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SUPER SUVs

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vs JEEP GLADIATOR
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McLaren Senna
First Test results



THIS IS STUPID

Best Driver's SUV | COMPARISON

THE WORLD'S FASTEST AND SILLIEST SUVs SQUARE OFF FOR A TICKET TO BEST DRIVER'S CAR



WORDS CHRISTIAN SEABAUGH
PHOTOGRAPHS WILLIAM WALKER

My face hurts from smiling. My ears are ringing. My shoulders ache. Behind me, four Skittle-colored SUVs tick-tick-tick in the mountain air.

Go ahead, hurl insults. Grocery getter. Mall crawler. Chelsea tractor. Family hauler. Too big. Too heavy. Too clumsy.

Yet these stupidly powerful brutes—the 2020 Bentley Bentayga Speed, 2019 Jaguar F-Pace SVR, 2019 Lamborghini Urus, and 2019 Porsche Cayenne Turbo, boasting 2,358 horses and 2,360 lb-ft of torque combined—are the best-driving SUVs on the road. Heck, they are among the most fun vehicles I've driven this year, period. And one of them is going to earn its way into the crucible that is Best Driver's Car.

Each of these SUVs puts its power down through an eight-speed automatic and a grippy all-wheel-drive system. All offer levels of performance that would have easily put them in the running for the top spot at Best Driver's Car as recently as 2011, when the Ferrari 458

Italia won. The performance capability of these four is simply silly.

But one has to be the silliest, stupidest, most fun super SUV on the road.

With our annual Best Driver's Car competition fast approaching and a hard cap on the number of performance cars we could bring, we decided to reprise our play-in game to determine which SUV earns a ticket to one of the most grueling performance car tests in the world.

Last year the Alfa Romeo Stelvio Quadrifoglio won entry, and the stunning \$93,190 Italian finished an impressive eighth place in a field of record-setting supercars—beating heavy hitters like the Chevrolet Corvette ZR1 and the Ford Mustang GT PP2. This year, the Bentayga, F-Pace, Urus, or Cayenne would get its shot at disrupting the field.



Last year the Alfa Romeo Stelvio earned entry in Best Driver's Car in similar fashion.

Because the stupidest SUV earns an invite to BDC, these four contenders will play by the same BDC rules. Over a week of testing on Los Angeles' best roads, we'll focus on how rewarding each is to drive: Does it drop right into a corner or fight you? How well balanced is it? Does it pin you in your seat when you stomp on the gas? Do you want to keep driving it? Considerations like price and cabin comfort and space will be ignored.

Objective test numbers will be a factor, but weighted less than usual.

How it all shook out

FOURTH PLACE: 2019 Jaguar F-Pace SVR

Sprinting in Boots

Damn, am I going to miss supercharged V-8s. I'm ready to embrace electrified performance with open arms (the last holy trinity of hypercars all had electrified powertrains). Still, the F-Pace SVR's 550-horse 5.0-liter V-8 will make me sad to see internal combustion go.

No engine in this comparison can match the Jag V-8's character. With



the sole supercharged engine of the group, the F-Pace delivers its 502 lb-ft of torque at just 2,500 rpm and a delightfully juvenile roar as the Jag attempts to punch a hole in the space-time continuum. It has the best power delivery of the bunch, associate road test editor Erick Ayapana said. "It's strong from the start and continues to pull hard to redline, and it sounds amazing doing it." You'll hear no complaints from us regarding

the Jag's eight-speed automatic, either (assuming one could be heard complaining over the SVR's exhaust note). When left to its own devices, it fires off shifts quickly and decisively.

We wouldn't change a thing under the F-Pace's hood, but we would change a thing or two at the wheels, starting with the brakes. Given the amount of power on tap and the SVR badge on the Jaguar's rump, we were expecting some serious stopping power. Instead,

It used to be that practicality and performance were mutually exclusive. Not anymore.

Go ahead, hurl insults. Grocery getter.
Mall crawler. Chelsea tractor. Family hauler.
Too big. Too heavy. Too clumsy.



You could always count on recently retired Jaguar designer Ian Callum to deliver something special. We're curious to see how the post-Callum era shakes out.

