that is something new in major-league U.S. vintage racing, whose events tend to be annual and built around the traditions of a particular track—Laguna Seca, Elkhart Lake, Lime Rock and so on.







» Vic Elford: Grand Marshal for round two of the Legends of Motorsports series. That's Zak Brown in a Porsche 962, far right.

Rahal's events also differ in that the racing is European-style, with drivers going all-out, in some cases in cars worth millions. Until now, vintage racing in America has generally followed the approach of Steve Earle's Monterey Historics at Laguna Seca, where the emphasis is more on the car than the driver; anyone—even Stirling Moss—who gets too aggressive and hits another car is out for the weekend.

As Hamlet might have said, "To race or not to race, that is the question." Legends stands firmly for real racing, no-holds-barred—along with what could loosely be termed "lifestyle" events, like rock concerts, barbecues, autograph sessions, wine and champagne tastings, and *grid girls in period attire*.

Ever since I can remember, Watkins Glen was known only for the racing and a handsome gorge that you always meant to go see but never did. Now it's the hub of a wine-producing area so popular that it has given rise to a magnificent hotel on the shores of Lake Seneca, along with other establishments catering to wine-tasting tourists. I know nothing about wine, so I asked the weekend's Grand Marshal—and world-renowned viniculturist—Vic Elford if he'd found anything any good. "Only the whites, Sam," he said, downing a Chardonnay. But I'm getting ahead of the story.

Before Don and I went to the track, I suggested we do a lap of what is today



called the Old Course, 6.6 miles of public road that remains almost exactly as it was in 1948, when the town hosted the first sports-car races in America after WWII. Our guide was Bill Green, chief historian of the Watkins Glen-based International Motor Racing Research Center. Bill drew on his memories as a kid who was actu-

ally there; he described Franklin Street, which was the pit straight, with crowds six to eight people deep (just a rope holding them back), porches sagging with spectators, roofs jammed with young boys, lampposts swathed in flags and bunting—scenes of an exuberant postwar America.

In 1952 a car sideswiped the crowd,



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injuring 12 and killing a 7-year-old boy, and that was the end for the Old Course. I was only a kid at the time, but I already had a connection with the Glen, though it would be years before I grasped what it was. About two miles into the lap there's a fast right with a stone monument a few feet from the road. The stone marks the place a driver named Sam Collier died in 1950. When I was a little boy, I spent a couple of winter months at a Florida hotel that was part of the Collier family's vast real-estate holdings in the southern part of the state. Sam Collier had parked his car across from our cottage, and I played by its wheels, pushing my toys around in the sand. I have only the dimmest recollection of the car, but it was definitely a racing car, the first I had ever seen. Louvers, some fairing in of the wire wheels—it fascinated me. I never met him, and it wasn't until much later that I learned what a significant role he had played in the early development of postwar sports-car racing, especially at Sebring and Watkins Glen. But I would come to know John Fitch, Phil Hill, Bill Milliken and Briggs Cunningham, who were also heroes of that era—and, for me, very real connections to it.

Through the years, the stone has changed very little, only weathering a bit, and I find, looking back, that the intervals between my visits to it have in a sense defined segments of my life. When I first saw the stone it was 1961; I was 17 and consumed by the desire to race. My mother took me out of school so we could attend the first of what would eventually be 20 USGPs at the Glen—a race I was passionate about seeing and she was pretty excited about, too. I can remember thinking Sam Collier's death was romantic... he was killed in a Ferrari, just after having taken the lead. Ten years later, I was in the GP, driving for John Surtees and achieving my greatest ambition. By then the danger of the sport was no mere abstraction: I had walked away from a couple of whoppers and had lost some friends who weren't so



lucky. I no longer saw anything romantic whatsoever about the danger. Today, in my 60s, I feel nothing but sorrow when I think of Sam Collier's early death...a sad loss of a life that held infinite possibility.

After we had made our lap of the Old Course, where Bill Green said the crowds topped 250,000, it was strange to arrive at the new track and find hardly anyone. Spectators? Nope. The cavernous garages, built for NASCAR, were nearly empty. Legends had 75 entries at their first event, but there were only 67 at the Glen. The lifestyle features were in high gear, but the racing wasn't. Trouble on the horizon? You'd never know it from talking to Rahal.

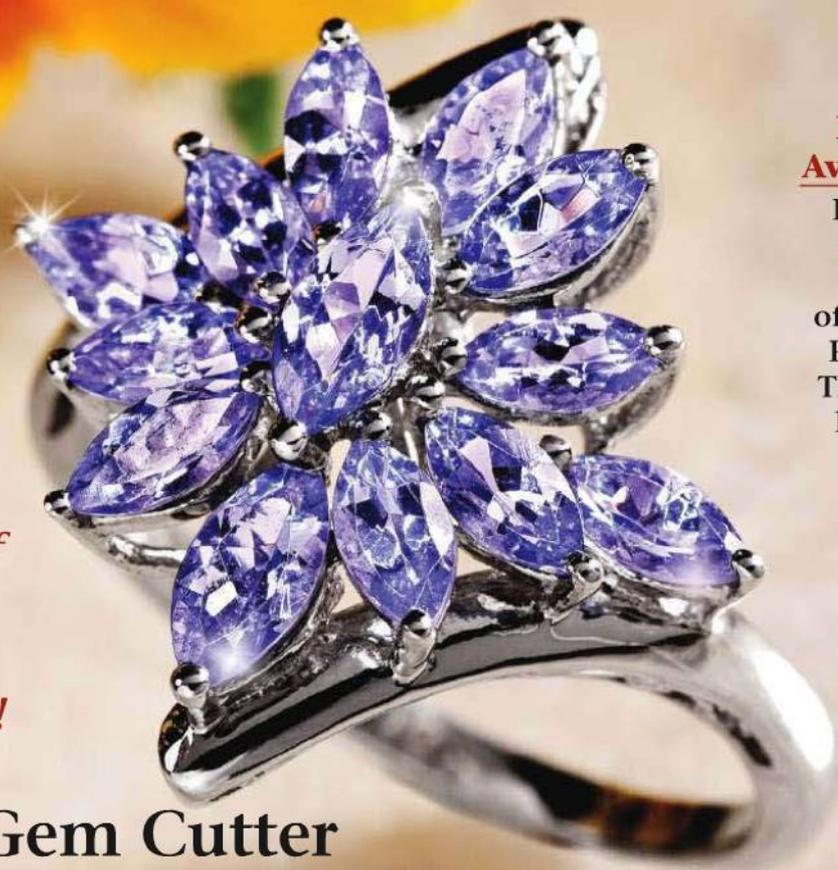
He's 57, but he doesn't look a day older than when he won the Indy 500 in 1986. He's newly married (with a year-

»Rahal, top, in his Chevron B16. Others: Ira Schoen in a 1971 Capri and Robert Ryan, below, in his Hulme-signed McLaren M6B.

old daughter), and despite an already full plate (he runs two racing teams and numerous dealerships, in addition to being the president of the Road Racing Drivers Club), he is ready for fresh challenges.

"Service is a top priority," he told me. He had come bounding out of his transporter (he races three cars himself) and now we were sitting in the shade of a vast awning. "We've got to be sure people are glad they were here." Legends charges a \$700 entry fee per weekend—roughly twice that of other vintage organiza-





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This story breaks my heart every time. Allegedly, just two years after the discovery of tanzanite in 1967, a Maasai tribesman knocked on the door of a gem cutter's office in Nairobi. The Maasai had brought along an enormous chunk of tanzanite and he was looking to sell. His asking price? Fifty dollars. But the gem cutter was suspicious and assumed that a stone so large could only be glass. The cutter told the tribesman, no thanks, and sent him on his way. Huge mistake. It turns out that the gem was genuine and would have easily dwarfed the world's largest cut tanzanite at the time. Based on common pricing, that "chunk" could have been worth close to \$3,000,000!

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tions—but the staff went out of the way to make it seem worth it, demonstrating impressive attention to details—from the quality of the catered food to the table centerpieces with the Legends logo etched into the plexiglass to the engraving on the Rolexes the class champions will receive at the end of the year.

Rahal said he did a survey and found that drivers wanted more track time, so he arranged for roughly three hours per class, not counting the race itself. The long sessions create a leisurely atmosphere that allows for cars to return to the garage for adjustments, thereby sparing the small crews the trouble of hauling tools out to the pits. But it also means that more than one class has to run at once. I thought in some cases this was tempting fate, especially when F5000 cars were sharing the track with Formula Fords. (Think of Valencia, where Mark Webber ran up the back of Heikki Kovalainen...)

F5000 was a strong class that, unhappily, never got to race on Sunday because of fog and rain. Seb Coppola, president of the F5000 Drivers Association, delivered a dozen top-notch cars. It was a particular thrill that my old rival Tony Adamowicz was in the field. He won the championship in 1969 with Don Breslauer on his crew, and seeing them with the beautifully maintained Eagle seemed to isolate the 41 years that have passed, as if someone had taken all the politics and wars, all the moon walks and Super Bowls, and put them on a shelf—1969 seemed like yesterday.

Another old friend of mine, Bob Leitzinger, father of the ace Butch Leitzinger, was there with a Lotus Elan. The Lotus is much more a racer's car than a collector's—just as Bob is a real racer who has lost none of his skill or desire to compete. He arrived at Watkins Glen with an enormous motorhome and trailer combination, a '78 land yacht he had bought secondhand. He told me he drives it 50,000 miles a year, sleeping in it as many nights as he spends at home. On Sunday morning, with his race only hours away, he



» Looking good: Douglas Magnon in a Gurney Eagle F5000 car, above. At left, David Friedman's Porsche, the IMSA GT winner.

took time to have coffee with Don and me and to pore over scrapbooks full of shots of the Elan in the 1970s. Bob had done some major work on the engine and missed most of practice, but he wasn't uptight—and the hour we spent with him seemed to offer a glimpse of the atmosphere Legends is trying to create.

The Can-Am also drew an impressive field, in which the 1968 McLaren M6B owned and driven by Robert Ryan stood out. It was built the year after Bruce McLaren and Denny Hulme dominated the Can-Am with similar machines. Ryan's McLaren was clean but not overly so—it had the authentic aura of a car whose only purpose was to race. Denny Hulme's signature is scrawled on the inner panel of one of the doors, but Ryan isn't trying to re-create Denny's exploits, and his car isn't a time machine in the sense the Eagle was. The focus here was on prepping the McLaren to race, and in Ryan's capable hands it was able to take on much newer cars—and win.

One car I had particularly enjoyed seeing was a sister car to the 512S Ferrari I had driven at Le Mans, but the 512 hit

the guardrail on Saturday and was badly damaged. Seeing this historic machine so crippled was terrible, and it tested the idea that you could treat cars like this as you might a modern F1 car, which is an assemblage of parts changing from session to session, making history as it runs.

The crash reminded me of the paradox inherent in vintage racing, which is that the thrill attracting people to the sport at its very best includes competition; with competition comes risk—and risk is in conflict with a relaxing weekend. Hamlet again, "Aye, there's the rub..."

Rahal starts off with roughly \$2 million in capital. His real clients, at least for now, are the racers, not the spectators. He needs to build a show, something he can sell to sponsors and tracks. Sixty-seven cars (with the oldest coming from the early 1960s) is a weak field compared to the 250 they get at other vintage events, and the Robert Ryans of this world—men who own exciting cars and who can drive them well—are few and far between.

It was raining as Don and I started our five-hour ride home, and this front would wash out the F5000 race that might have been the centerpiece of the weekend. Bad luck!

