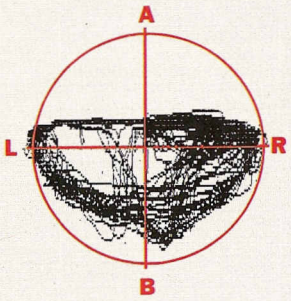
NISSAN NX 2000



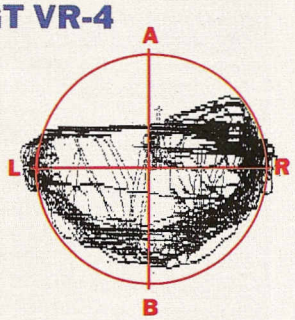
Lap time 1:11.99
Slalom ..... 61.4 mph
Lateral acceleration 0.88g
Understeer: ●●●◐○
Lift throttle: ●●○○○

A front-driver with much greater understeer than the Miata, its friction circle suggests that braking confidence can be eroded by cornering.

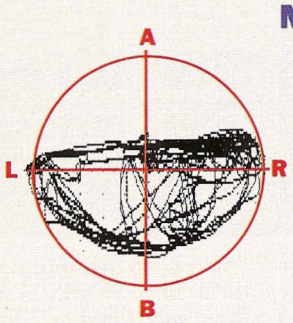
MITSUBISHI 3000GT VR-4

Lap time 1:06.95
Slalom ..... 66.8 mph
Lateral acceleration 0.91g
Understeer: ●●●◐○
Lift throttle: ●○○○○

A heavy car that also understeers heavily. Notice its especially large acceleration hump while cornering to the right—a definite advantage of all-wheel drive.



MAZDA MX-5 MIATA



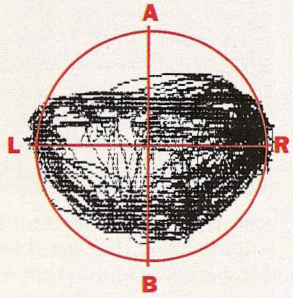
Lap time 1:14.96
Slalom ..... 62.4 mph
Lateral acceleration 0.87g
Understeer: ●◐○○○
Lift throttle: ●◐○○○

Light weight, mild understeer and easy lift-throttle reaction mean the Miata smoothly fills its friction circle, though limits are only modest.

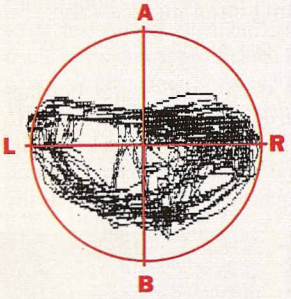
CHEVROLET CORVETTE LT1

Lap time 1:07.36
Slalom ..... 64.0 mph
Lateral acceleration 0.89g
Understeer: ●●●●◐
Lift throttle: ●●○○○

Surprisingly, the Corvette understeers heavily around our slow-speed skidpad. It's easily masked, though, by a quick 15.6:1 steering ratio and plenty of horsepower.



TOYOTA MR2



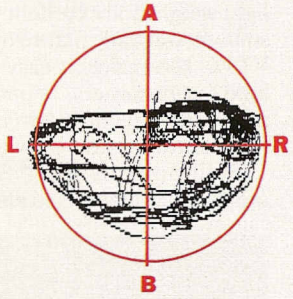
Lap time 1:12.54
Slalom ..... 63.6 mph
Lateral acceleration 0.90g
Understeer: ●◐○○○
Lift throttle: ●●●●◐

Oddly, the mid-engine MR2 doesn't brake as well as the NX 2000, but it's eager to accelerate hard while cornering. Lift-throttle yaw is most significant of the group.

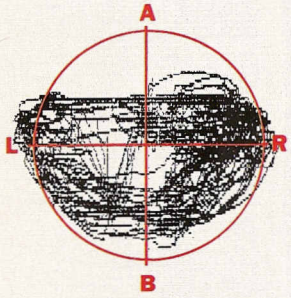
LOTUS ELAN SE

Lap time 1:10.22
Slalom ..... 64.1 mph
Lateral acceleration 0.89g
Understeer: ●●●●◐
Lift throttle: ●◐○○○

Compare the front-drive Elan to the Nissan NX 2000; they're similar performers with moderate grip, braking and understeer. The Elan's greater power is the big difference.



MAZDA RX-7



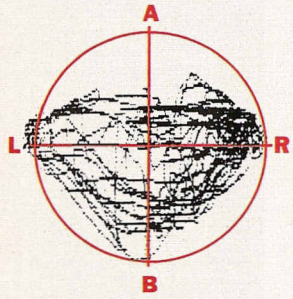
Lap time 1:05.64
Slalom ..... 66.4 mph
Lateral acceleration 0.95g
Understeer: ●●●○○
Lift throttle: ●●◐○○

The RX-7 is fastest in lap times, has the best lateral grip, and ties for second in slalom speed. Notice that its friction circle shows it can pull nearly 1.2g around the road course.

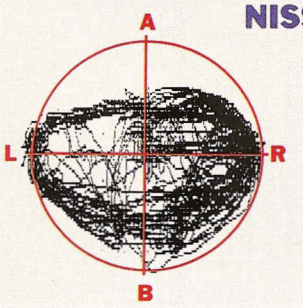
ACURA NSX

Lap time 1:07.14
Slalom ..... 63.8 mph
Lateral acceleration 0.94g
Understeer: ●◐○○○
Lift throttle: ●●●●○

The mid-engine NSX touches 1.0g in braking. But notice that its throttle is very sensitive, and its friction circle is ragged, suggesting it's hard to combine heavy braking and hard cornering.



NISSAN 300ZX TURBO



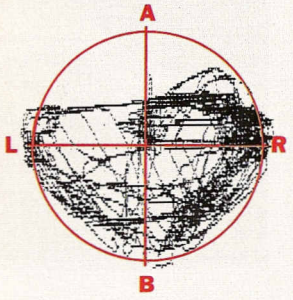
Lap time 1:08.07
Slalom ..... 66.4 mph
Lateral acceleration 0.88g
Understeer: ●●○○○
Lift throttle: ●○○○○

Slight understeer and almost no response to lift-throttle remind us of the 300ZX Turbo's subtle all-wheel steering. So, too, does its high 66.4-mph slalom speed.

PORSCHE 911 TURBO

Lap time 1:05.73
Slalom ..... 63.2 mph
Lateral acceleration 0.90g
Understeer: ●●○○○
Lift throttle: ●●●◐○

The rear-engine 911 Turbo both accelerates and brakes tremendously. It's very responsive to lift-throttle, however, meaning care is needed with your right foot while cornering.



Dot rating scale: 1 mild through 5 significant.