

DATE: 11/1/11
TRACK: CPG
DRIVER: KC

CAR & DRIVER TRACK SHEET

TECHNICAL DEPARTMENT
CAR AND DRIVER
1585 EISENHOWER PLACE
ANN ARBOR, MI 48108

TEMP: WET 43 DRY 58 BARO 29.15
CF(FULL $\frac{1}{2}$) SP 1.0046 ET 0.9959 LIN 0.9782
ONE ODO MILE = 5426 FT VP 0.18730 RH 38.55

CAR: MAKE/MODEL (W/ALL BADGING) COMPARO LONGTERM(INITIAL/FINAL) PROJECT PHASE

Land Rover Range Rover Evoque YEAR 2012 ODO 2833

VEHICLE TYPE: ENGINE (FRONT/MID/REAR) DRIVE LINE (FRONT/REAR/4) 5 #SEATBELTS/PASS 5 #DOORS BACKSEAT (SPLIT/PASS/FOLD)

MSA: POWER(WINDOWS/LOCKS/SEATS(DRIVER/PASS)/PEDALS) SUNROOF A/C REMOTE(LOCK/START) PROXYKEY
CRUISE REAR(DEFROST/WIPER) (POWER(TILT/TELE)) STEERING WHEEL (HEATED/COOLED) FRONT SEATS

RESTRAINTS: FRONT BELT: 3-PT W/CNTR(LAP/3-PT) AIRBAG: DRIVER PASS SIDE HEAD CURTAIN KNEE(DRIV/PASS)

BACKSEAT/2ND ROW BELT: LAP 3-PT W/CNTR(LAP/3-PT) AIRBAG: SIDE HEAD CURTAIN A,B,C,D

~~3RD ROW BELT: LAP 3-PT W/CNTR(LAP/3-PT) AIRBAG: SIDE HEAD CURTAIN~~

*USB
*BT-A
*ipod

FRONT SEAT CONTROLS: DRIVER FORE-AFT INCLINE HEIGHT(FRT/RR) LUMBAR(4-WAY) BOLSTER(TORSO/LEG) THIGH SHLDRARTIC
PASSENGER FORE-AFT INCLINE HEIGHT(FRT/RR) LUMBAR(4-WAY) BOLSTER(TORSO/LEG) THIGH SHLDRARTIC

STEREO: BRAND Meridian AM/FM/XM/SIR CASS AUX CD PLYR CDCHGR# LOC DVD MP3 SPKR# 13

REDLINE: 6200 REV CUTOFF SHIFT RPM TRANS: M/A/CVT 6 SPEED MANUMATIC DSG FISHIFT

LOCK-TO-LOCK: 2.4 TRCN CNTRL(Y/N) Y DFTBL(Y/N) STBLTY CNTRL(Y/N) Y DFTBL(Y/N) N INHBTD(Y/N) N

SPARE TIRE: COMPACT(HIGH-PRESS/INFLATABLE) FULL SIZE(STEEL/ALUM/MATCH ALUM) INFLATION KIT(PUMP/CO₂)

TIRES: (FULL NAME AND MODEL) Continental Cross Contact UHPE PRES(F/R) 34 132

TIRE SIZE: FRONT 235/55R19 105V NMS XL REAR Scimitar

WEIGHT	
LF <u>1178</u>	RF <u>1157</u>
LR <u>850</u>	RR <u>810</u>
TOTAL <u>3995</u>	
%(F/R) <u>58.4/41.6</u>	

TOP SPEED		
DIR	SPEED	GEAR
<u>S</u>	<u>131.8</u>	<u>5</u>
<u>N</u>	<u>136.9</u>	<u>5</u>
<u>134</u> MPH (D) G R		

ROADHOLDING		
<u>300</u> FT SKIDPAD		
LEFT	RIGHT	
<u>14.73</u>	<u>14.97</u>	
<u>0.43g</u>		
UNDERSTEER:		
MILD	MODERATE	EXCESSIVE

ACCEL	
30	<u>2.3</u>
40	<u>3.6</u>
50	<u>5.1</u>
60	<u>6.9</u>
70	<u>9.3</u>
80	<u>11.5</u>
90	<u>14.8</u>
100	<u>19.3</u>
110	<u>24.7</u>
120	<u>33.2</u>
130	_____
140	_____
150	_____
160	_____
170	_____
180	_____
SS5-60 <u>7.6</u>	
30-50 <u>3.7</u>	
50-70 <u>4.9</u>	
¼ MILE	
<u>15.3 @ 91</u>	

PRACTICAL SPACE	
Box: ALLUP: _____	
3 RD DOWN: _____	
ALLDOWN: _____	
PIPE: _____ FT _____ IN	
PLYWOOD: _____ IN X _____ IN	

SOUND LEVEL		
TRUE <u>70</u> <u>70</u>		
IDLE <u>40.2/40.6</u>	<u>40</u>	
WOT <u>78.3/79.4</u>	<u>79</u>	
70CR <u>70.9/70.0</u>	<u>70</u>	

LANE CHANGE	
TIME	CONES
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____ MPH	

BRAKING		
<u>183</u>	<u>180</u>	<u>167</u>
<u>170</u>	<u>174</u>	<u>176</u>
70-0 _{min} <u>170</u> FT		0 _{min} <u> </u> FT

NOTES: BORING - This is one of the few cars w/ESC that can't be turned off all the way, but is not inhibited by this on the skidpad.