

This is data from a Road & Track Magazine test of the Honda Civic Type R and the Subaru WRX STI.

(The Nissan 370Z was also tested, but three cars seemed like too much to analyze.)

The velocity vs time data is graphed on the next page.



IF YOU CONSIDER THESE VEHICLES ants, but also bound together in then the Honda carries the clan cr 370Z nor the STI can match it for the street. Their sashimonos do not yet they recognize where the future lies.

Which is not to say that the two more dishonorably. The 370Z, in particular, blade—without a Supra or an RX-9 to san has been happy to invest elsewhere. youngsters for the most part and would given a skilled owner and a couple of bc

As for the STI, mark my words: Whe by something faster and higher-tech, the EJ-series flat-four is old enough th have driven one, and yes, the STI has b hp since Ja Rule was popular, but it's a knows intimately. The hydraulic steer in its way, does the mechanical all-wh bermaid interior is part of the STI's ch

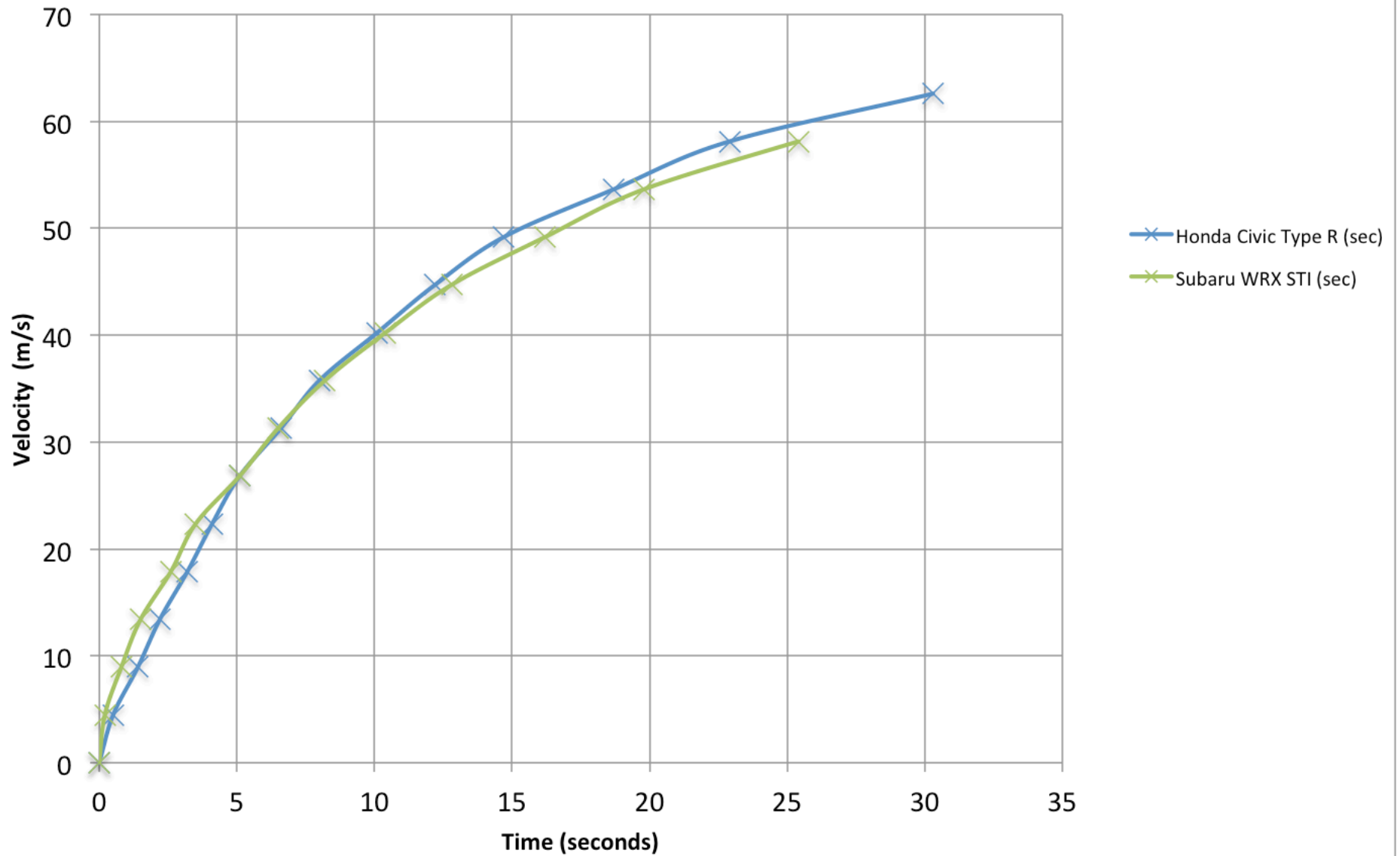
However, it's the Type R that now lea anese car industry has to pick one mac likes of the ferocious Ford Focus RS a Volkswagen Golf R, this fierce little Civ ness technology to overcome any han drive layout yet doesn't isolate you fro the hands of an amateur, a weapon in t