We expected serious stopping power, but the Jaguar F-Pace offers plenty of butt-puckering moments.



we have simple 15.5-inch front and 15.6-inch rear two-piece vented discs, each smaller than the Cayenne's rear brakes. The result is you'll get plenty of butt-puckering moments when pushing the Jag hard. "Not kidding, there was a moment or three when I was not convinced the SVR was going to stop," senior features editor Jonny Lieberman said. "The pedal went to the floor, and I could feel the rapid click-click-clicking of the ABS. These binders just cannot cope with the engine."

And then there's the issue of Jaguar's tire choice. Europeans get to select between all-season and summer rubber on the F-Pace SVR, but Jag's New Jersey-based product planners have determined that all U.S.-spec SVRs will exclusively ride on all-season tires. I have no doubt that the all-season tire choice will make the SVR a better

year-round performer—especially in the Northeast, Jaguar Land Rover's largest market—but it seriously hurts this F-Pace's performance. The choice of rubber doesn't do any favors to the SVR's hyperactive Xbox steering feel, and it leaves the Jag constantly fighting for grip every time you dive into a corner or power out of one.

The Jaguar's struggle for traction is evident at the test track. Despite being the lightest SUV of the group by 300 pounds—and having the second-best power-to-weight ratio—the F-Pace SVR brings up the rear in every single one of our instrumented tests. Granted, its 3.7-second 0-60 time and 12.0-second quarter mile at 116.5 mph are quick any way you look at it, but it gets left in the dust by the Volkswagen Group triplets.

This isn't surprising considering our experience on the road, but the SVR lags behind the others in 60-0 brake tests and on the figure eight, too. Perhaps the result that most shows how under-tired and under-braked the F-Pace really is, though, is its 0-100-0 result. It took 13.1 seconds to get up to 100 mph and back down again, more than a second slower than the next quickest performer.

The Jaguar is ridiculous, childish fun, but as Ayapana put it, "Unfortunately for the F-Pace SVR, brakes and tires are kind of important for a performance vehicle."



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THIRD PLACE: 2020 Bentley Bentayga Speed Yep, It's Fast

"Speed" tells you exactly what to expect from this Bentayga; with a claimed 190.1-mph top speed, Bentley says it's the world's fastest SUV.

Powered by a monstrous 6.0-liter twin-turbo W-12 making 626 hp, the Bentley Speed nevertheless is neither

the quickest nor even the most powerful SUV here, but it is the heaviest. Despite that, the Bentley surprised us with its well-rounded nature.

At the test track, the big Brit accelerated from 0 to 60 mph in just 3.1 seconds, and it blew through the quarter mile in 11.5 seconds at 120.7 mph—just 0.2 second behind but 0.6 mph faster than our leader. That's impressive considering its 5,605 pounds of steel, leather, and depleted uranium (kidding ... maybe)—but that extra pork hurts the Bentayga

on both the figure eight and in the 60–0 braking test. In the latter, the Bentley's best stop was its first, in 114 feet, far behind the Porsche, and it lapped the figure-eight course in 24.6 seconds at 0.79 g, just edging out the Jaguar.

Out in the real world, though, the Bentayga Speed handles better than it has any right to. Aided by air springs, an active front anti-roll bar, and proper summer tires, the Bentley drives far smaller than it is, somehow feeling more agile than the significantly lighter Jag.



Bentley integrates the letter "B" in numerous places of the Bentayga's exterior design. See how many you can find.



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Part of the reason for the Bentley Bentayga Speed's huge weight disadvantage can be seen in this (nearly) oppressively opulent cabin.

Steering feel is a bit on the dull side, but the Bentley Bentayga transitions smoothly through bends.

Steering feel is a bit on the dull side, but it transitions smoothly through bends and is impressively free of body roll. "I'm shocked that when the going gets hard, the Bentayga is able to transform from a chrome-dipped hippo into something of a lion," Lieberman said.

The Bentley gets better as roads straighten out. Its test-best 664-lb-ft of torque are delivered nearly instantly off the line. "This one made me giggle for the sheer, unadulterated power," features editor Scott Evans said. "Something this heavy shouldn't conceivably be able to accelerate this hard by pistons and

compressed air alone." The Bentayga Speed is EV-like in the way its W-12 delivers power. Despite having two massive turbos wedged next to 12 cylinders, the Bentayga squats down on its rear wheels when you bury your foot in the throttle, instantly pinning you back in your seat, nearly silent as the scenery outside its jewel-encrusted cabin transforms into a blur.

