



ON TRACK WITH STEVE MILLEN

LAP TIMES AT BUTTONWILLOW'S 2.73-MILE ROAD COURSE (CONFIG. NO. 13)

Nissan GT-R:

LAP TIME: 1:56.9

84.0 MPH AVG.

"The GT-R just does so many things so well. It has terrific brakes, and the stability is amazing. You can be really deep in a corner, and all you're thinking about is how quick you can get back on the throttle. The car can get into a big drift, but all you have to do is stand on the gas, steer to where you want to go, and let the all-wheel drive pull it strongly off the corner. There's a little understeer on entry, but as soon as heavy throttle is applied, the car becomes neutral. The car loves to be loaded and is at its best when driven hard into corners. It seems to have more grip that way. The steering is wonderful, and the paddle shifters allow me to have both hands on the steering wheel. Overall, I'm very impressed; the GT-R gives me more feedback and more confidence than any street car I've ever driven on a racetrack."



Porsche 911 Turbo:

LAP TIME: 2:02.1

80.4 MPH AVG.

"It's quite easy to get this car out of shape. If you're not careful, the rear will just snap around on you. That said, understeer is the prevailing characteristic of the car. You're not as confident going into corners, or leaving them, in the 911 Turbo. The car has too much vertical motion. The brakes feel good, but the car dives a lot...and I feel like it needs better rebound damping to lap more quickly. There's a little lag coming out of corners, but once boost has arrived, the car pulls really strong. It'll understeer under power coming out of corners. You give it as much power as you can, but sometimes the car feels like it just doesn't want to respond. It's quite a bit different than a 911 GT3 RS, where the harder you push the car the more neutral it becomes."



Chevrolet Corvette Z06:

LAP TIME: 2:02.2

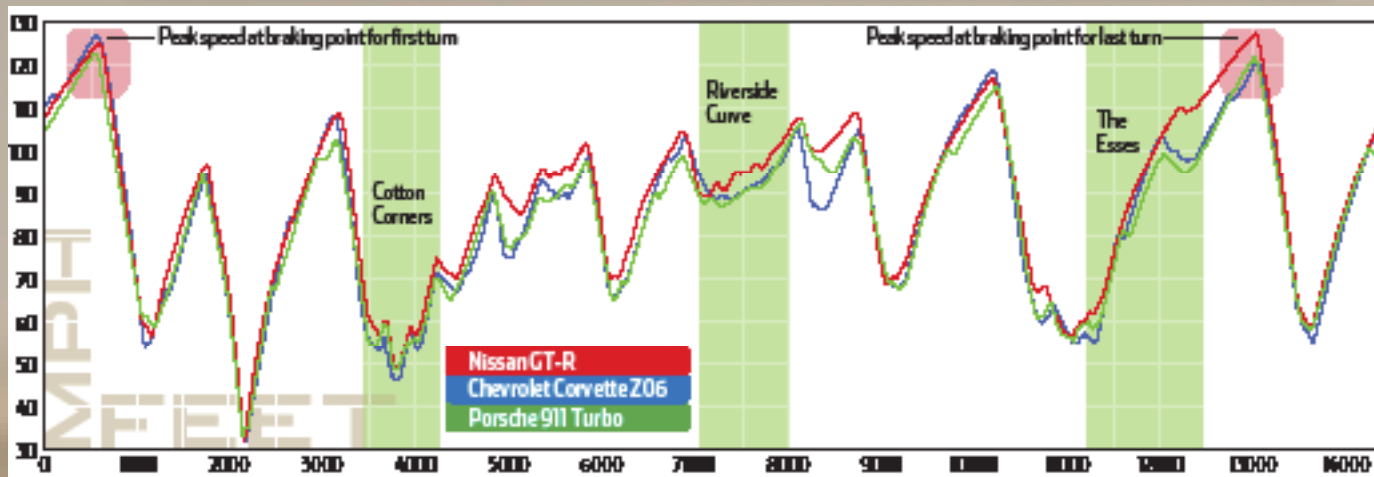
80.3 MPH AVG.

"The Z06 has all that power being put to the ground through only two wheels. So you're very busy in this car. It has so much power; it's always trying to break free. With all that torque, it's often better to take a section of the track in a higher gear. You really have to be careful with the throttle. It's easy to get the Z06 into a big old powerslide in fast corners. But it's simply not as good as the others in high-speed changes of direction. There's a lot of body motion; a lot of roll. You have to wait for the car to settle, and as a result, it doesn't give you a lot of confidence when you're driving it hard. But remember, with this group, it's all relative. I've always liked driving Corvettes for their engines. But I'm always a bit tense in the Z06, trying to put all that power down through those two rear wheels."