It is tricky to start a new venture in the motorsports arena today. I hope Rahal can succeed, and that if he does, his success won't come at the expense of existing events like Brian Redman's at Elkhart Lake. Vintage racing reflects a search for racing in an ideal form, and because different groups see the ideal differently, maybe there is room for this ambitious experiment. 📷



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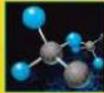
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P225/75 R-16 103	P255/75 R-17 132	P235/65 R-19 141
235/70 R-16 113	265/65 R-17 142	P245/55 R-19 177
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235/40 R-18 198	255/40 R-19 \$262	235/45 R-18 227
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145/65 R-15 70	185/55 R-16 \$106	225/40 R-18 156
155/60 R-15 77	195/55 R-16 106	235/40 R-18 162
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195/65 R-15 84	205/50 R-17 \$125	235/65 R-17 133
205/65 R-15 89	215/45 R-17 133	235/60 R-17 120
215/70 R-15 92	215/50 R-17 \$141	235/65 R-17 116
205/55 R-16 112	215/60 R-17 119	245/40 R-17 166
205/60 R-16 115	215/60 R-17 109	P215/55 R-18 152
205/65 R-16 96	215/65 R-17 109	225/45 R-18 147
215/55 R-16 114	225/45 R-17 145	P225/55 R-18 158
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195/60 R-15 74	235/60 R-16 111	245/45 R-17 133
195/65 R-15 74	235/75 R-16 116	245/70 R-17 133
205/60 R-15 76	L235/65 R-16 144	L245/70 R-17 159
205/65 R-15 80	245/75 R-16 109	265/65 R-17 146
205/70 R-15 76	255/70 R-16 127	265/70 R-17 136
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265/70 R-16 122	255/60 R-17 115	255/55 R-19 212
235/55 R-17 155	255/65 R-17 127	

Eagle Ultra Grip GW3

195/55 R-15 \$101	205/50 R-16 \$115	Ultra Grip Performance
205/60 R-15 93	P225/60 R-18 159	215/50 R-17 \$133

DUNLOP

Graspic DS-3

175/70 R-13 \$54	205/60 R-15 \$73	225/55 R-16 \$102
175/65 R-14 69	205/65 R-15 79	225/60 R-16 91
175/70 R-14 65	205/70 R-15 75	215/45 R-17 \$118
185/60 R-14 73	215/65 R-15 81	215/50 R-17 120
185/65 R-14 69	215/70 R-15 78	215/65 R-17 112
185/70 R-14 65	205/50 R-16 85	215/60 R-17 104
195/70 R-14 70	205/55 R-16 82	225/45 R-17 123
185/90 R-15 71	205/60 R-16 85	225/55 R-17 111
195/65 R-15 73	205/65 R-16 87	235/45 R-17 135
195/55 R-15 83	215/55 R-16 98	225/50 R-18 159
195/60 R-15 76	215/60 R-16 88	225/55 R-18 143
195/65 R-15 74	215/65 R-16 87	

SP Winter Sport 3D

195/65 R-15 \$91	235/55 R-17 \$165	285/35 ZR-18 \$293
205/65 R-15 83	235/60 R-17 149	235/35 R-19 \$248
205/55 R-16 117	245/40 R-17 \$184	235/50 R-19 209
205/60 R-16 117	245/45 R-17 163	295/30 ZR-19 \$256
215/55 R-16 131	255/45 R-17 186	275/45 R-20 \$139
215/65 R-16 116	235/40 R-18 205	RFT (Runflat)
225/55 R-16 131	235/40 ZR-18 \$210	175/60 R-16 \$139
235/60 R-16 134	235/50 R-18 222	195/55 R-16 119
205/50 R-17 135	235/60 R-18 \$170	245/45 R-18 \$270
225/45 R-17 158	245/40 R-18 \$223	245/50 R-18 287
225/45 R-17 \$162	255/40 R-18 234	245/45 R-19 285
225/55 R-17 149	255/45 R-18 235	
235/45 R-17 \$165	265/35 R-18 \$262	

SP Winter Sport M3

205/50 R-15 \$96	215/45 R-17 \$145	245/40 R-19 \$249
225/60 R-15 109	215/50 R-17 139	ROF (Runflat)
205/45 R-16 126	205/55 R-16 \$188	225/45 R-17 \$189
215/60 R-16 107	245/45 R-18 \$206	
225/50 R-16 137	245/50 R-18 201	225/50 R-17 188
225/60 R-16 118	255/45 R-18 229	

Grandtrek WT M3 ROF (RunFlat)

255/55 R-18 \$275	Grandtrek SJ5	275/60 R-18 \$171
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Scorpion Ice & Snow

215/65 R-16 \$82	245/55 R-18 \$165	255/50 R-20 \$268
215/70 R-16 89	245/60 R-18 185	265/45 R-20 \$269
225/70 R-16 106	255/55 R-18 167	275/40 R-20 \$274
235/70 R-16 106	265/55 R-18 182	275/45 R-20 \$276
245/70 R-16 112	255/60 R-18 192	275/50 R-20 281
255/65 R-16 128	265/60 R-18 209	295/40 R-20 \$283
255/70 R-16 150	235/65 R-18 152	265/45 R-21 \$306
225/65 R-17 130	245/50 R-19 \$206	295/35 R-21 283
235/60 R-17 149	255/50 R-19 \$195	P275/45 R-22 \$344
235/65 R-17 135	255/50 R-19 \$206	RFT (Runflat)
245/65 R-17 166	265/50 R-19 \$218	265/55 R-18 \$188
235/65 R-17 173	265/60 R-19 \$232	255/50 R-19 \$183
265/65 R-17 163	265/65 R-19 249	275/40 R-20 \$333
275/65 R-17 189	275/45 R-19 223	315/35 R-20 \$364
245/40 R-18 166	285/45 R-19 243	295/70 R-19 \$369
235/60 R-18 157	245/45 R-20 \$240	325/30 R-21 \$409
235/65 R-18 \$179	255/45 R-20 256	

Winter 201 SnowSport

195/50 R-16 \$118

Winter 240 SnowSport

205/50 R-17 \$144	235/40 R-18 \$195	RFT (Runflat)
215/40 R-17 182	265/35 R-18 240	205/45 R-17 \$159
225/40 R-18 175	265/40 R-18 229	

Winter 240 Sottozero

195/55 R-16 \$98	215/60 R-17 \$144	RFT (Runflat)
205/45 R-16 \$102	235/45 R-17 158	205/50 R-17 \$164
205/55 R-16 90	225/55 R-18 169	
225/55 R-16 116	225/60 R-18 145	

Winter 240 Sottozero Serie II

225/55 R-17 \$165	245/45 R-18 \$196	265/35 R-20 \$355
235/55 R-17 171	255/35 R-18 221	265/30 R-20 \$399
215/45 R-18 \$166	265/40 R-18 302	RFT (Runflat)
235/40 R-18 \$185	295/35 R-18 272	245/45 R-18 \$207
235/45 R-18 \$177	245/40 R-19 \$298	245/40 R-17 219
235/50 R-18 \$209	255/40 R-19 \$298	245/45 R-18 \$234
245/40 R-18 197	265/35 R-19 332	275/35 R-19 \$369
245/45 R-18 193	285/40 R-19 318	

Winter 210 Sottozero Serie II

205/55 R-16 \$98	225/45 R-17 \$130	RFT (Runflat)
205/60 R-16 \$99	225/50 R-17 \$149	205/55 R-16 \$133
215/60 R-16 \$105	225/55 R-17 145	225/50 R-17 177
205/45 R-17 \$131	245/45 R-17 174	255/40 R-18 226
225/45 R-17 142	245/50 R-17 142	
215/55 R-17 142	235/50 R-19 258	

Winter 240 Sottozero Serie II

205/50 R-17 \$140	265/40 R-18 \$222	285/35 R-20 \$412
215/45 R-18 \$166	275/40 R-18 298	RFT (Runflat)
235/40 R-18 \$185	295/35 R-18 272	215/40 R-18 \$205
235/50 R-17 185	235/35 R-19 249	225/40 R-18 \$219
255/40 R-18 \$195	245/40 R-19 \$250	245/35 R-18 \$229
225/45 R-18 \$174	255/35 R-19 \$290	255/35 R-19 \$281
235/40 R-18 \$185	255/45 R-19 \$300	245/45 R-19 \$287
235/40 R-18 \$182	275/40 R-19 \$336	275/40 R-19 \$386
235/40 R-18 \$188	285/40 R-19 325	245/40 R-20 \$415
245/50 R-18 199	295/30 R-19 298	275/35 R-20 \$519
255/40 R-18 209	255/40 R-20 \$366	

Winter 270 Sottozero Serie II

235/45 R-20 \$335	275/35 ZR-20 \$429	295/30 ZR
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Optional Set of TPMS Sensors: \$212



'10 Mercedes-Benz C300 4Matic Luxury Sedan
17x8 MSW Type 15
225/45-17 Contin. ExtremeWinterContact
Total Package Price: \$980
Optional Set of TPMS Sensors: \$224



'10 Honda Accord Sedan EX-L
16x6.5 RIAL Milano
215/60-16 General AltiMAX Arctic
Total Package Price: \$724
Optional Set of TPMS Sensors: \$128



'10 Toyota Prius
15x6.5 Sport Edition A7
195/65-15 Contin. ExtremeWinterContact
Total Package Price: \$660
Optional Set of TPMS Sensors: \$188



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



'10 Chevrolet Silverado 1500 4wd Crew Cab
17x8 Sport Edition TK1
P245/70-17 Bridgestone Blizzak DM-V1
Total Package Price: \$1,068
Optional Set of TPMS Sensors: \$136

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195/60R-15	215/55R-16	LT235/85R-16 ^F	215/60R-17	LT265/70R-17 ^F
195/65R-15	215/60R-16	245/75R-16	225/45R-17	LT285/70R-17 ^F
205/60R-15	215/65R-16	LT245/75R-16 ^F	225/55R-17	
205/65R-15	215/70R-16	255/70R-16	235/45R-17	



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Long-Term Test

BY JONATHAN ELFALAN >> ROAD TEST EDITOR



2011 BMW 760Li

We welcome a big, bad, silent giant to our fleet

» Our new BMW 760Li, packed with tech features, is not averse to a good romp at the track.

THE BMW 760Li, THE LARGEST AND MOST decadent Bavarian machine offered today, just arrived at *Road & Track's* doorsteps for a year-long stay. Not that we consider ourselves gluttons, but this car resides at the top end of a very wide vehicle spectrum—even surpassing the sticker of our previous exotic long-term AUDI R8 with the BMW's as-delivered MSRP of \$149,025. What's unique about the 760Li is that despite the caliber of pricey competition it associates with, it's one vehicle that can easily fly below most people's "wow" radar. At a quick glance you wouldn't be able to tell the 760Li apart from its slightly less lavish siblings, the 740Li and 750Li, except for the quad exhaust tips (or the obvious decklid badge) that hint at a need for more breathing capacity.

The engine, beyond the myriad of luxury items and techno-toy features, is the underlying difference between the range-topping 760 and "standard" 7 Series. The tidy all-aluminum 4-cam 6.0-liter V-12 nesting under the hood, silenced (and enhanced) by a pair of turbochargers, sends 535 bhp and 550 lb.-ft. of torque through an 8-speed automatic transmission to the rear wheels. The result: All two and a half tons of finely

formed metal are accelerated to 60 mph in just 4.3 seconds with the quarter mile coming up in 12.6 sec. at 114.9 mph. The problem we foresee here is not actually going the distance, but rather exhibiting proper restraint in how quickly we get there.

The list of standard features is staggering, but then again so is the 760Li's base price of \$137,000. For starters, BMW's Active Roll Stabilization, Integral Active Steering (rear steer) and 19-in. wheels are standard items, which surprisingly makes upgrading to the M Sport package (which adds 20-in. wheels, Alcantara headliner, Shadowline trim, Aerodynamic kit and M steering wheel) much cheaper at \$3900 versus the 750i's tab of \$7800 for the same hardware. All four seats—yes, there are just four including the driver's—are heated, cooled, electronically adjustable, provide massages (\$200 extra for the rear seats) and have individual climate control zones. The privacy blinds for the rear and rear-side windows can be operated electronically from any seat, as can the high-fidelity 600-watt 16-speaker dual-subwoofer audio entertainment system—should the driver be so daring as to relinquish that control.

2011 BMW 760Li

Delivered price	\$149,025
Total miles	6089
Maintenance costs to date	\$0
Repair costs to date	\$0
Our mileage to date, EPA city/highway	14.7, 13/19
Best mpg (avg of 3)	20.5
Worst mpg (avg of 3)	10.1

Standard Active Blind Spot Detection and Lane Departure Warning provide visual and tactile alerts to keep you safe as rearview, around-view (bird's-eye perspective) and front flank-view cameras just about eliminate any excuse for a parking lot incident.

The only other big-ticket items we added were the Rear Entertainment Package (\$2200) that includes two tilt-adjustable 8-in. color screens replete with remote control, and an infrared Night Vision camera with Pedestrian Detection (\$2600) that can scan people's direction of movement up to 300 ft. and provide a warning if needed.

This is admittedly not an ideal time for excess. But should you decide to partake, we believe it's best to motor quietly and carry a big stick. 🐉

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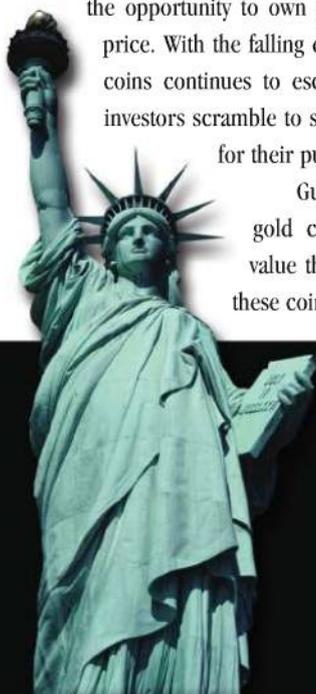
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WASHINGTON'S LARGESSE

The federal government is certainly pushing EVs in a big way, perhaps more than warranted by rationality. The Promoting Electric Vehicle Act of 2010 initially called for spending \$11 billion, the goal being electrification of fully half our cars and trucks in the next 20 years. As later approved by the U.S. Senate Energy and Natural Resources Committee, it commits \$2 billion to establishing "EV deployment communities" around the country, their number and locations specified by the Department of Energy, as well as another \$1.5 billion funding battery/grid research. Residents buying EVs will be eligible for special tax rebates; grants will provide for charging stations and other infrastructural benefits. This, note, is above and beyond the current \$7500 federal tax credit for EVs.