As impressive as the Bentayga Speed is, it lacks the sharpness and poise of our top two finishers and comes off more as the ultimate grand touring SUV than a high-riding supercar. "The Bentley is a



lot sportier than you'd give it credit for, but in the end it's just too heavy," Evans said. "You feel it every time you turn—the sense it really isn't meant for that, even if it can do it. A 747 can do a barrel roll, but that's not the point."



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**SECOND PLACE:
2019 Porsche
Cayenne Turbo
Clinically Capable**

If the Bentley's a 747, then the Porsche Cayenne Turbo is like a B-1 bomber: big and heavy, yes, but also fast and immensely capable. Like pretty much all modern Porsches, the Cayenne Turbo

makes driving quickly easy, happily taking any punishment you throw its way. The drama of the Bentley's W-12 as it launches forward is gone, but so too is the Bentayga's considerable heft—impressive considering the Cayenne shares its platform and transmission with the Bentayga (as does the Urus).

It's hard to pinpoint why, exactly, the Cayenne lacks the excitement of the other three SUVs here. A look at the

numbers shows the Porsche to be a strong contender. Its 4.0-liter twin-turbo V-8 produces "only" 541 hp and 567 lb-ft of torque, but it explodes from 0 to 60 mph in 3.2 seconds and blasts through the quarter mile in 11.8 seconds at 115.8 mph.

Aided by huge, progressive-feeling carbon-ceramic brakes, the Cayenne even sports the best braking performance of our quartet and the best 0-100-0 time of 11.5 seconds. Its cornering numbers are

It's hard to pinpoint why, exactly, the Porsche Cayenne lacks the excitement of the other three SUVs in this test.



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COMPARISON



If you've seen one Porsche cabin, you've pretty much seen them all. When it comes to the Cayenne, we're OK with it.

Out on the road, the Porsche Cayenne does all the right things, so why does it only earn a silver medal?



near best-in-class, too, lapping the figure eight in 23.9 seconds at 0.83 g.

Out on the road, the Cayenne does all the right things. The engine is a touch laggy, but it pulls strongly once its turbos spool up. Its eight-speed auto, if left to its own devices in Sport Plus, fires off quick upshifts and smart downshifts. It corners well, too; steering is a touch on the numb side, but it's easy to point the nose where you want it as Porsche's Dynamic Chassis Control, torque-vectoring all-wheel drive, four-wheel steering, and grippy summer rubber all work hand in hand to get you around the bend and pointed toward the next straight section of road.

To the BMW engineers testing the X3M and an M-fied X7 we passed on Angeles Crest: We'll see you next year.



So why, then, is the Porsche heading back to Stuttgart with a silver medal? "The steering, the grip, the power, the brakes are all excellent, so it's hard to fault the Cayenne Turbo for anything measurable, at least performance-wise," Lieberman said. But when it comes to the immeasurable, the Cayenne might as well be called the Bell Pepper.

It's just a bit boring, sadly—as if Porsche engineered all the excitement out of its SUV. It's missing the silly exhaust note of the F-Pace, the Bentayga's constant need to stop the rotation of the Earth, and the Lamborghini's absurdity. "There's no flair, no excitement," Evans said. "I don't mean bad behavior. I mean a 'wow' moment."

The Cayenne Turbo is like an excellent session musician: It's immensely talented and incredibly versatile, but it doesn't stand out in the final mix. Our winner, however, certainly does.



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HONDA

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Every time you think the Lamborghini Urus is going to run out of grip in a corner, it somehow finds more.

WINNER:
2019 Lamborghini Urus
 A good SUV and a great Lamborghini

An Audi platform, Bentley bits, and a Porsche engine. Those corporate-cousin parts would make a great Audi, Bentley, or Porsche, sure, but a Lamborghini?

You're excused for being skeptical, but the Lamborghini Urus is far more than the sum of its parts, combining the speed and power of the Bentayga Speed, the precision and handling of the Cayenne Turbo, and the personality only Italian supercars typically have.

The Urus' cousins do deserve some credit, though, for giving Lamborghini engineers such a capable platform for the automaker's first SUV in 26 years—especially the Porsche engineers responsible for the Urus' 4.0-liter twin-turbo V-8. Not content with the Cayenne Turbo's power output, Lamborghini went to Porsche Motorsports—which builds Porsche's GT3 and Le Mans cars—to soup up the engine for Lambo duty. The result

is 641 horses and 627-lb-ft of twist. It's 66 hp shy of the Jeep Trackhawk, to be fair, but even that mighty Grand Cherokee doesn't accelerate like the Urus can.

