CAR AND DRIVER TRACK SHEET

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

DATE 5/3/2019 **TRACK** CACTY CA **DRIVER** TQ

MAKE/MODEL (W/ALL BADGING) COMPARO LONGTERM INITIAL/FINAL **TURNSLCK-LCK** 2.8
HONDA PRELUDE SH

MODEL YEAR 1999 **ODOMETER** 1083 **VIN** JHMBB6159XC000825

VEHICLE TYPE FRONT/MID/REAR-*ENGINE* FRONT/REAR/4-*WHEEL-DRIVE* 4 -*PASSENGER* 2 -*DOOR*

ENGINE 2.4 -LITER 2-4 TURBOCHARGED SUPERCHARGED +MOTOR DIESEL

REDLINE 7000 SHIFTRPM 7000 REVCUT ? FUEL

TRANS 5 -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 NONE AM/FM/SAT AUX/USB/RCA/BT/MEDIACARD-AUDIO INPUTS
CD(PLAYER/CHANGER) IPOD CONNECTOR -GB MEDIA STORAGE SPEAKERS

TIRES GOODYEAR EAGLE SPORT ALL SEASON PRESS (F/R) 32 / 32

SIZE, FRONT 205/50R16 87V M+S REAR SAME

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

STABILITY CONTROL FULLYDEFEAT PARTDEFEAT TRACOFF COMPMODE LAUNCHCTRL NONE

CURB WEIGHT

LF 965 RF 951
LR 582 RR 537
TOTAL 3035
%(F/R) 63.1 / 36.9
GVWR 3835 COG

VMAX

DIR	SPEED	GEAR

MPH D G R

SOUND LEVEL

IDLE	46.8	47.0	47
WOT	80.5	80.1	80
70 CR	70.4	70.8	71

TRUE 70MPH 72 INDICATED

PRACTICAL STOWAGE

BOX: ALL UP 3RD DOWN
ALL DOWN
PIPE FT IN
PLYWOOD IN IN

DPO AFTER 4th?

ONEODOMI = 5156 FT

LATERAL ACCELERATION

300 - FT DIA SKIDPAD

LEFT	RIGHT
0.891	0.863
BOX	

0.88 G
INHIBITED
UNDERSTEER (MILD) MOD EXCE

SLALOM

TIME	CONES

MPH
INHIBITED

BRAKING

193
198
198
195
198
197

70-0 195
FIRST 193
LONG 198
FADE
(NONE) SLIGHT
MOD HEAVY

ACCELERATION

30	2.4	5-60	7.6
40	3.7	30-50	9.1
50	5.3	50-70	9.4
60	7.0	¼ MILE	
70	9.4	15.5 @ 90	
80	12.0		
90	15.5		
100	19.7		
110	25.8		
120	36.3		
130	—		
140	—		
150	—		
160	—		
170	—		

WEATHER

WB 53.4
DB 83.6
INHG 27.3
VP 0.117325
RH 10.1%

CORRECTION

(FULL) HALF
SP 1.0335
ET 0.9684
LIN 0.8992

NOTES PRETTO ~ 5K + GO WHEELSPIN + HOOKS UP @ WHAT FEELS LIKE THE TORQUE PEAK.

GRIP ON PAD FELT HIGHER THAN POSTPOH.