This is an extremely ambitious plan—and not just a little controversial. Proponents say if half our vehicles were EVs, we could eliminate the entire amount of oil currently imported from the Organization of Petroleum Exporting Countries. To put this in perspective, note that month after month, year after year, our two biggest petroleum suppliers aren't OPEC, they're our neighbors Canada and Mexico, in that order. OPEC makes up something like 42 percent of our petroleum imports, 24 percent of our total consumption. Yes, energy independence is a laudable goal. However, in an international business world things aren't that simple.

Detractors also question such heavy government intervention into automobile marketing, both fiscally as well as philosophically. If EVs are such a good idea, why do they need subsidies? Nor are these federal spiffs sustainable. Indeed, that current \$7500 tax credit per EV expires after the particular automaker produces 200,000 of them (by which time, this amounts to a \$1.5 billion shortfall in federal tax revenue). As Sen. Everett Dirksen once said, "A billion here, a billion there, pretty soon it adds up to real money."

Also, let's not forget synfuels of the Carter era nor more recently the mixed message of corn-based ethanol. When it comes to technology, government hasn't always picked the winner.

A BROADER VIEW OF EVS

The discussion profits from a broader definition of the term "EV." And, in fact, the Promoting Electric Vehicle Act pertains to any "grid-enabled plug-in" vehicle. Here, though, let's have our alphabetical array include everything from conventional hybrids (HEVs) to plug-in hybrids (PHEVs) to battery electrics (BEVs) to fuel-cell electrics (FCEVs).

"Based on our collective experience with EVs in this broadest sense, I see an enthusiast's future that **actually looks brighter than any near-term goal of converting our national fleet."**

Each of these involves electrical propulsion; each has its own unique set of operational characteristics, inherent challenges and potential appeal.

For example, BEVs are the most independent of fossil fuel. But don't forget the electric utility and its fuel sources. Also, note that BEVs have yet to prove their consumer appeal in extremes of climate. Will Duluth or Las Vegas be among those initial deployment communities? And if not, why would the entire country be expected to support what may ultimately be only niche markets? At opposite ends of the EV spectrum, both HEVs and FCEVs appear to handle temperature extremes just fine; the latter, albeit with other significant challenges of infrastructure.

AUTOMAKERS' RESPONSES

Add to the lure of government money the laudable capitalist motive of profit-seeking. Plenty of people have formulated EV responses—many of them serious, others bordering on outright scams.

How to recognize the scams? They'll have a slick website, play up a search for dealers but never return calls when asked about matters of U.S. certification. Note, it's a real challenge to start with a car not designed for our market, electrified or not, and get it through the complex collection of Federal Motor Vehicle Safety Standards.

Ask the good folks of Tesla about the seemingly straightforward task of electrifying the Lotus Elise, a car already available in the U.S. Having worked diligently to gain full FMVSS compliance, the company has now sold more than 1000 of its \$100K-plus high-performance Roadsters and has plans to introduce its \$50K Model S sedan sometime in 2012. Both are BEVs.

Ask Coda. This California startup has committed extensive resources to federalizing its Chinese-sourced Hafei Saibao platform. And after several years' development the Coda is coming to market in 2011 as a compact \$40K BEV sedan.

Ask Henrik Fisker. He certainly knows his way around automotive design, and his company's \$87K Karma promises high performance and luxury in a PHEV package satisfying all relevant regulations. Akin to the Tesla business model, Fisker also has plans for a second car, this one a mid-priced PHEV built at the company's ex-Saturn facility in Delaware.

And, of course, established automakers have EVs close to production as well. The \$41K Chevrolet Volt PHEV and \$33K Nissan Leaf BEV both come to market literally any day now. Nissan's Carlos Ghosn is particularly passionate in stating his goal of making the company preeminent among EV manufacturers. Our brief drive of the Leaf certainly indicates Nissan is off to an excellent start (see blog.roadandtrack.com/nissan-leaf-practical-modern-and-electric/).

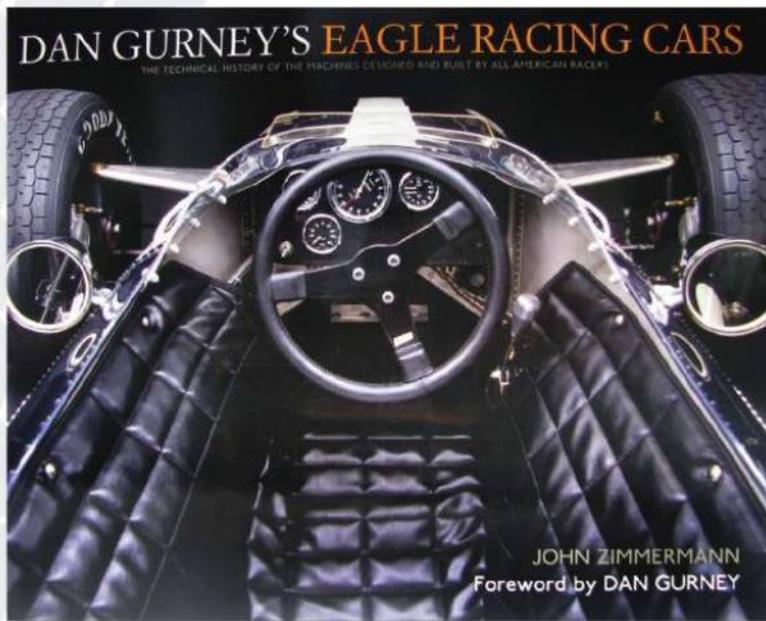
Other automakers expressing near-term EV plans include Audi (the e-Tron is anticipated in a year or so), BMW (its Mini E is already in demonstration fleets), Mercedes and Porsche.

I've driven the Mercedes/Smart electric (see "Tech Tidbits," March 2010) and actually prefer this version to its gasoline counterpart. And Ian Adcock's brief drive of the Mercedes SLS AMG E-Cell (see roadandtrack.com/e-cell) has us all primed for the production machine coming in late 2012.

ENTHUSIASTS FIT IN JUST FINE, THANKS

There's wonderful irony here: Based on our collective experience with EVs in this broadest sense, I see an enthusiast's future that actually looks brighter than any near-term goal of converting our national fleet. First, despite our preference for occasional whiffs of pure hydrocarbon, enthusiasts have always had efficiency as a significant metric of their cars. And, by many measures, various forms of EVs make for highly efficient mobility. Second, enthusiasts tend to be well informed about

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technical matters and the infrastructural changes necessary for optimal EV adoption. (It's more complex than simply parking next to a 110-volt wall socket.) Third, enthusiasts enjoy cars—of all types; we're natural "first adopters" of new technology.

For indications of our editorial views on this, check out "Eclectic Electrics," March 2009; and "Hybrids: Perception vs. Reality," March 2010. We even performed an "Electric Boogaloo—Tesla vs. Lotus," June 2010. (All of these are accessible as well at roadandtrack.com.) More recently, we'd had other firsthand experience assessing how well the EV plug fits our grip.

**OUR WEEK WITH
A MITSUBISHI i-MiEV**

If you worry that BEVs are no fun, let me summarize our blogs of a week with Mitsubishi's i-MiEV, this tidy city car arriving here next autumn in a wide-body version.

Road Test Editor Jonathan Elfalan addressed the car's spirited off-the-line behavior, even with its lack of a familiar combustive soundtrack: "The torque is more than enough to splice your way into traffic as the electric motor emits a high-pitched whine like that of a turbine engine (at a tiny fraction of the decibel level and thrust, of course)." Check out his i-MiEV sound bite with our comments at blog.roadandtrack.com/?s=i-MiEV.

Associate Art Director Bert Swift found the i-MiEV a perfect Saturday car: "Silently scurrying around, darting through intersections and slipping past unsuspecting leviathans made great sport of the mundane task of running errands."

"It's always satisfying to urge a pint to do a quart's work," I noted. "And it's all the more satisfying when the pint gets refilled each evening at a handy wall socket."

OUR MONTH WITH A PRIUS PHEV

Toyota shared one of its prototype Prius Plug-In Hybrids for an entire month, sufficient for its novelty to wear off. Like a traditional Prius (and how quaint this may sound to older readers), our Prius PHEV uses its gasoline engine both for added kick as well as for charging its battery pack en route. Like the Chevrolet Volt, though, it also has the option of plug-in charging.

The PHEV feature offers extended EV operation. Driven with a gentle right foot, a conventional Prius can travel only a mile or so in its dedicated EV mode; it can be gently coaxed to 35 mph or so for brief periods otherwise. By contrast, our prototype can be termed a PHEV13, i.e., capable of being plugged in and dedicating as much as 13 miles to pure EV operation. Similarly, the Chevy Volt is a



“The Porsche 918 Spyder supercar can **accelerate to 60 mph** in a claimed **3.2 seconds** and reach a **top speed of 198 mph.**”

PHEV40; the Fisker Karma is a PHEV50, both with commensurately larger (albeit more costly) battery packs.

Driving in pure EV mode, we saw our Prius Plug-In reach as high as 71 mph, steady-state on a level bit of freeway. Cruising at 65 was easy to maintain. It was also reasonably easy to accelerate with suburban traffic and maintain 45 mph, say, all in EV mode. However, enthusiasts that we are, we never did see that entire 13 miles of PHEV13 operation; 9–10 regularly, 12 on one stint.

Even when the new wore off, a couple staff members continued their overnight recharging. However, I confess that less than easy proximity for plug-ins had several of us using the car as a conventional hybrid.

An on-board gizmo keeps track of such things: We averaged 52.3 mpg overall, with a best 86.6 mpg reflecting a lot of EV that stint. In further confession the gizmo reported only 13 percent of pure EV operation during our 1012 miles of driving this PHEV. At 71 mph, they were fun miles, though.

OUR (BRIEF) TIME WITH THE PORSCHE 918 SPYDER

As recently described at roadandtrack.com/918spyder, we also got up close with Porsche’s utter redefinition of the PHEV concept—its 918 Spyder. This car’s 500-bhp mid-mounted V-8 is coupled to a twin-clutch gearbox, with one of the hybrid’s two electric motors augmenting this gearbox’s rear drive through a separately clutched offset linkage. The other electric motor feeds power only to the front wheels. In total, a full 718 horsepower is available.

This supercar can accelerate to 60 mph in a claimed 3.2 seconds and reach a top speed of 198 mph. Yet operated in its frugal Hybrid mode, it’s also said to achieve the magical 3 liters/100 km, an equivalent 78.3 mpg, on the European city cycle. This dramatic change in personality comes

about with nothing more than a twist of a rotary control knob selecting among EV, Hybrid, Sport and Race modes.

If you think hybrids are inherently dull—think again.

ENTHUSIASTS’ OPTIONS

Henrik Fisker reinforces this point of performance options in discussing his Karma PHEV. “The Karma is a 400-horsepower machine,” he notes, “yet for those times when you’re just cruising quietly to work, there’s a Stealth EV setting. On the other hand, if you’re on a twisty road and having fun, there’s Sport mode—plus an acoustic sound system that adds to the excitement of it all.”

What about this acoustic character? Aren’t enthusiasts enamored with sounds of internal combustion?

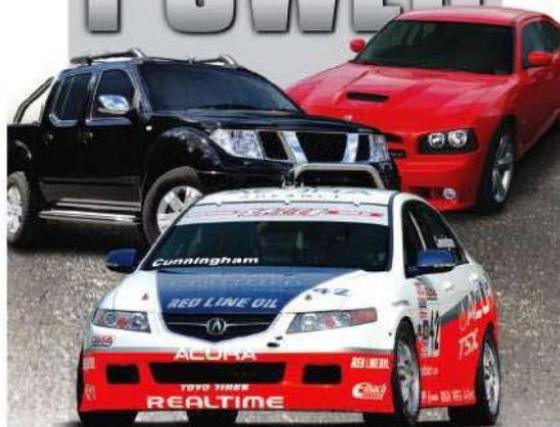
“Today’s gasoline cars have carefully tuned acoustics,” Fisker says. “And we’ve developed new, interesting—and satisfying—sounds for the PHEV. You know, a futuristic space ship certainly has a defining character.

