

# ROAD & TRACK

## THE 2017 PERFORMANCE CAR OF THE YEAR



DEC 2016 | JAN 2017

**PLUS** 50 YEARS OF PENSKE  
BIRTH OF A SUPERCAR | KARTING SECRETS

**INFINITI Q60**  
RETURN OF THE SPORT LUXURY COUPE

**FIRST DRIVES** AUDI S8 PLUS  
GENESIS G90 | MERCEDES-AMG E43



**ROAD & TRACK.**  
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*For the first time in a hybrid automobile of any price or capability, technology has been placed firmly in the service of emotional involvement rather than in place of it.*

**R**ECEIVING EIGHT OF THE AVAILABLE 10 VOTES, the Acura NSX became the most universally acclaimed automobile in PCOTY history, and justifiably so. Its predecessor merely changed the supercar game in perpetuity by proving that anvil-like reliability and the ecstatic revelation of exotic performance could coexist in a single value-priced sports car. This one promises to do much more than that.

For the first time in a hybrid automobile of any price or capability, technology has been placed firmly in the service of emotional involvement rather than in place of it. The hardware, of course, is first-rate and duly compliant with all possible requirements for environmental and social relevance, but the genius of the NSX is entirely human in nature. It was tireless development by human beings (read more about them on page 76) that made this very complicated and capable supercar dive for the apex with joy and bully its way to the corner exit with unfettered exuberance. Everything about the car—from the way in which the brake-by-wire pedal lengthens its travel when the brakes are hot to the manner in which the midmounted V-6 permits itself a bit of the ol' barbaric yawp when it's winding out in fourth gear—is intended to enhance the driver's involvement.

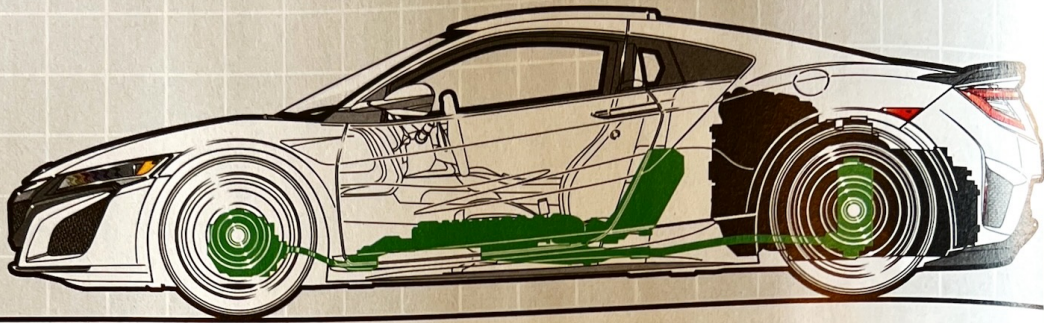
Able to compete on level ground with the absolute cream of the conventional

crop, the NSX also represents a brilliant basis for the ongoing development—indeed, the ongoing existence—of the performance automobile. To drive it for 10 laps on track is to permanently shed any worries that the next generation of supercars will be overpowered takes on a Prius; to experience it on a fast road is to be reassured that tomorrow's technology will be accessible and enjoyable. For that achievement alone, the NSX deserves to be our PCOTY, but the fact that it does it all so well, right now, places it beyond argument. The NSX works, but it also knows how to play. Confident and capable, thrilling on both road and track, the Acura NSX is our 2017 Performance Car of the Year. ■ **PERFORMANCE REPORT, P. 72 ▶**





# OFFICIAL PERFORMANCE TEST REPORT 2017 ACURA NSX



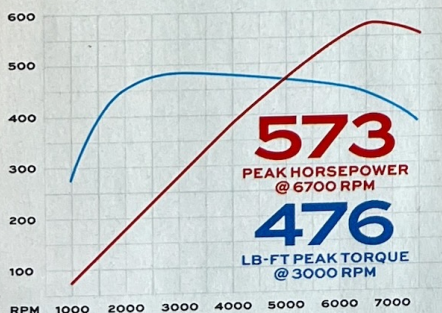
## SPECIFICATIONS

<b>PRICE</b>	
BASE/AS TESTED	\$157,800/\$202,960
<b>ENGINE</b>	
LAYOUT	mid-engine, longitudinal
CONFIGURATION	V-6
INDUCTION	twin-turbocharged
MATERIAL	aluminum block and heads
VALVETRAIN	DOHC, 24 valves
DISPLACEMENT	3493 cc
BORE x STROKE	91.4 x 88.9 mm
COMPRESSION RATIO	10.0:1
PEAK ENGINE POWER	500 hp @ 6500-7500 rpm
PEAK ENGINE TORQUE	406 lb-ft @ 2000-6000 rpm
REDLINE/FUEL CUTOFF	7500 rpm/7500 rpm
FUEL DELIVERY	port and direct injection