The Urus is the quickest SUV we've ever tested, beating the Jeep, Mercedes-AMG GLC 63 S, Tesla Model X P90D Ludicrous (we haven't gotten our hands on the P100D version yet), and the Bentayga Speed on all fronts. The Urus launches from 0 to 60 mph in just 3.0 seconds and can run the quarter mile in 11.3 seconds at 120.1 mph. It can handle, too, lapping the figure eight in 23.5 seconds at 0.87 g—0.2 second quicker than the most recent BMW M5 we tested.

The reborn Rambo Lambo is even sillier on the road. Like the Stelvio Quadrifoglio last year, the Urus is one of the only SUVs that truly delivers a super-SUV experience—check that, it's one of the only SUVs on the road that delivers a supercar experience.

Take the way it goes around a corner. Just like with AWD supercars such as the Nissan GT-R or Porsche 911 Turbo, you can throw the Urus into a corner as hard as you dare, stomp on the gas midcorner, and let the torque vectoring and four-wheel steering system rip you out. Every time you think the Lambo is going to run out of grip, it somehow finds more. "It did things in turns I didn't think it could do," Evans said. "The grip! The power! I can't explain it. There's just no way this much power and weight with this center of gravity should be able to do these things."

The powertrain is phenomenal, even if it lacks the traditional Lamborghini V-12 or V-10 soundtrack. The V-8, even while relaxed and quiet at city speeds, is but a stab of the throttle or a flick of a paddle away from unleashing gobs of



power. "The high-speed stability would be impressive on a sports car and is damn near impossible on an air-suspended SUV," Lieberman said.

It would've been so easy to screw up the Urus, but Lamborghini truly delivered. The Urus is not just a good SUV. It's a great Lamborghini. This special monster takes the comfort and versatility of an SUV, mixes it with the speed and precision of a supercar, and tops it all off with a healthy dose of Lamborghini personality. There's no SUV as capable and as rewarding at the limit—either its limit, or more likely, yours. There seem to be two camps when it comes to the Lamborghini Urus: Those who haven't driven one and hate the idea of it, and those who have driven it and become prophets of this big, silly, stupid, wonderful thing. Count us in with the converts—and count in the Urus for this year's Best Driver's Car. ■



The instrument cluster and infotainment screens are sourced from Audi, but the rest of this interior is pure Lamborghini.