“PHEVs, or at least our Karma, can reinforce enthusiasts’ excitement as well as add to it in new ways. One new thing an enthusiast will get excited about is the car’s low-end torque, something that’s inherently missing in internal combustion.”

Similar views recur with our own resident sample of enthusiasts. Twisting roads are where we practice our enthusiasm, but much of our driving is decidedly more mundane. And in much of the latter, one measure of performance—and pleasure—is in initial progress, a venue in which an electric motor’s maximal torque from 0 rpm becomes a real asset.

True, if I beat every car across the intersection every time, I may not achieve that EPA city-based range for my EV. On the other hand, what fun it is to plan ahead for its next recharge, forget about range and kick butt.

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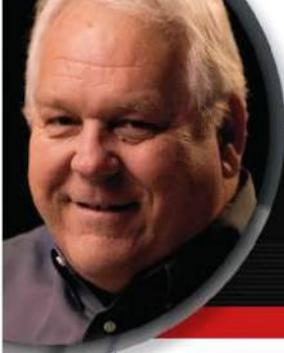


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Tech Tidbits

BY DENNIS SIMANAITIS >> ENGINEERING EDITOR

A Lack of Oxygen, A Lot of Electromagnetic Energy

My first tidbit this month concerns a Bentley at 11,075 ft.; the second, a Toyota at 200 V/m; a third, some clever primates.

The 11,075-ft. elevation has relevance because it showed me the dramatic contrast between the performance of the Bentley Continental Supersports Convertible and my own personal capabilities. To wit, being twin-turbocharged the Supersports was hardly affected by our driving tour of Colorado's San Juan Skyway. By contrast, I had to be *very careful* lest I grew seriously short of breath.

For instance, I found I could scamper off with no ill effects at 6523 ft. to Maria's Bookshop on Main Avenue in Durango. Ouray's 7792 ft. didn't bother me either. But I never was completely comfortable at the 9545-ft. elevation of Mountain Village, near Telluride.



When I asked Bentley engineering guru Brian Gush about automobiles and elevation, I learned a lot: Air pressure—and hence oxygen content—diminishes by roughly 3.5 percent for each thousand feet above sea level. At the 11,075-ft. elevation of San Juan Skyway's Red Mountain Pass...let's see, that's a reduction of 3.5×11.075

or about 38.8 percent. Other things held equal, sea level pressure of 14.7 psi would plummet to around 9 psi at this elevation.

However, all the Bentley Supersports has to do is spin its twin turbos *quicker*. Actually, the air being thinner, it cannot help but do so. And thereby it comes close to equaling its forced induction at sea level. Brian tells me the turbos could well have approached rotational speeds as high as 150,000 rpm, though still comfortably within their 160K rev limit.

This means the Supersports' 621 bhp and astounding 590 lb.-ft. of torque were only minimally affected. I had read about increased turbo lag under these conditions, but cannot honestly say I ever felt the Bentley suffering in this regard. And, as long as I just sat there and steered, neither did I.

Really beautiful country, that.

A TOYOTA AT 200 V/m

Electromagnetic compatibility, EMC, for short, was among the topics discussed during a series of Toyota technical seminars. Seeing one of the company's vast EMC chambers in Toyota City, Japan, gave an excellent indication of how this company (and no doubt others as well) ensure that electromagnetic gremlins neither get into nor out of their products.

During R&D stages, cars and their components are subjected to electromagnetic forces much stronger than anything experienced in the real world. As an example, a test of low-frequency interference simulates what happens near an FM radio station's transmitter—only here the power level is set considerably higher than even government standards. European regulation ECE-R10, for instance, cites a signal strength of 75 volts/meter; Toyota tests at 200 V/m. Subjected to this, every electrical aspect of the prototype is evaluated: its engine control unit, all drive-by-wire components including electronic throttle control, even things like gauges and door locks.

Early on, a failure mode might be something like a misfiring engine, a prototype gauge going haywire or a sound system profiting from added shielding. Iterations of design continue until full electromagnetic compatibility is achieved.

An EMC chamber looks something like its anechoic counterpart used for noise evaluations. However, there's a difference. The walls of both are paneled with what look like artfully crafted tiles of Styrofoam. In the EMC, each tile is a rectilinear array of pyramids; and, in fact, a foam material is used, albeit one that's embedded with carbon particles. Geometry and composition of these tiles constitute a first layer of EM absorption; other layers of treated foam and steel complete the chamber isolation.

Note, the goal of an EMC's isolation is to keep electromagnetic radiation *in*. By contrast, the design of an anechoic chamber is to keep other noise *out*. Either way, they're neat places.

BABOONS AND TWEETS

The South African Press Association reports that wild primates along the coast near Cape Town have learned to target unlocked cars once the owners are out of sight. Food and cameras are the favorite targets, though I can only guess what they do with the latter.

How do the baboons recognize which cars are left unlocked? Apparently they listen for the characteristic *tweet tweet* of remote locking systems—and choose the other ones. 





Dan Gurney

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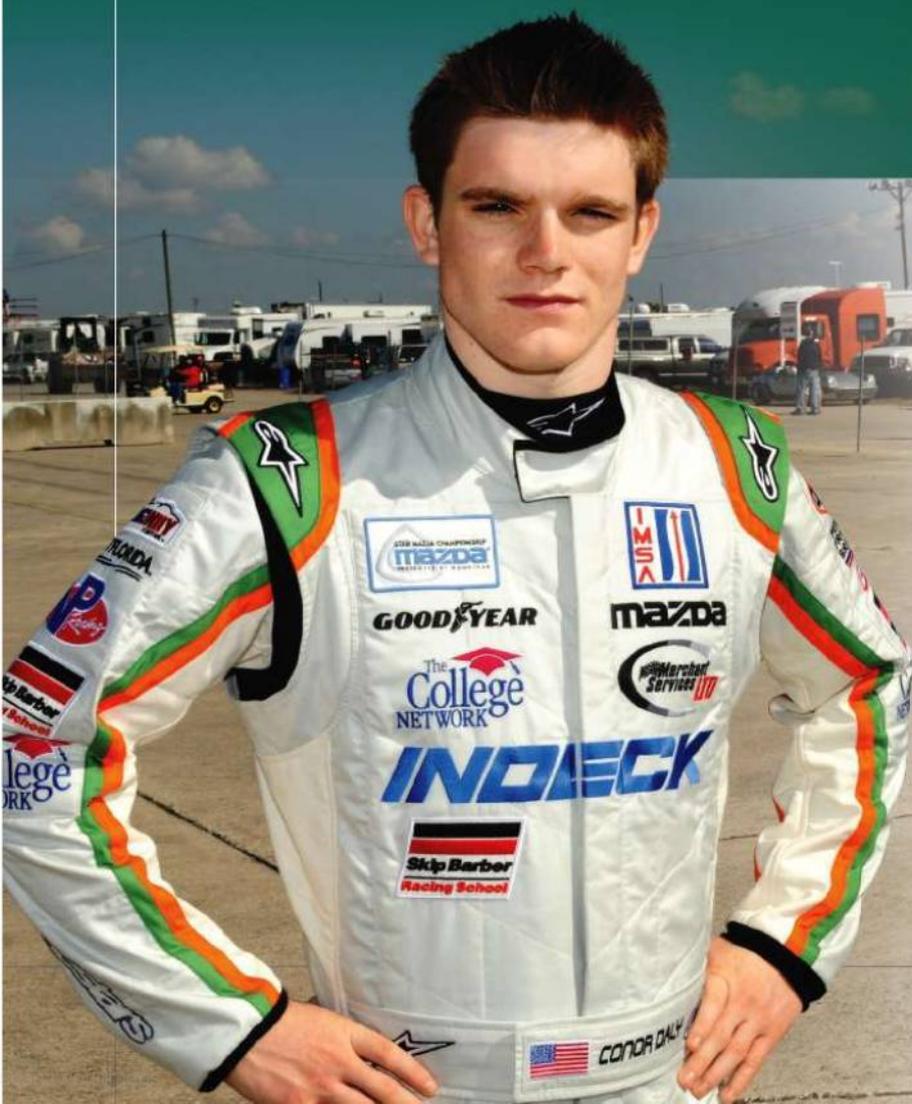
PORSCHE

Trackside

The Son ALSO RACES

Conor Daly, Derek's son, is on a fast path to open-wheel success...at Indy or in F1

BY TIM TUTTLE » PHOTOS BY AL MERION PADRON



Conor Daly has emerged as a shining star among top driving prospects on North American and European stages in the past three seasons, highlighted by his championship in the 2010 Star Mazda series presented by Goodyear. It's supposed to get tougher climbing the development ladder, but the 18-year-old Daly has maintained a level of excellence at each rung .

By the end of August, Daly had racked up seven wins and 11 podium finishes in the 14-race Star Mazda series, while also capturing nine pole positions for his Florida-based Juncos Racing team, which he joined in January.

This is Daly's second season in the series. He had one victory and was third in the championship in 2009 with Anderson Racing.



"I had a good year [with Anderson] and learned a lot racing against a lot of good guys," Daly recalled. "It was the right move going to Juncos Racing. It all came together with my experience in the series and driving for Juncos. It's been a little surprising, there are still a lot of really good guys we're racing against. But I'm not really surprised after I look back at how hard we're working to win."

Daly's victories this season include flag-to-flag wins at O'Reilly Raceway Park at Indianapolis and Iowa Speedway, the two ovals on the Star Mazda schedule. He's also won at St. Petersburg, Florida; Mazda Raceway Laguna Seca; Autobahn Country Club in Joliet, Illinois; and Road America at Elkhart Lake, Wisconsin.

"The win that was the most satisfying of my career was at O'Reilly," Daly said. "It was the night before the [Indy] 500 and a ton of my friends and family were there."

The son of retired Formula 1, Indy car and sports car driver Derek Daly, Conor was born and still lives in Noblesville, just north of Indianapolis. His mom, Beth, is from and lives in Indiana. Conor doesn't have a trace of the brogue of his Irish father.

"I was born here," Daly said. "I never got the Irish accent."

Derek Daly stopped driving competitively about the time Conor was born and he never pushed his son toward racing.

"Not at all," Conor said. "I played every other sport and he supported me in everything I did. I played

soccer, basketball, football and lacrosse at different times. My last year was in the eighth grade, playing lacrosse. After that, it was full on toward racing."

Daly was 10 when he was invited by a cousin to go to a karting track.

"As soon as I saw it, I wanted to get into it," Daly said. "It was kind of love at first sight."

Daly embarked on a karting career, winning an Indiana state championship in 2004 at age 12 and then championships in World Karting Association and TaC Senior Stars of Karting. He moved into cars, taking the Bertil Roos School in late 2006.

Daly won a Skip Barber Series regional race in 2007 and captured the Mazda Skip Barber National Championship in 2008, earning a \$350,000

prize that put him into Star Mazda in 2009. Daly also won five straight races in Canadian Formula Ford 1600 in 2008.

Late in 2008, Daly was awarded the Walter Hayes Trophy at Silverstone, England, one of the most prestigious Formula Ford events in the world. Daly won his heat, started on the second row and drove to victory in extremely wet and cold conditions.

"Being able to go over to England and win the Hayes Trophy meant a lot to me and a lot to my supporters," Daly said. "It proved we could win and Americans could win in Europe."

Daly tested an Indy Lights car this summer and had a GP3 test scheduled for September at Silverstone. He'll leave Star Mazda, which awards

\$100,000 to its champion, following this year, but hasn't decided where he'll race next year. It will be a decision made by him and father Derek, who is Conor's manager.

"Obviously, I've been around the block and my role is simply to put him into an environment where he's surrounded by the right people," Derek said. "Then, I step back."

Eventually, Daly wants to drive in F1 and IndyCar.

"My goal is to make it as a professional driver," he said. "I just want to make money doing what I love. Growing up in Indy, I've never missed an Indy 500 in my life and it's a dream of mine to drive in it. But it's also a dream to represent America on the top step of the podium in Formula 1. I'd like to do both."

POWER IS NOTHING WITHOUT CONTROL ...of F1!



Pirelli's preparations for its return to Formula 1 next season got underway in August when Nick Heidfeld began testing the Italian company's new rubber at the wheel of a 2009 Toyota F1 chassis.

The German veteran will spearhead an intensive development program at various tracks in the coming months. The 12 existing

teams will have a chance to try the new tires in Abu Dhabi in mid-November, a few days after the final Grand Prix of the season.

In the interests of fairness Pirelli wanted to use a driver who had no ties with a team, so Heidfeld quit his job as Mercedes' third driver to take up the offer. Similarly, Pirelli wanted to use a contemporary car, but not

one supplied by a current competitor. Although Toyota pulled out of F1 at the end of last year, the management has been looking for a use for its Cologne factory, and it still had the equipment and personnel with which to support a test program.