### ELECTRIC MOTORS

FRONT	twin oil-cooled, direct-drive
PEAK POWER (EACH)	36 hp @ 4000 rpm
PEAK TORQUE (EACH)	54 lb-ft @ 0-2000 rpm
REAR	single water-cooled, direct-drive
PEAK POWER	47 hp @ 3000 rpm
PEAK TORQUE	109 lb-ft @ 500-2000 rpm

### TOTAL SYSTEM OUTPUT



### TRANSMISSION

DRIVEN WHEELS	all	
TYPE	9-speed dual-clutch automatic	
REAR DIFFERENTIAL	limited-slip	
FINAL-DRIVE RATIO	3.58:1	
GEAR	RATIO	MAX SPEED (RPM)
1	3.84:1	44 mph (7500)
2	2.43:1	70 mph (7500)
3	1.78:1	95 mph (7500)
4	1.43:1	119 mph (7500)
5	1.21:1	140 mph (7500)
6	1.04:1	163 mph (7500)
7	0.88:1	191 mph (7450)
8	0.75:1	190 mph (6300) est
9	0.63:1	179 mph (5000) est

<b>STEERING</b>	
ASSIST	electric
TURNS LOCK-TO-LOCK	1.9
TURNING CIRCLE	39.7 ft

### SUSPENSION

FRONT	control arms, magnetorheological dampers, anti-roll bar
REAR	multilink, magnetorheological dampers, anti-roll bar

### BRAKES & TIRES

FRONT	15.0-in vented carbon-ceramic rotors, 6-piston fixed calipers
REAR	14.2-in vented carbon-ceramic rotors, 4-piston fixed calipers
STABILITY CONTROL	fully and partially defeatable
TIRES	Pirelli P Zero Trofeo R
SIZE	F 245/35ZR-19 (93Y) R 305/30ZR-20 (103Y)

### BODY & CHASSIS

CONSTRUCTION	space frame
MATERIALS	aluminum, carbon-fiber-reinforced plastic, plastic
LENGTH	176.0 in
WIDTH	76.3 in
HEIGHT	47.8 in
WHEELBASE	103.5 in
TRACK, F/R	65.2/63.7 in
DOORS/SEATS	2/2
CARGO CAPACITY	4.4 ft <sup>3</sup>

### WEIGHT

CURB WEIGHT	3868 lb
DISTRIBUTION FRONT/REAR	41.9/58.1%
WEIGHT-TO-POWER	6.8 lb/hp

### FUEL

EPA CITY/HWY	21/22 mpg
CAPACITY	15.6 gallons
RANGE	343 miles
RECOMMENDED FUEL GRADE	premium

### TEST NOTES

- The NSX's launch-control system dumps the clutch from 2500 rpm with no wheelspin and minimal drama. Full-throttle upshifts are practically imperceptible, thanks to the dual-clutch transmission's whip-crack action and the front motors' uninterrupted torque.
- The brake pedal feels slightly springy when stomped to the floor, but with linear progression and better feedback than most hybrids, it's easy to modulate on the street.

## TEST RESULTS

# 3.1

0-60 MPH, SECONDS

# 11.2

0-1/4-MILE, SECONDS @ 124.3 MPH

# 191

TOP SPEED, MPH (MFR)

# 1.06

g

ROADHOLDING, 300-FT SKIDPAD

### ACCELERATION

1 FOOT (ROLLOUT)	0.2 sec
60 FEET	1.8 sec
ROLLING START, 5-60 MPH	3.8 sec
1/4-MILE	11.2 sec @ 124.3 mph

0-10 MPH	0.2 sec
0-20	0.8
0-30	1.3
0-40	1.6
0-50	2.4
0-60	3.1
0-70	3.9
0-80	4.8
0-90	5.9
0-100	7.2
0-110	8.7
0-120	10.4
0-130	12.4
0-140	15.0
0-150	18.1
TOP SPEED (MFR EST)	191 mph

### BRAKING

60-0 MPH	107 ft
80-0 MPH	186 ft
FADE	none

### HANDLING

ROADHOLDING	1.06 g
BALANCE	moderate understeer