Study the speed trace below and the accompanying track map. Notice anything? Indeed, the GT-R—the heaviest car of our trio—absolutely spanked the competition. How'd this happen? In looking at the red trace of the GT-R, note how its acceleration and braking are quite similar to that of the 911 Turbo and Corvette Z06. But in grip, cornering speed and transitional agility, the GT-R sets itself apart. In the quick right/left/right turns of the Cotton Corners segment, for instance, the Nissan is 3.1 mph quicker than the 911 Turbo. And around the sweeping Riverside right-hander,

it's 3.4 mph faster than the Vette. And, finally, in the esses, where high-speed transitional stability is at a premium, the GT-R weaves its way through at a 101.2-mph average, 5 mph quicker than the Z06 and a whopping 8 mph faster than the 911 Turbo. Credit for this superlative effort goes to the GT-R's sticky tires and advanced ATTESA awd system, which help the car seemingly defy physics. Tell that to Nissan test engineer Bruce Robinson, however, and he'll disagree, stating, "We don't defy physics with the GT-R, we just apply it properly." —Andrew Bornhop



AVERAGE SPEED
THROUGH
THE ESSES:

(segment clearly marked)

GT-R: 101.2 mph
Z06: 96.2 mph
911 Turbo: 93.2 mph

PEAK SPEED AT
BRAKING POINT
FOR FIRST TURN:

Z06: 126.8 mph
GT-R: 125.4 mph
911 Turbo: 123.0 mph

PEAK SPEED AT
BRAKING POINT
FOR LAST TURN:

GT-R: 127.6 mph
911 Turbo: 121.9 mph
Z06: 120.9 mph

AVERAGE SPEED
THROUGH
COTTON CORNERS

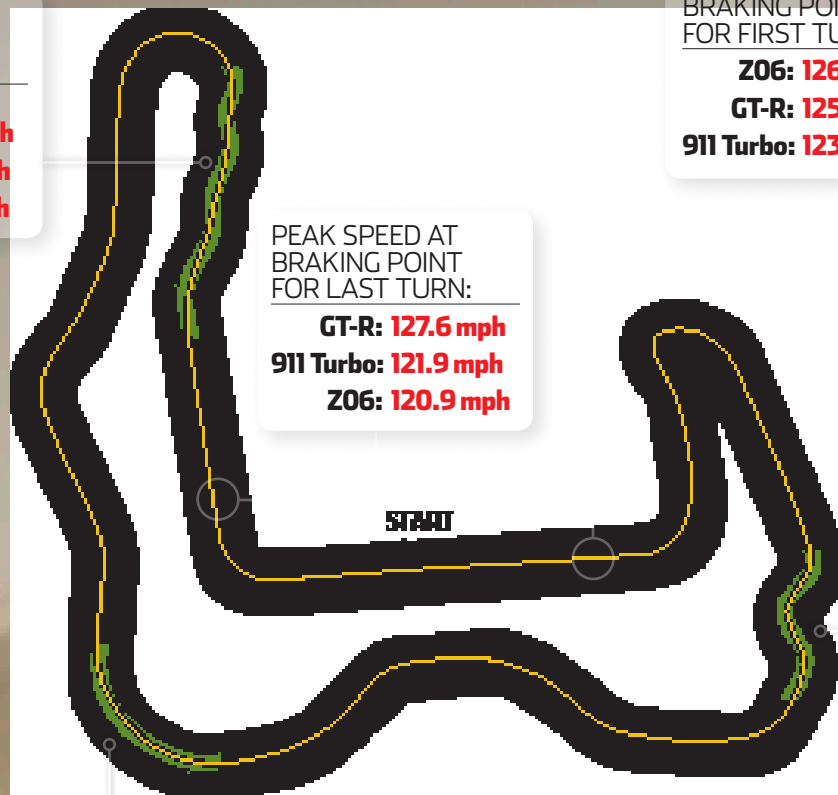
(segment clearly marked)

GT-R: 62.7 mph
911 Turbo: 59.6 mph
Z06: 58.5 mph

AVERAGE SPEED
THROUGH
RIVERSIDE CURVE

(segment clearly marked)

GT-R: 94.6 mph
Z06: 91.2 mph
911 Turbo: 90.3 mph



“The GT-R absolutely spanked the competition.”

