

# CAR AND DRIVER TRACK SHEET

PLEASE RETURN TO: TECHNICAL DEPARTMENT  
1585 EISENHOWER PLACE, ANN ARBOR, MI 48108

DATE 6/5/14 TRACK CP6 DRIVER KC

MAKE/MODEL (W/ALL BADGING) COMPARO LONG TERM INITIAL/FINAL URNS LCK-LCK 2.9  
Subaru WRX

MODEL YEAR 2015 ODOMETER 6429 VIN JF1VA1D61F9800002

VEHICLE TYPE FRONT/MID/REAR-ENGINE FRONT/REAR/4-WHEEL-DRIVE 5-PASSENGER 4-DOOR

ENGINE 2.0 -LITER flat 4 TURBOCHARGED SUPERCHARGED +MOTOR DIESEL

REDLINE 6700 SHIFT RPM 6000-6500 REVCUT 6800 FUEL Premium

TRANS 6 -SPEED MAN/AUTO/CVT AUTOMAN DUALCLUTCH MANUALSHIFTMODE

MSA POWER: WINDOWS/LOCKS/SEATS(DRIVER/PASS) SUNROOF A/C REMOTE(LOCK/START)

PROXYKEY CRUISE REAR(DEFROST/WIPER) [(POWER)TILT/TELE]STEERING WHEEL

STEREO: BRAND Stock AM/FM/SAT AUX/USB/RCA/BT/MEDIA CARD-AUDIO INPUTS

CD(PLAYER/CHANGER) IPOD CONNECTOR \_\_\_\_\_ -GB MEDIA STORAGE 6 SPEAKERS

TIRES Dunlop Sport Maxx RT PRESS (F/R) 33 / 32

SIZE, FRONT Same REAR 235/45 R17 94W

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

STABILITY CONTROL FULLY DEFEAT PART DEFEAT TRAC OFF COMP MODE LAUNCH CTRL

CURB WEIGHT	
LF <u>1007</u>	RF <u>974</u>
LR <u>684</u>	RR <u>649</u>
TOTAL <u>3314</u>	
% (F/R) <u>59.8</u> / <u>40.2</u>	
GVWR <sup>no sticker</sup> COG <u>19.5</u>	

VMAX		
DIR	SPEED	GEAR
<u>both</u>	<u>144</u>	<u>5</u>
<u>both</u>	<u>144</u>	<u>6</u>
<u>144</u> MPH	D	<u>(G)</u> R

SOUND LEVEL		
IDLE	<u>50.3</u> / <u>51.1</u>	<u>51</u>
WOT	<u>77.2</u> / <u>76.8</u>	<u>77</u>
70 CR	<u>74.8</u> / <u>73.2</u>	<u>74</u>
TRUE 70MPH	<u>70</u>	INDICATED

PRACTICAL STOWAGE		
BOX: ALL UP	_____	3 <sup>RD</sup> DOWN _____
ALL DOWN	_____	
PIPE	_____ FT	_____ IN
PLYWOOD	_____ IN	_____ IN

ONE ODOMI = 5310 FT

LATERAL ACCELERATION	
<u>300</u> FT DIA SKIDPAD	
LEFT	RIGHT
<u>14.00</u>	<u>14.36</u>
_____	<u>14.31</u>
<u>0.92</u> G	
INHIBITED	
UNDERSTEER MILD <u>(C)</u> MOD EXCE	

SLALOM	
TIME	CONES
<u>8.923</u>	<u>0</u>
<u>8.876</u>	<u>1</u>
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
<u>46.6</u> MPH	
INHIBITED	

BRAKING	
_____	<u>159</u>
_____	<u>157</u>
_____	<u>160</u>
_____	<u>157</u>
_____	<u>161</u>
_____	<u>159</u>
70-0	<u>159</u>
FIRST	<u>159</u>
LONG	<u>161</u>
FADE	
<u>(NONE)</u> SLIGHT	
MOD HEAVY	

ACCELERATION	
30	<u>1.7</u>
40	<u>2.8</u>
50	<u>3.9</u>
60	<u>5.1</u>
70	<u>6.9</u>
80	<u>8.6</u>
90	<u>10.9</u>
100	<u>13.8</u>
110	<u>16.7</u>
120	<u>21.6</u>
130	<u>26.5</u>
140	_____
150	_____
160	_____
170	_____
5-60	<u>6.6</u>
30-50	<u>11.9</u>
50-70	<u>8.0</u>
1/4 MILE	
<u>13.8 @ 100</u>	
WEATHER	
WB	<u>58</u>
DB	<u>79</u>
INHg	<u>28.90</u>
VP	<u>0.26937</u>
RH	<u>26.94</u>
CORRECTION	
FULL <u>(C)</u>	
SP	<u>1.0091</u>
ET	<u>0.9917</u>
LIN	<u>0.9747</u>

NOTES didn't get off the line  
all that well and the 1-2 shift  
was difficult to make smooth, 6k  
clutch engagement, little bobble front wheel  
spin. Trans felt a little sloppy.