POWERTRAIN/CHASSIS	2020 BENTLEY BENTAYGA SPEED	2019 JAGUAR F-PACE SVR	2019 LAMBORGHINI URUS	2019 PORSCHE CAYENNE TURBO
DRIVETRAIN LAYOUT	Front-engine, AWD	Front-engine, AWD	Front-engine, AWD	Front-engine, AWD
ENGINE TYPE	Twin-turbo 72-deg W-12, alum block/heads	Supercharged 90-deg V-8, alum block/heads	Twin-turbo 90-deg V-8, alum block/heads	Twin-turbo 90-deg V-8, alum block/heads
VALVETRAIN	DOHC, 4 valves/cyl	DOHC, 4 valves/cyl	DOHC, 4 valves/cyl	DOHC, 4 valves/cyl
DISPLACEMENT	363.2 cu in/5,952cc	305.1 cu in/5,000cc	263.9 cu in/3,996cc	263.9 cu in/3,996cc
COMPRESSION RATIO	10.5:1	10.5:1	9.7:1	10.0:1
POWER (SAE NET)	626 hp @ 5,000 rpm	550 hp @ 6,000 rpm	641 hp @ 6,000 rpm	541 hp @ 5,750 rpm
TORQUE (SAE NET)	664 lb-ft @ 1,500 rpm	502 lb-ft @ 2,500 rpm	627 lb-ft @ 2,250 rpm	567 lb-ft @ 1,950 rpm
REDLINE	6,250 rpm	6,800 rpm	6,800 rpm	6,750 rpm
WEIGHT TO POWER	9.0 lb/hp	8.4 lb/hp	7.7 lb/hp	9.4 lb/hp
TRANSMISSION	8-speed automatic	8-speed automatic	8-speed automatic	8-speed automatic
AXLE/FINAL DRIVE RATIO	3.09:1, 3.31:1 (front; rear)/2.21:1, 2.85:1 (front; rear)	3.23:1/2.15:1	3.31:1, 3.09:1 (front; rear)/2.21:1, 2.06:1 (front; rear)	3.10:1, 3.31:1 (front; rear)/2.06:1, 2.21:1 (front; rear)
SUSPENSION, FRONT: REAR	Multilink, air springs, adj shocks, adj anti-roll bar; multilink, air springs, adj shocks, anti-roll bar	Control arms, coil springs, adj anti-roll bar; multilink, coil springs, anti-roll bar	Multilink, air springs, adj shocks, adj anti-roll bar; multilink, air springs, adj shocks, adj anti-roll bar	Multilink, air springs, adj shocks, anti-roll bar; multilink, air springs, adj shocks, anti-roll bar
STEERING RATIO	17:1	15:1	13:3:1	12:2:1
URNS LOCK TO LOCK	2.3	2.5	2.3	2.3
BRAKES, F: R	17.3-in vented, drilled carbon-ceramic disc; 14.6-in vented, drilled carbon-ceramic disc, ABS	15.5-in vented 2-pc disc; 15.6-in vented 2-pc disc, ABS	17.3-in vented, drilled carbon-ceramic disc; 14.6-in vented, drilled carbon-ceramic disc, ABS	17.3-in vented, drilled carbon-ceramic disc; 16.1-in vented drilled, carbon-ceramic disc, ABS
WHEELS, F: R	10.0 x 22-in forged aluminum	9.0 x 22-in; 10.0 x 22-in forged aluminum	10.5 x 22-in; 11.5 x 22-in forged aluminum	9.5 x 21-in; 11.0 x 21-in cast aluminum
TIRES, F: R	285/40R22 110Y Pirelli P Zero B	265/40R22 106Y; 295/35R22 108Y Pirelli Scorpion Zero JLR (M+S)	285/40R22 110Y; 325/35R22 114Y Pirelli P Zero Corsa L	285/40R21 109Y; 315/35R21 111Y Pirelli P Zero Corsa NO
DIMENSIONS				
WHEELBASE	117.9 in	113.1 in	118.2 in	113.9 in
TRACK, F/R	66.5/66.6 in	64.9/65.6 in	66.7/67.3 in	66.4/65.7 in
L X W X HEIGHT	202.3 x 78.7 x 68.8-70.5 in	186.5 x 77.1 x 65.7 in	201.3 x 79.4 x 64.5-68.1 in	193.9 x 78.0 x 65.8-68.9 in
GROUND CLEARANCE	8.0-9.8 in	5.9 in	6.2-9.8 in	6.3-9.4 in
APPRX/DEPART ANGLE	17.6-20.5/20.6-22.9 deg	18.7/19.1 deg	15.9-22.4 /22.9-23.7	20.3-27.1/15.1-24.1 deg
TURNING CIRCLE	39.0 ft	38.0 ft	38.7 ft	37.8 ft
CURB WEIGHT	5,605 lb	4,632 lb	4,931 lb	5,090 lb
WEIGHT DIST, F/R	56/44%	51/49%	58/42%	56/44%
TOWING CAPACITY	7,716 lb	5,291 lb	7,716 lb	7,716 lb
SEATING CAPACITY	5	5	5	5
HEADROOM, F/R	40.3/38.0 in	37.8/37.5 in	40.9/38.0 in	39.0/39.0 in
LEGROOM, F/R	41.7/40.9 in	40.3/37.2 in	41.6/40.0 in	41.1/40.3 in
SHOULDER ROOM, F/R	58.7/57.8 in	57.7/55.8 in	58.9/56.5 in	59.1/56.5 in
CARGO VOLUME, BEH F/R	62.6/17.1 cu ft	63.5/33.5 cu ft*	56.4/21.6 cu ft	59.3/26.3 cu ft
TEST DATA				
ACCELERATION TO MPH				
0-30	1.2 sec	1.3 sec	1.1 sec	1.1 sec
0-40	1.7	2.0	1.6	1.7
0-50	2.4	2.8	2.2	2.4
0-60	3.1	3.7	3.0	3.2
0-70	4.1	4.7	3.8	4.3
0-80	5.1	5.8	5.0	5.5
0-90	6.3	7.2	6.1	6.9
0-100	7.7	8.7	7.6	8.6
0-100-0	12.0	13.1	11.7	11.5
PASSING, 45-65 MPH	1.5	1.8	1.5	1.7
QUARTER MILE	11.5 sec @ 120.7 mph	12.0 sec @ 116.5 mph	11.3 sec @ 120.1 mph	11.8 sec @ 115.8 mph
BRAKING, 60-0 MPH	114 ft	116 ft	107 ft	100 ft
LATERAL ACCELERATION	0.93 g (avg)	0.89 g (avg)	1.01 g (avg)	0.98 g (avg)
MT FIGURE EIGHT	24.6 sec @ 0.79 g (avg)	25.0 sec @ 0.77 g (avg)	23.5 sec @ 0.87 g (avg)	23.9 sec @ 0.83 g (avg)
TOP-GEAR REVS @ 60 MPH	1,250 rpm	1,500 rpm	1,500 rpm	1,250 rpm
CONSUMER INFO				
BASE PRICE	\$242,125	\$81,625	\$203,995	\$125,850
PRICE AS TESTED	\$301,740	\$90,510	\$255,803	\$146,590
STABILITY/TRACTION CONTROL	Yes/Yes	Yes/Yes	Yes/Yes	Yes/Yes
AIRBAGS	8: Dual front, f/r side, f/r curtain	6: Dual front, front side, f/r curtain	6: Dual front, front side/head, knee	9: Dual front, f/r side, f/r curtain, driver knee
BASIC WARRANTY	3 years/Unlimited miles	5 years/60,000 miles	3 years/Unlimited miles	4 years/50,000 miles
POWERTRAIN WARRANTY	3 years/Unlimited miles	5 years/60,000 miles	3 years/Unlimited miles	4 years/50,000 miles
ROADSIDE ASSISTANCE	3 years/Unlimited miles	5 years/60,000 miles	3 years/Unlimited miles	4 years/50,000 miles
FUEL CAPACITY	22.5 gal	21.7 gal	22.5 gal	23.7 gal
EPA CITY/HWY/COMB ECON	13/22/16 (est) mpg	16/21/18 mpg	12/17/14 mpg	15/19/17 mpg
ENERGY CONSUMPTION, CITY/HWY	259/153 kW-hr/100 miles	211/160 kW-hr/100 miles	281/198 kW-hr/100 miles	225/177 kW-hr/100 miles
CO2 EMISSIONS, COMB	1.22 lb/mile	1.08 lb/mile	1.40 lb/mile	1.17 lb/mile
RECOMMENDED FUEL	Unleaded premium	Unleaded premium	Unleaded premium	Unleaded premium