Uma-jirushi: the commander's flag champion, but the leader of a battali challenge Japan's legacy of performa hell: The Civic Type R stands ready to Land of the Rising Sun. ■



	CIVIC TYPE R	WRX STI
WEIGHT	3106 lb	3505 lb
CURB WEIGHT	61.6/38.4%	58.5/41.5%
DISTRIBUTION F/R	10.2 lb/hp	11.5 lb/hp
WEIGHT-TO-POWER RATIO		
FUEL		
EPA CITY/HWY	22/28 mpg	17/23 mpg
FUEL CAPACITY	12.4 gal	15.9 gal
FUEL RANGE	347 mi	366 mi
RECOMMENDED FUEL	premium	premium
TEST RESULTS		
CIVIC TYPE R		WRX STI
0-60 MPH, SECONDS	5.1	5.1
0-1/4-MILE, SECONDS @ MPH	13.7 @ 106.3 MPH	13.5 @ 102.7 MPH
TOP SPEED, MPH	170	159
ROADHOLDING, G 300-FT SKIDPAD	1.02	0.93
ACCELERATION		
1 FOOT (ROLLOUT)	0.4 sec	0.3 sec
ROLLING START, 5-60 MPH	5.9	6.9
0-10 MPH	4.47 m/s	0.5
0-20	8.94 m/s	1.4
0-30	13.41 m/s	2.2
0-40	17.88 m/s	3.2
0-50	22.35 m/s	4.1
0-60	26.84 m/s	5.1
0-70	31.29 m/s	6.6
0-80	35.76 m/s	8.0
0-90	40.23 m/s	10.1
0-100	44.7 m/s	12.2
0-110	49.17 m/s	14.7
0-120	53.64 m/s	18.7
0-130	58.11 m/s	22.9
0-140	62.58 m/s	30.3
TOP SPEED	170 mph (DRAG-LTD, MFR)	159 mph (DRAG-LTD, MFR)
BRAKING		
60-0 MPH	26.8 m/s	107 ft 32.6 m
80-0 MPH	35.8 m/s	184 ft 56.1 m
FADE	none	low
HANDLING		
ROADHOLDING	1.02 g mild understeer	0.93 g mild understeer
BALANCE		
TEST NOTES		
The Type R has tons of mechanical grip, only understeering very slightly at the limit. The STI launches extremely hard, even on wet tarmac. (All tests were later replicated in the dry.) The 370Z has the most neutral handling balance: rear tires break away before the fronts.		

V vs T for Honda vs Subaru 2018



Questions

1. The shape of this velocity vs time graph is typical for actual vehicles. What is happening to the acceleration as time goes on?
2. Why do you think the acceleration would have that trend as the car increases velocity?
3. Would you say that this represents a positive or negative jerk? How do you know?
4. Looking at the graph, the Subaru's green line is higher than the Honda's blue line for the first 5 seconds. What does that mean? Note: just saying that the Subaru went faster misses the important details of what is happening.
5. Calculate the average acceleration from 0 to 10 seconds for the Subaru and Honda. Which car would be ahead at this point? How do you know?
6. After the 10th second, the Honda's line stays higher than the Subaru's line. What does that mean about the Honda at higher velocities?