Pirelli's return will provide the sport with a huge

shake-up as teams and drivers get used to the new product. The Abu Dhabi test will be the only chance for them to gather data before their 2011 designs are signed off, and the likelihood is that some teams will do a better job than others of adjusting to the change of supplier. However, the teams have asked that where possible Pirelli should follow the path taken by the outgoing Bridgestone, to minimize any disruption.

Drivers too are very sensitive to tire development. Michael Schumacher—who briefly used Pirelli in his first season in 1991—has

struggled to come to terms with the current generation of Bridgestones. He enjoyed a hugely successful relationship with the Japanese company in the tire war days, when he could dictate what direction was taken.

Although Schumacher will have no more influence than any other driver next year, the switch to Pirelli may work in his favor. Having said that, his big problem has been dealing with the grip provided by the narrower front tire mandated by the FIA for 2010, and which Pirelli will also use next year.

—Adam Cooper



Add Roush Yates to the growing list of engine builders signing on to provide powerplants to teams competing in the American Le Mans Series' prototype category. Shadowing Honda, which recently unveiled its twin-turbocharged 2.8-liter V-6, Mooresville, North Carolina-based Roush Yates Engines, known for its race-winning NASCAR, Grand-Am and FIA GT powerplants, is designing a similar V-6 for the LMP2 category where 2011 regulations specify that all engines be production-based, run 30 hours between rebuilds and cost no more than €75,000 (about \$95,000).

Based on Ford's 3.5-liter EcoBoost V-6 used in the Ford Flex, Taurus SHO and Lincoln MKT, Roush Yates' twin-turbo, direct-injected powerplant will have either a smaller bore or shorter stroke to reduce displacement to comply with ALMS regulations, which limit turbocharged LMP2 engines to 3.2 liters. Although the stock block and heads must be retained, as mandated by the rules, most internals as well as the induction system and ECU will come from aftermarket suppliers. ALMS

regulations, which are based on those set by the Automobile Club de l'Ouest (the ACO, organizers of Le Mans), strive to limit engine output to 450 bhp, an easily attainable figure for the Roush Yates V-6, said a company representative. However, brute horsepower is not really an issue since ALMS regulators try to balance performance by fitting restrictors to the engine's air intake.

Although the Roush Yates powerplant could fit into any chassis, the first engine will be mated with a redesigned Lola chassis. Like the engine, the chassis must comply with the 2011 rules, which dictate changes to the bodywork such as the addition of a vertical fin designed to modify airflow around the rear wing to reduce the car's propensity for flipping over when it loses underbody airflow. And, like the engine, the Lola must slot in under the ALMS chassis price cap of €350,000 (about \$445,000). With Honda and Roush Yates on board and other manufacturers expressing interest in LMP, the ALMS is shaping up to look a lot

» Ford's direct-injected EcoBoost V-6, reduced to 3.2 liters and built by Roush Yates, will be tested in this Lola chassis.

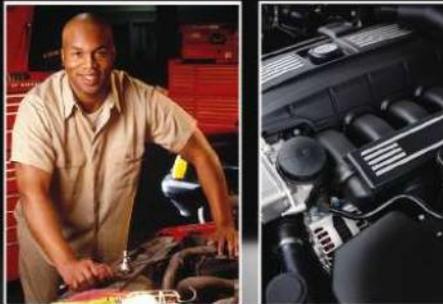


like the glory days of IMSA prototype racing when GTP cars were powered by Buick, Chevrolet, Ford, Jaguar, Mazda, Nissan, Pontiac, Porsche and Toyota engines. As they say, "Variety is the spice of life." And that's true in racing as well. —Joe Rusz

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The **PODIUM**

Brian Deegan

Having a Rollcage Gives Me a Lot More Courage...

I've always been a fan of NASCAR, but never thought I'd have the opportunity to be a part of it.

Racing was something I knew I was destined to do since I was 8 years old, but it was always dirtbikes. I was first introduced to motocross when I was growing up in Bellevue, Nebraska—my next-door neighbor raced, and I remember the first race he took me to. From that moment on, I knew that racing dirtbikes was what I wanted to do.

I began racing right away and eventually won amateur championships throughout my early teen years. As soon as I graduated from high school, I packed up my truck and headed to California. My defining moment took place in 1997 at the L.A. Coliseum Supercross. On a bike I had bought from a local shop,

lost a kidney and my spleen; I've also broken over 20 bones and have had three near-death experiences. I've even had to go through the loss of one of my closest friends and teammates last year. That's when I started looking toward a safer way of competing, and began to get involved racing cars and trucks...

Rockstar Energy Drinks gave me my first opportunity to race on four wheels by asking me to join their off-road truck racing team in 2008. I raced the Pro Lite class and finished inside the top three by the end of the season. Watching those trucks flying over 100 feet in the air—talk about exhilarating! That's when I knew I was in the right place and was ready to continue to build on my racing experience. My next season, I continued to excel, winning the Unlimited Lite championship in the Lucas Oil short course series.

The success I've had in truck racing gave me the opportunity to race rally cars. This past summer at the X Games, I won two silver medals in rally, which was a big boost because I beat a lot of the top names in the sport. My car racing career is really just starting, and through rallying I was able to get the attention of NTS Motorsports, a stock car team that signed me to a three-year NASCAR development deal in May.

NASCAR is the top of the chain. I've set and achieved my goals in every form of motorsports so far, so now I'm going after the highest

"I realized that once I got onto four wheels, I would have a huge advantage."

I beat all the top riders in the 125-cc West Coast class that day, and finished by "ghost-riding" my bike across the finish line.

At that point, a group of us began developing freestyle motocross, where tricks like 360s and other flips/tricks defined the competition. It was about pushing the limit, and I realized that my heart was more in that world. I left a life-long career of racing to take a chance and start the freestyle movement, which is what we know today when we watch the X Games or any other action-sports competition.

Freestyle motocross was the biggest challenge because of how dangerous the sport is. Back-flipping dirtbikes over 100-ft. jumps, landing (and sometimes falling!) from 50 ft. in the air were a part of my daily practice routine.

Part of the movement was developing the Metal Mulisha team, which now includes a successful retail and merchandise brand. We did a lot of crazy stunts to build up our image—I've

level. Success in NASCAR trucks, Nationwide or the Sprint Cup would give me the greatest sense of achievement.

Motocross is an excellent foundation for racing on four wheels—Jimmie Johnson, Robby Gordon and a lot of other top drivers have a motocross background. I realized that once I got onto four wheels, I would have a huge advantage. Motocross teaches you to read the line, set up passes and really pick apart the track. It gives you an all-or-nothing attitude when racing. I'm willing to push the limits more than the other guys; having a rollcage gives me a lot more courage than what I'm used to when jumping dirtbikes.

Metal Mulisha's big fan base will be great to have in the world of NASCAR, and I'm hoping that all my racing experience can help fast-track me to race in one of NASCAR's top levels. Within the next few years, if I can stay focused, I believe I can get there.



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BY SAM MITANI >> INTERNATIONAL EDITOR

Courageous and Crazy, My Friend Shinji Kazama

We all know danger is a part of motorsports. Just last month, I was involved with a land speed record effort at the Bonneville Salt Flats where I felt I came face to face with the fear of dying every time I strapped myself into the car. The danger level hits unimaginable highs for off-road rally raids, such as the famous Dakar Rally. Here, all sorts of factors in addition to driver error and mechanical failure can lead to your demise. It's no secret that the Dakar Rally has taken many lives. I covered the race in 1996, when it was called the Granada-to-Dakar Rally. There, I met a man named Shinji Kazama, who has since become a very close friend. Little did I know at the time that Kazama was a famous Japanese adventurer. He is the only person to reach both the North and South Pole on a motorcycle, as well as reaching record-level elevations on Mt. Everest, Mt. Kilimanjaro and Mt. Fuji in the same fashion. In 1982, he became the first Japanese national to complete the Paris-to-Dakar Rally.

It was an honor to drive with him, as I was still green in terms of race experience. He was patient and very cool under pressure. In 2004, he was sponsored to return to the Paris-to-Dakar Rally. In the opening days of the race, not long after crossing the Strait of Gibraltar, he was struck by a big rig. Witnesses say he flew 30 yards. His left leg was mangled. He would have died on the spot by bleeding to death had it not been for the quick response of race

officials, who flew him by helicopter to a nearby hospital. He was then transferred to a Paris hospital where doctors considered amputating the leg. In the end, after more than a dozen surgeries, his life and leg were saved, but he now depends on a cane to walk.

Amazingly, when I saw Kazama several months after the accident, he was in high spirits, telling me he was planning on riding his motorcycle through different parts of the world.

"It's hard for me to walk, but I can still ride. I have a few more surgeries left on this leg, but when they're done, I'll be at it again," he said.

In 2007, he embarked on The Trans Eurasian Continent Tour, where he rode his motorcycle for 52 days straight, covering 11,250 miles. He did this to raise money and awareness of the Bone and Joint Decade Japan World Campaign (BDJ), a group that is supported by the World Health Organization, for which he now serves as a spokesperson.

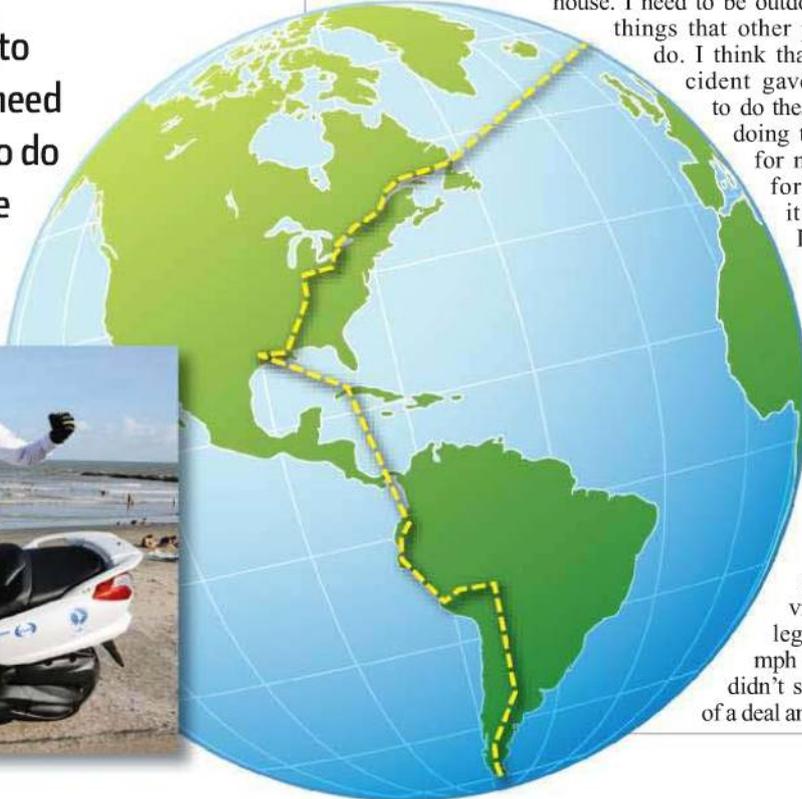
Just the other day, he called from Houston, Texas, to tell me he's on another one of his wild adventures. He was in the middle of an eight-country tour riding 12,500 miles through North America, South America and parts of Scandinavia. I told him that he must have hit his head during the accident six years ago because he was absolutely crazy doing these treks.

He laughed and said: "I'm just not wired to sit around the house. I need to be outdoors, trying to do things that other people wouldn't do. I think that maybe the accident gave me a purpose to do these things. I'm not doing these things just for me anymore, nor for personal gain; it's all about how I can raise awareness and provide hope and inspiration for others who share my handicap."

After hearing these words and seeing his courage and persistence in laboring through these unbelievable trips with a virtually useless left leg, driving at 200 mph on a dry lake bed didn't seem like that big of a deal anymore. 

"I'm just not wired to sit around the house. I need to be outdoors, trying to do things that other people wouldn't do."

—SHINJI KAZAMA





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Tech Correspondence

BY TOM WILSON

Dibs on Data Download?

OCCASIONAL BMW

I have a 2008 BMW M3 coupe with about 4500 miles on it. It is stored about 45 miles from my home in Big Sky, Montana, during the winter months, from November to mid-May. I drive the car for about a half-hour every three to four weeks in the winter. Do I need to change the oil more often than the car's computer indicates? If so, how often? It uses synthetic oil.