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GET A YETI® RAMBLER® 20 oz. TUMBLER**

WHEN YOU PURCHASE A SET OF 4 GOODYEAR® ASSURANCE® WEATHERREADY® TIRES FROM TIRE RACK

Offer Valid October 1-31, 2019. See www.tirerack.com/specials for complete details.

Rebate paid in the form of a Goodyear Prepaid Mastercard®. This Prepaid Card is issued by SunBank Bank N.A., Member FDIC, pursuant to a license from Mastercard International Incorporated. Mastercard is a registered trademark of Mastercard International Incorporated. This Prepaid Card may be used everywhere Mastercard debit cards are accepted. Registration, activation, acceptance, or use of this Prepaid Card constitutes acceptance of the terms and conditions stated in the Prepaid Card Agreement. Prepaid Cards will not have cash access and expire after 6 months, and other terms, conditions, and fees may apply. See Prepaid Card for details.

*Get up to \$75 back by online or mail-in rebate on a qualifying purchase of a set of 4 select Goodyear tires with any form of payment method, plus get an added rebate of up to \$75 more when the purchase is made on the Goodyear Credit Card. Subject to credit review. Rebate amount varies depending on select tires purchased. Goodyear Credit Card is issued by SunBank N.A.

**Between 12:00 AM ET on October 1, 2019 and 11:59 PM ET on October 31, 2019. All consumers that purchase a set of four (4) Goodyear® Assurance® WeatherReady® tires from Tire Rack will receive, while supplies last, one (1) YETI® Rambler® 20 oz. Tumbler. Offer limited to customers that are legally and physically located in and a legal resident of one of the 50 United States or the District of Columbia and at least 18 years of age at time of participation. Additional terms and restrictions apply. Mail and data rates may apply. Void where prohibited or restricted by law. Sponsor: The Goodyear Tire & Rubber Company, 200 Innovation Way, Akron, OH 44316.