Bill Reed
BIG SKY, MONTANA

We don't think so, Bill. Yes, the driving is intermittent, but a half-hour of driving should warm the oil sufficiently to boil off condensation and combustion water. Synthetic oil is temperature-stable and provides good cold-start lubrication. In any case, the BMW computer strategy should

compensate for the low use. Not just as an aside, check this month's last item on trickle-charging.

NISSAN EYES ONLY

I own a 2009 Nissan GT-R that blew its engine while lapping at Virginia International Raceway. Six weeks later Nissan called and said my warranty claim was denied. They cited all the warranty information in the book about modifying your car. I was well aware I was taking a risk and take full responsibility.

The purpose of this letter has to do with the flicker information that they have retrieved. When I asked if I could review their findings, I was told that the information was for their use only. I know this has been discussed before but it's my car and the data was in my car. Do I not have the right to this informa-

tion? I want to know what happened, as the car has the technical ability to give me this information and I paid for this technology.

Does Nissan have the right to withhold the information? I am sure this will become a bigger issue in the future.

David Graham
ALTON, VIRGINIA

We're dangerous with tools, much less as legal counsel, but our limited research shows the field of information ownership is still in transition. Some data are considered the property of the person to whom the information applies, other, to the entity that gathers the information.

Other thinking embraces the idea that the information—that is, the intangible data—may be yours, but the hardware that collects it is not or may be controlled by another party. You can thus



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be charged to see or review the information.

We agree that in the long term, such data will likely become more widely accessible. Already the 2010 Nismo Club Sports Package for the Nissan GT-R includes a data logger kit for easy downloading of, albeit, limited information on the GT-R supercar.

DO NOT OVERFILL

The owner's manual for every car I have owned has said never fill the oilpan above the top line on the dipstick—often printed in bold type.

Why is it that every time the dealer does an oil change it measures above the top line, even after a day or so to let the oil circulate? And is it bad for the engine?

John Kepler

SAN LUIS OBISPO, CALIFORNIA

Overfilling the oilpan is not a good idea. At worst, the higher-than-designed oil level is too close to the whirring crankshaft and connecting rods. Windage from the rotating assembly whips the oil, driving air into what should be a liquid and ends up being a froth, at least in part. Aerated oil has drastically reduced lubricating and support properties.

More probable from slight overfilling is an excess of oil spray suspended throughout the engine internals. This can over-oil the cylinder walls, increasing oil consumption and blow-by (bad for emissions), and it costs power and fuel economy as the rotating assembly has to slog through a heavy oil mist rather than clear air.

We've not experienced dealers consistently overfilling oilpans; that sounds like a local issue for you to address with your dealer. Furthermore, accurate oil levels can be obtained after only a minute or so of engine running and waiting for perhaps a minute to allow the oil to drain back to the sump.

MIATA RIDE

I drive a 2006 Mazda Miata with 43,000 miles. The ride comfort has deteriorated to the point of annoyance, clearly worse than when it was new 54 months ago.

The current tires are Kumho Ecsta ASTs with 10,000 miles. They replaced the original Yokohama Advan A11As. After the change I noticed the Ecstas rode slightly harder at the normal 29-psi pressure than the Advans, but less than they do now.

Beyond greater tire sidewall stiffness, what else may be going on here? Could my ride hardness be caused by worn struts and shocks or suspension deterioration? If the struts and shocks are a problem, how can this be determined?

Terry Lucas

WAUKESHA, WISCONSIN

Tires obviously affect ride quality, but that characteristic is pretty much built into the tire's carcass and doesn't materially change with wear.

Much more so, ride quality is a function of

the shocks and struts and does vary greatly with their wear. Unfortunately, damper wear is a slow insidious process, and there is no "bumper bounce test" that works with modern gas shocks and stiff suspensions. So it comes down to mileage, and at 43,000 miles your original-equipment shocks shouldn't be totally shot, but they've given their best. Replacing the struts and shocks with premium after-market units (or simply new ones from Mazda) will make a difference.

STICKING QUESTION

I have a 1998 Jeep Grand Cherokee with almost 197,000 miles. It's nearly mechanically perfect, it gets decent mileage and I feel it's a keeper. My question is the correct method of checking the transmission fluid. Should it be done while idling in neutral, wheel-chocked in Drive at idle or when turned off? Also, should the fluid be changed if not visibly dirty?

Walter Kerrick

BOCA RATON, FLORIDA

Automatic transmissions should be checked when at operating temperature while idling in neutral. Before dipsticking the transmission, cycle through all gears manually, then stop in Park and check the dipstick.

If you have not changed the transmission fluid, we would suggest its renewal, especially considering your Jeep's mileage and your intent to keep it. You'll be able to change only about half the fluid in the transmission (unless the torque converter has a drain plug), but it will still be beneficial.

FROM OUR FRIENDS

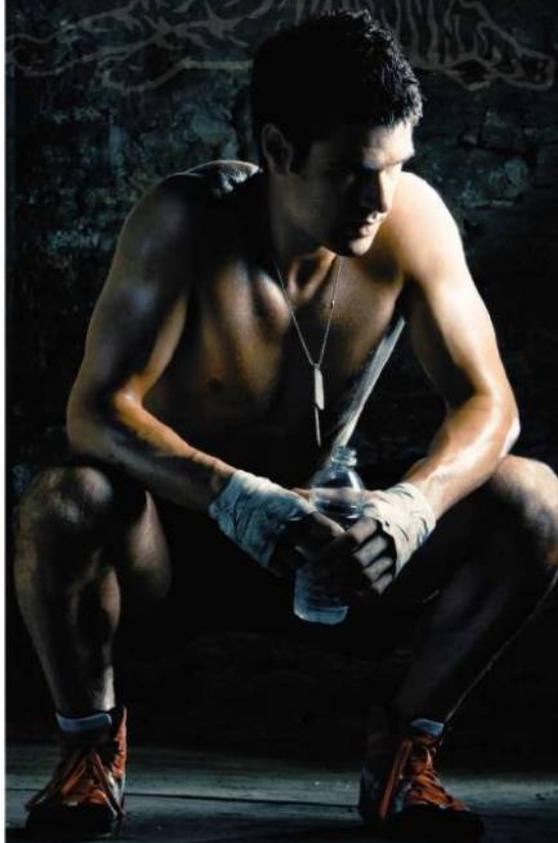
Ed Jacklitch of San Jose, California, wrote to say: "There's one more thing that Joseph Korte [August 2010] needs for his Audi: a smart battery charger. If he leaves his Audi untouched for a month or more, the on-board electronics will suck the battery dry. The charger can be permanently connected to the battery, and plugged in when the car is asleep."

All very true, and a favorite topic of ours after spending a king's ransom in batteries before buying a series of automated battery chargers specifically designed to maintain battery voltage indefinitely. The bottom line is automotive batteries are quickly destroyed when discharged; keeping them charged helps tremendously. It's excellent advice to anyone storing a car, boat, motorcycle, etc.

Do you have a technical question?

Send it to RTLetters@hfms.com, or Technical Correspondence, *Road & Track*, 1499 Monrovia Ave., Newport Beach, Calif. 92663. Be sure to include your first and last name, hometown and state.

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2011 FORD FIESTA SES 5-DOOR

The North American Ford Fiesta, which is built in Cuautitlán Izcalli, Mexico, actually has stiffer suspension settings than its European counterpart. But before you get all excited that we're finally getting a better car than the Euros, realize the minimal changes are simply to compensate for our car's extra 120 lb. or so of heft/safety equipment, and the taller, softer sidewalls of our 16-in. all-season tires (Euro models come with summer tires).

The result is a car that feels just a tick less nimble than the European Fiesta. It's still fun to throw into turns, mind you,

2011 Ford Fiesta SES 5-Door

List price	\$17,120
Price as tested	\$19,305
Curb weight	2580 lb
Engine, transmission	1.6-liter inline-4, 5-sp manual
Horsepower, bhp @ rpm	120 @ 6350
Torque, lb-ft @ rpm	112 @ 5000
0-60 mph	9.7 sec
0-100 mph	33.2 sec
0-1320 ft (1/4 mile)	17.2 sec @ 80.6 mph
Top speed	118 mph*
Braking, 60-0 mph	138 ft
Braking, 80-0 mph	241 ft
Lateral accel (200-ft skidpad)	0.82g
Speed thru 700-ft slalom	62.2 mph
Our mileage, EPA city/highway	est 30.0, 28/37 mpg

* Electronically limited.



» The Fiesta, above, has a larger engine, and it's also a heavier car than the Mazda2, below.

but a bit of precision is lost in the translation—a good part of that undoubtedly related to the tires.

While Ford is marketing the Fiesta as a sporting compact, it might not dominate the competition as much as Ford thinks. For instance, the 5-speed manual-equipped Fiesta could only muster a 0-60 time of 9.7 seconds—considerably slower than the Honda Fit (9.0 sec.), Nissan Versa (9.1 sec.) and Toyota Yaris (8.5 sec.) from our April 2007 test. That's also inexplicably off the pace of the Euro Fiesta used in our propulsion shootout in March; that one did 9.2. On the plus side, the Fiesta feels more substantial than its competitors, and offers a surprisingly supple ride.

Ford projects 85 percent of U.S. buyers will opt for the new 6-speed PowerShift transmission, which performs like an automatic despite its dual clutch setup. Despite quick shifts, it's actually slower than the manual (0-60 in 9.9 sec. and the quarter in 17.5) and doesn't offer any



» 2011 Mazda2
Touring.

form of manual gear selection.

The 4-door Fiesta starts at \$13,995; the 5-door hatchback begins at \$15,695.

—Mike Monticello

2011 MAZDA2 TOURING

The Mazda2 embraces the smallness of the B segment with style and sporty dynamics wrapped around an interior that looks and feels of quality rather than cost efficiency. Within this diminutive 5-door hatchback there's room for 5, though the back seats aren't overwhelmingly spacious and are probably best reserved for kids or additional luggage.

Powered by a 100-bhp 1.5-liter inline-4 that revs smoothly and eagerly (dare we say "cutely"?) to its 6300-rpm redline, the 2 can get to 60 mph in 9.4 seconds (quicker than a Ford Fiesta, we might point out), though we ran out of real estate (over a half mile) before we could crack 100 mph.

Being light on power doesn't always equate to boredom as the Mazda2 clearly proves. It weighs in at a lean 2305 lb., which doesn't hurt its cause. Nor does its solid-shifting 5-speed manual transmission (a 4-speed automatic is an \$800 option) and a relatively stiffly sprung suspension, the last delivering crisp response and mouse-like nimbleness without the tin-can acoustics that usually come with economically priced cars. The electric-assist power steering provides decent feedback with the natural feel of a hydraulic system. The rear suspension's twist beam is specifically tuned for stability, given the short 98.0-in. wheelbase of the car, so that under load the outside rear wheel will toe-in slightly, which helps keep the car controllable in transitions at speed. This showed through our slalom test with an impressive run of 67.8 mph!

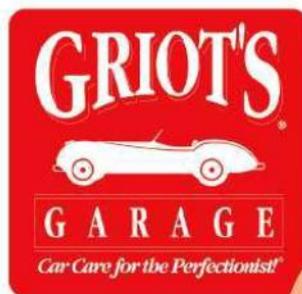
If driving dynamics are your main priority, the Mazda2 may give the Fit fits, and prove the Fiesta to be a siesta!

—Jonathan Elfalan

2011 Mazda2 Touring

List price	\$15,435
Price as tested	\$16,185
Curb weight	2305 lb
Engine, transmission	1.5-liter inline-4, 5-sp manual
Horsepower, bhp @ rpm	100 @ 6000
Torque, lb-ft @ rpm	98 @ 4000
0-60 mph	9.4 sec
0-100 mph	na
0-1320 ft (1/4 mile)	17.2 sec @ 80.8 mph
Top speed	112 mph*
Braking, 60-0 mph	136 ft
Braking, 80-0 mph	241 ft
Lateral accel (200-ft skidpad)	0.83g
Speed thru 700-ft slalom	67.8 mph
Our mileage, EPA city/highway	28.6, 29/35 mpg

* Electronically limited.



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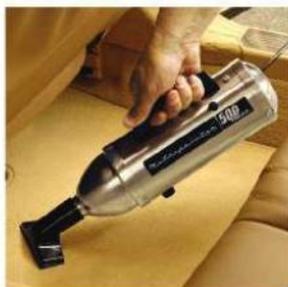


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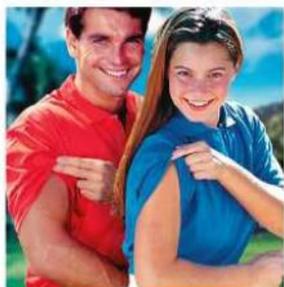
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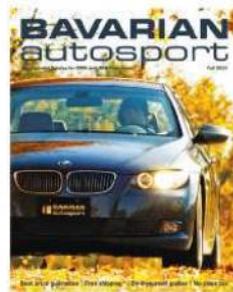
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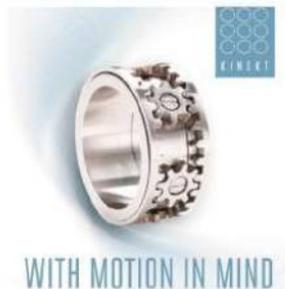
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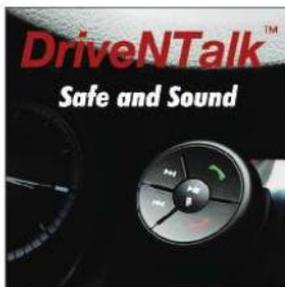
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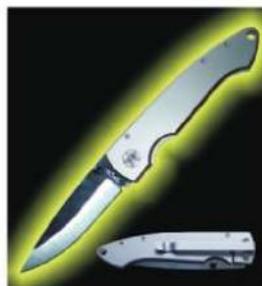
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Make & Model	Issue	Price as Tested ¹	Engine Type	Horsepower	Torque, lb.-ft.	Curb Weight, lb.	0-60 mph, sec.	0-100 mph, sec.	1/4 mile, sec. @ mph	Top Speed, mph ²	Braking from 60 mph, ft.	Braking from 80 mph, ft.	Skipad, g	Slalom, mph	Our Fuel Mileage, mpg
Acura TL SH-AWD	5-10 ²	\$44,195	V-6	305	273	3860	5.2	13.1	13.7@102.3	130 ³	113	198	0.91	68.4	15.8
TSX V-6 ¹	9-09 ¹⁰	\$38,760	V-6	280	254	3630	5.9	14.6	14.4@99.3	130 ³	133	241	0.85	64.1	19.0 ⁴
Alfa Romeo 8C Competizione	1-08	\$253,750	V-8	450	354	3495 ⁵	4.2	9.3	12.4@115.4	181	105	196	1.02	na	14.0 ⁴
Ameritech McLaren F1	12-97	\$1,131,120	V-12	627	479	2840	3.4	7.7	11.6@125.0	231	127	215	0.86	64.5	11.5
Aston Martin DBS ¹	3-09 ¹⁰	\$276,140	V-12	510	420	3940	4.1	9.2	12.4@114.9	191	111	193	0.95	71.4	na
Rapide ¹	9-10	\$212,445	V-12	470	443	4385	4.7	10.9	13.1@109.5	188	119	214	0.92	69.7	12.0 ⁴
V8 Vantage Roadster	4-10 ^{10,2}	\$157,630	V-8	420	346	3775	4.5	10.2	12.8@113.3	180 ³	119	211	0.95	72.5	10.9
Audi A4 3.2 Quattro ¹	5-09 ²	\$49,975	V-6	265	243	3810	5.9	15.3	14.4@97.5	130 ³	125	224	0.86	66.2	18.3
A5 2.0T Quattro	4-10 ¹⁰	\$45,150	I-4t	211	258	3645	6.2	16.4	14.8@95.2	108	118	204	0.94	68.9	21.3 ⁴
R8 5.2	2-10 ¹⁰	\$172,250	V-10	525	391	3745	3.3	7.6	11.5@123.1	196 ³	118	210	0.99	73.2	14.0 ⁴
S4 Quattro	5-10 ²	\$58,675	V-6s	333	325	4010	4.5	11.0	12.9@108.6	155 ³	114	202	0.96	70.1	14.4
TTS ²	11-09	\$52,075	I-4t	265	258	3235	4.6	11.8	13.2@105.2	155 ³	115	202	0.98	72.0	19.9
Bentley Cont. Flying Spur Spd ¹	8-10 ²	\$226,485	W-12tt	600	553	5575	4.3	11.0	12.9@108.5	201	116	202	0.90	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 ³	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 ⁴
BMW M3 Coupe DCT	12-08 ¹⁰	\$65,000	V-8	414	295	3670	4.3	10.0	12.7@112.4	155 ³	116	205	0.93	71.1	13.1
Z4 sDrive35i	7-09	\$57,500	I-6tt	300	300	3460	4.8	11.7	13.3@106.7	150 ³	116	206	0.89	66.2	21.6
135i	11-09 ²	\$38,175	I-6tt	300	300	3375	4.7	11.7	13.3@105.3	150 ³	117	209	0.92	71.0	19.7
335i	5-10 ²	\$47,625	I-6tt	300	300	3570	4.7	11.7	13.3@105.7	150 ³	119	210	0.91	68.4	18.4
550i Gran Turismo ¹	7-10 ¹⁰	\$74,025	V-8tt	400	450	4720	5.1	11.6	13.4@106.5	150 ³	122	220	0.89	66.7	16.0 ⁴
750i ¹	10-10 ²	\$95,725	V-8tt	400	450	4600	4.9	11.3	13.3@108.0	155 ³	119	210	0.89	68.2	14.9
750Li ¹	8-09	\$110,170	V-8tt	400	450	4735	4.9	11.8	13.4@106.0	150 ³	120	207	0.87	68.7	15.9
Bugatti Veyron 16.4	2-07	\$1,482,700	W-16gt	1001	922	4470	2.6	5.5	10.2@142.9	253	111	199	0.94	68.0	9.0⁴
Cadillac CTS-V	8-09 ²	\$66,835	V-8s	556	551	4130	4.1	8.8	12.3@118.8	191	114	198	0.90	70.1	15.6
CTS-V Coupe ¹	10-10 ¹⁰	\$71,410	V-8s	556	551	4240	4.1	9.3	12.3@116.6	175³	117	205	0.89	70.3	18.6
Callaway Corvette SC606	9-10	\$116,560	V-8s	606	553	3445	3.8	7.8	11.8@125.3	205	106	193	1.05	74.2	16.0
Chevrolet Camaro ZLT Coupe	8-10 ¹⁰	\$29,175	V-6	304	273	3810	5.9	14.6	14.4@99.4	118 ³	115	206	0.85	68.4	18.3
Camaro SS Coupe	8-10 ²	\$36,265	V-8	426	420	3870	4.6	10.6	13.0@110.7	155 ³	119	209	0.88	68.6	16.9
Corvette Grand Sport	2-10 ¹⁰	\$68,365	V-8	436	428	3360	4.1	9.2	12.4@116.5	190 ³	112	197	0.96	70.7	17.0 ⁴
Corvette ZR1	6-10 ²	\$121,425	V-8s	638	604	3365	3.5	7.3	11.5@128.7	205	112	194	1.04	74.9	14.0
Dodge Challenger R/T	10-09 ²	\$38,170	V-8	376	410	4135	5.8	13.8	14.1@101.2	142 ³	136	246	0.83	62.7	20.3
Viper SRT10 ACR	4-08 ¹⁰	\$98,110	V-10	600	560	3430	3.4	8.0	11.6@122.6	177 ³	109	187	1.12	73.4	na
Ferrari California	2-10	\$200,822	V-8	453	358	3925	3.5	8.6	11.9@116.9	193	106	188	0.96	69.2	14.0 ⁴
Enzo	7-03	\$652,830	V-12	650	485	3230	3.3	6.6	11.1@133.0	218	109	188	1.01	73.0	13.3
599 GTB Fiorano F1	5-07	\$319,408	V-12	611	448	3865	3.2	7.0	11.2@129.3	205	109	186	0.97	71.2	10.0 ⁴
Ford GT	12-03	\$150,525	V-8s	500	500	3390 ⁶	3.8	8.8	12.2@121.6	190	117	199	0.99	69.5	15.0 ⁴
Mustang GT Premium	8-10 ²	\$39,680	V-8	412	390	3665	4.6	11.3	13.2@109.3	145 ³	116	204	0.91	70.6	17.5
Mustang V-6 Coupe Premium	8-10 ¹⁰	\$33,055	V-6	305	280	3520	5.4	13.5	14.0@101.4	113 ³	115	199	0.92	69.2	20.6
Shelby GT500	10-10 ¹⁰	\$55,537	V-8s	550	510	3820	4.4	9.2	12.6@118.9	155³	117	197	1.00	69.6	16.0⁴
Taurus SHO ¹	12-09 ²	\$42,985	V-6tt	365	350	4285	5.2	12.8	13.6@103.2	131 ³	122	216	0.88	64.8	17.5
Hennessey HPE700 Camaro	4-10	\$125,000	V-8s	725	741	3930	4.1	8.0	12.0@125.4	201	117	204	0.92	71.0	11.0 ⁴
HKS Nissan GT-R	10-10 ¹⁰	\$107,000	V-6tt	638	606	3900	3.0	6.8	11.1@128.9	195	122	205	0.97	73.8	na
Honda FCX Clarity ¹	5-09	\$600/mo.	FC	134	189	3575	8.6	27.3	16.8@84.3	100 ³	129	241	0.82	64.1	na
Hyundai Genesis 4.6L V8 ¹	5-09	\$42,000	V-8	375	333	4015	5.5	13.0	13.9@103.8	149 ³	120	218	0.86	63.8	18.0 ⁴
Genesis Coupe Track	6-09 ²	\$30,345	V-6	306	266	3470	5.7	14.7	14.4@99.1	149 ³	118	211	0.90	69.3	18.0 ⁴
Sonata SE ¹	7-10 ¹⁰	\$25,195	I-4	200	186	3340	7.5	20.6	15.8@89.1	130 ³	128	222	0.85	65.4	26.6
Infiniti G37 Coupe Journey ¹	6-09 ²	\$45,045	V-6	330	270	3700	5.4	13.0	13.8@103.2	155 ³	118	206	0.89	68.4	19.0 ⁴
G37S Sport	5-10 ²	\$40,085	V-6	328	269	3665	5.1	12.3	13.6@105.6	155 ³	117	210	0.90	67.8	16.6
Jaguar XFR ¹	8-09 ²	\$80,000	V-8s	510	461	4405	4.3	9.6	12.6@115.3	155 ³	117	206	0.88	66.1	16.7
Kia Forte Koup SX	6-10 ¹⁰	\$20,090	I-4	173	168	2920	6.9	18.9	15.4@92.3	130 ³	125	220	0.89	67.2	23.0 ⁴
Lamborghini Gallardo Balboni	11-09	\$255,295	V-10	550 ⁶	398	3210 ¹	3.5	7.5	11.5@126.7	199	115	200	0.95	72.5	13.0 ⁴
Murcielago LP670-4 SV	11-09	\$480,325	V-12	670 ⁶	487	3660 ¹	2.8	6.8	10.9@129.4	209	114	193	0.97	70.0	10.0 ⁴
Lexus HS 250h ¹	11-09 ¹⁰	\$39,150	I-4/Elec	187	138	3690	8.2	na	16.2@88.6	112 ³	126	226	0.77	63.7	28.3
IS 350C ¹	12-09 ¹⁰	\$49,415	V-6	306	277	3895	5.5	13.9	14.0@100.7	141 ³	133	236	0.81	64.5	19.0 ⁴
LFA	7-10	\$388,475	V-10	560 ⁶	354	3580	3.8	7.8	11.8@124.4	202 ³	112	193	1.04	74.2	16.0 ⁴
LS 460 Sport ¹	10-10 ²	\$76,014	V-8	380	367	4545	5.6	13.5	14.1@102.3	130³	123	227	0.84	64.5	15.8
Lincoln MKS EcoBoost ¹	10-09 ¹⁰	\$56,625	V-6tt	355	350	4440 ⁶	5.0	12.4	13.6@103.8	131 ³	123	214	0.90	62.6	21.4
Lotus Evora	9-10 ²	\$83,520	V-6	276	258	3100	4.9	12.1	13.4@103.9	162 ³	114	198	0.99	71.9	21.8
Exige S 260 Sport	10-09 ¹⁰	\$79,420	I-4s	257	174	2005	4.1	10.4	12.6@110.1	150	112	196	0.97	74.5	21.0 ⁴
Maserati Gran Turismo Conv. ¹	9-10	\$144,335	V-8	440	361	4610	4.8	11.3	13.2@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 ³	132	230	0.86	66.8	22.0 ⁴
Mazdaspeed3	2-10 ¹⁰	\$25,090	I-4t	263	280	3250	6.1	14.5	14.4@99.6	155 ³	126	219	0.90	68.8	17.0

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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 ⁴	3.7	8.1	11.8@121.6	155 ⁵	115	202	0.89	67.4	13.4
SL65 AMG Black Series ¹	3-09	\$304,350	V-12tt	661	738	4215	3.9	7.9	11.8@126.3	199 ⁵	112	192	0.99	70.3	14.2
SLR McLaren ¹	7-05	\$455,750	V-8s	617	575	3860	3.5	7.5	11.5@126.1	207	107	186	0.97	69.6	18.0 ⁴
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	0.89	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 CSR	3-08 ²	\$33,625	I-4t	291	300	3555	4.9	13.3	13.6@100.9	162 ⁶	124	217	0.97	71.7	15.0 ⁴
Lancer Evolution MR Touring	12-09 ²	\$44,234	I-4t	291	300	3690	4.6	12.1	13.2@103.6	162 ⁶	120	211	0.92	69.2	18.1
Lancer Ralliart	11-08 ²	\$29,915	I-4t	237	253	3540	5.4	15.1	14.1@97.2	130 ⁶	129	227	0.84	66.7	17.3
Nissan Altima 3.5 SE Coupe	8-07	\$25,515	V-6	270	258	3200	5.7	13.9	14.2@101.2	130	130	234	0.84	65.2	18.7
GT-R Premium	6-10 ²	\$85,340	V-6tt	485	434	3920	3.3	8.0	11.6@120.4	193	112	190	1.01	74.8	14.4
Maxima 3.5 SV ¹	9-08	\$34,940	V-6	290	261	3610	6.1	15.4	14.6@97.7	149 ⁶	121	219	0.86	65.4	18.8
Nismo 370Z	9-09 ¹⁰	\$39,540	V-6	350	276	3300	5.0	12.0	13.5@106.6	155 ⁵	123	214	0.93	69.9	19.0 ⁴
Sentra SE-R Spec V	6-07 ²	\$22,715	I-4	200	180	3075	6.6	16.9	15.0@94.2	130 ⁶	134	246	0.87	65.3	22.1
370Z	4-09 ²	\$33,740	V-6	332	270	3360	5.2	12.8	13.7@103.9	155 ⁵	115	208	0.98	69.5	18.7
Pontiac G8 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 GX ¹	3-09 ²	\$43,280	V-8	415	415	4000	4.7	11.1	13.1@109.4	155 ⁵	120	221	0.88	65.0	17.8
Porsche Boxster Spyder	3-10	\$79,210	F-6	320	273	2940	4.4	10.4	12.8@109.6	166 ⁶	112	202	1.02	74.6	19.0 ⁴
Carrera GT	6-04	\$460,400	V-10	605	435	3530 ⁴	3.6	7.0	11.3@131.6	205	124	199	0.99	71.1	11.0 ⁴
Cayman S	9-10	\$70,915	F-6	320	273	3100	4.6	10.6	11.6@108.8	172 ⁶	117	204	1.00	72.6	20.9
Panamera Turbo	12-09	\$153,615	V-8tt	500	516	4635	3.4	8.4	11.7@118.0	188	116	204	0.96	69.1	16.3
911 Carrera S	4-08 ¹⁰	\$94,815	F-6	355	295	3295	4.1	10.3	12.6@111.9	182	111	193	1.00	72.5	19.0 ⁴
911 GT2	12-08	\$198,875	F-6tt	530	501	3265	3.4	7.7	11.5@123.9	204	108	187	1.03	75.9	15.0 ⁴
911 GT3	9-09	\$133,135	F-6	435	317	3075 ⁴	3.7	8.3	11.8@119.5	193	106	186	1.04	75.9	13.0 ⁴
911 Turbo	6-10 ²	\$149,370	F-6tt	500	480	3535	3.5	7.9	11.7@121.8	194	112	195	1.01	73.0	16.0
Rolls-Royce 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
Rosion Q1	1-10	\$108,151	V-6tt	450	390	2675	3.2	7.8	11.6@121.6	185	130	217	1.06	73.0	18.0 ⁴
Saab 9-3 Turbo X SportCombi	10-08 ¹⁰	\$44,755	V-6t	280	295	3910	6.4	19.2	15.0@91.8	155 ⁵	127	225	0.80	65.1	17.3
Saleen S7 Twin Turbo	9-06 ¹⁰	\$602,442	V-8tt	750	700	2900 ⁴	3.3	6.0	10.6@139.8	250	119	210	1.03	69.9	13.0 ⁴
Saturn Astra XR	3-08	\$20,330	I-4	138	125	2820	8.6	na	16.6@84.4	129 ⁶	120	213	0.87	67.0	23.0 ⁴
Shelby GT500 Super Snake	12-07	\$70,670	V-8s	605	590	3915	4.4	9.1	12.5@119.9	150 ⁶	118	204	0.93	68.4	15.6
Smart For Two passion coupe	3-08	\$15,625	I-3	70	68	1825	13.3	na	19.2@70.5	90 ⁶	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 ⁴	8.2	22.9	16.1@85.6	120 ⁶	138	249	0.79	64.2	21.0 ⁴
Impreza WRX	11-08 ²	\$28,660	F-4t	265	244	3230	5.1	13.5	13.8@101.0	140 ⁶	124	221	0.87	67.0	22.2
Impreza WRX STI	3-08 ²	\$39,440	F-4t	305	290	3360	5.0	14.1	13.6@98.2	155	119	209	0.90	69.8	16.0 ⁴
Legacy 2.5GT Limited	5-10 ¹⁰	\$34,146	F-4t	265	258	3500	5.8	15.2	14.3@97.2	150 ⁶	116	222	0.84	67.2	19.0
Legacy 3.6R Limited ¹	12-09 ¹⁰	\$32,383	F-6	256	247	3555	6.5	16.7	14.9@95.6	149 ⁶	129	232	0.81	63.8	19.2
Tesla Roadster	2-09	\$118,400	Elec	248	276	2750	4.0	11.1	12.7@105.3	121	119	210	0.92	68.6	132bhp ⁸
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	160bhp ⁸
Volkswagen CC3.6L 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** = new test entries; na=not available, na/U.S.; "a"=automatic transmission; "c"=comparison test; "p"=price at time of test, some estimated; "e"=estimated; "el"=electronically limited; "DIN" bhp; "f"=from previous test; "a"=altitude-affected; "aer"=aerodynamically limited; "10"=Road Test Update; "11"=performance data, no sideview. For purchasing back issues, see info on P.5 page.

INTERPRETING THE NUMBERS: Factors that affect test numbers include air temperature, barometric pressure, condition of track surface, tune of test car. When comparing cars' performances, look for the **Significant Differences** in each category, as listed below. This is the amount of difference that is meaningful. **WEIGHT** of a car is generally accurate to **within 1 percent**.

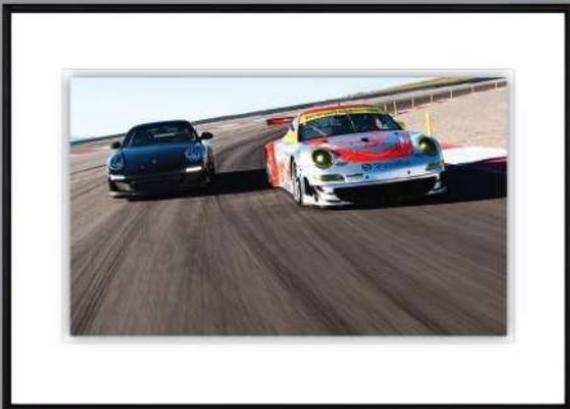
ACCELERATION numbers are obtained using drop-clutch starts and lift-throttle shifts. **Significant difference: 0-60 mph, 0.3 sec.; 1/4 mile, 0.5 sec.** <

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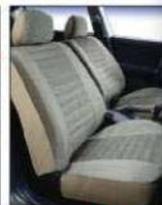
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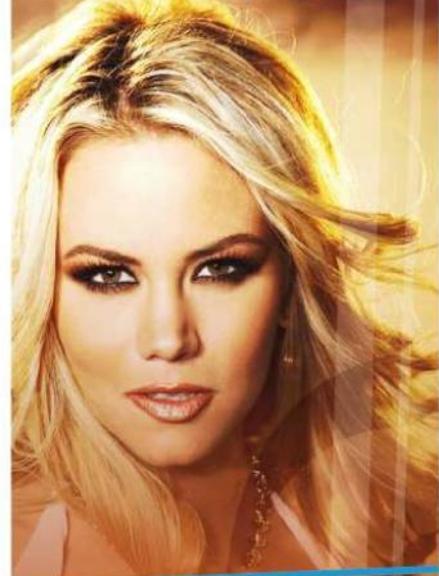
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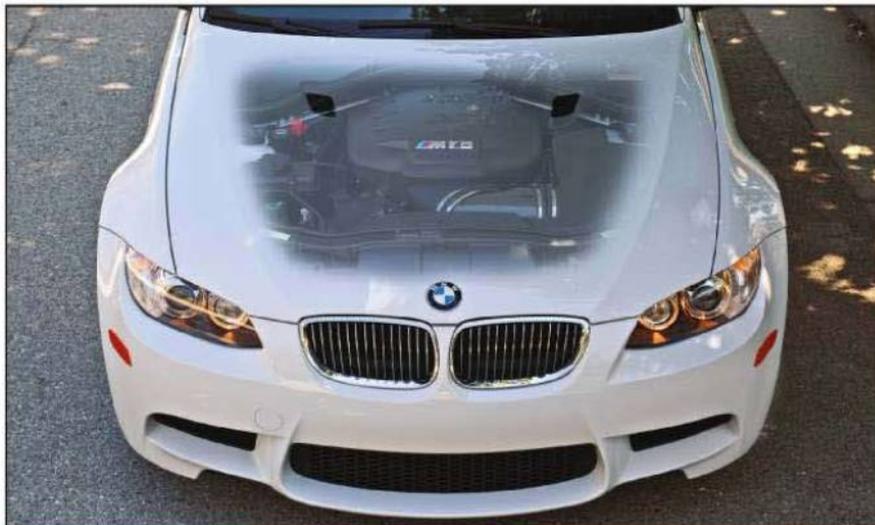


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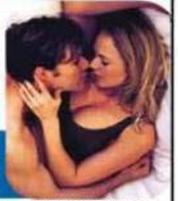


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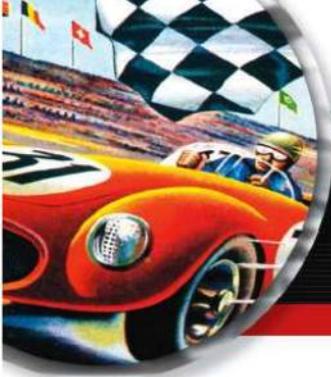
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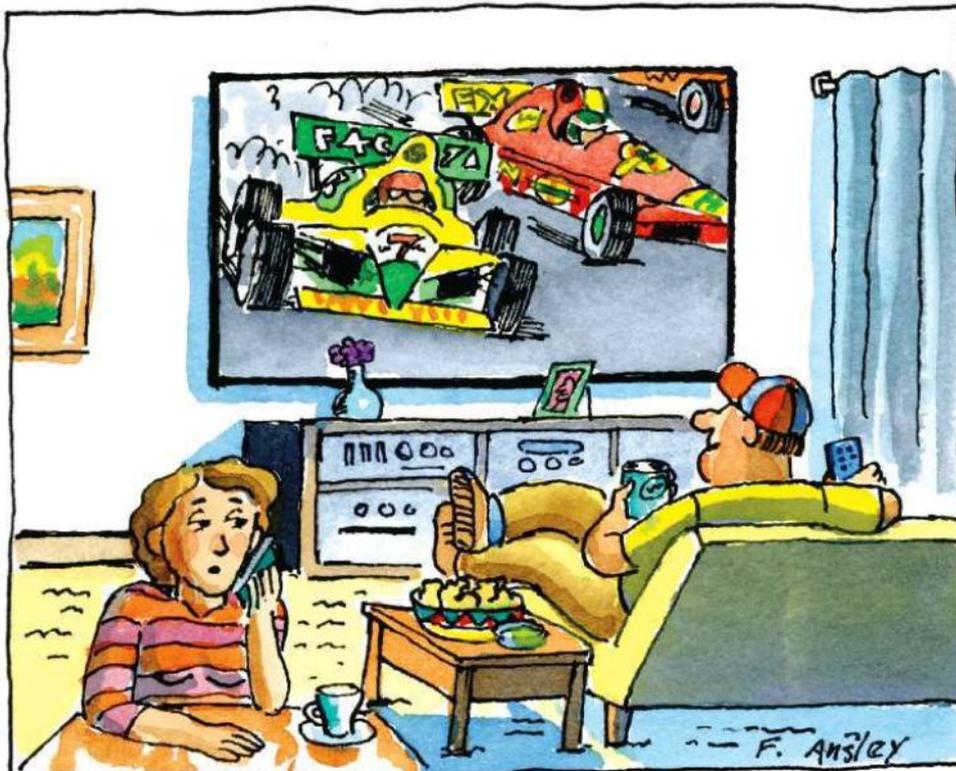
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BY FRANK ANSLEY & JOE TROISE



"This weekend? I think the primary activity will be me watching the '24 hours of Ralph'."

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