

SCALE: 10 IN. (254mm) DIVISIONS  
DRAWING BY: TIM BARKER

© HACHETTE FILIPACCHI MEDIA U.S., INC./ROAD & TRACK

## PRICING

**List price** \$76,456  
**Price as tested** \$108,151  
Price as tested incl std equip. (integrated rollcage, carbon-fiber race seats on sliders, tilt & telescope Momo steering wheel, leather & Alcantara trim, air conditioning, height-adjustable Koni coil-over shocks, AP racing brakes, Quaife torque-sensing limited slip differential, keyless entry; pwr windows, mirrors & door locks), AER Ford V-6, Getrag 6-speed transaxle, turbocharger system & installation (\$26,100), Pioneer navigation & audio w/Bluetooth (\$2,000), Monaco Pearl Orange paint (\$1,500), Le Mans striping pkg (\$900), painted wheels (\$800), two-tone interior (\$395).

## GENERAL DATA

**Curb weight** 2675 lb  
**Test weight** 2845 lb  
**Weight dist (with driver), f/r %**  
575 lb 830 lb  
41% 59%  
590 lb 850 lb  
**Wheelbase** 96.0 in.  
**Track, f/r** 59.1 in./58.6 in.  
**Length** 162.0 in.  
**Width** 74.0 in.  
**Height** 45.0 in.  
**Ground clearance** 5.0 in.  
**Trunk space** na

## ACCOMMODATIONS

**Seating capacity** 2  
**Head room Front:** 36.0 in.  
**Seat width Front:** 2 x 16.0 in.  
**Front-seat leg room** 43.5 in.  
**Seatback adjustment** fixed  
**Seat travel** 3.0 in.

## INSTRUMENTATION

200-mph speedometer, 8000-rpm tachometer, boost pressure, oil pressure & temp, coolant temp, fuel level

## SAFETY

Integrated tubular steel rollcage, 3-point seatbelts w/attachment points for 5-point harnesses, driver & passenger side-impact door beams

## WARRANTY

**Basic warranty** 1 year  
**Powertrain** 1 year (mfr-specific)  
**Rust-through** 1 year

## ENGINE

**Type/layout** alum. block & heads, twin-turbo V-6/transverse  
**Valvetrain** dohc 4-valve/cyl, chain drive  
**Displacement** 182 cu in./2984 cc  
**Bore x stroke** 3.51 x 3.13 in./89.3 x 79.5 mm  
**Compression ratio** 8.5:1  
**Horsepower (SAE)** 450 bhp @ 6500 rpm  
**Bhp/liter** 150.8  
**Torque** 390 lb-ft @ 5000 rpm  
**Redline/limiter** 6800/7200 rpm  
**Fuel injection** elect. sequential port  
**Recommended fuel** premium, 103 octane used

## DRIVETRAIN

**Transmission:** 6-speed manual  
**Gear Ratio Overall ratio (Rpm) Mph**  
**1st** 3.15:1 12.19:1 (6800) **45**  
**2nd** 1.95:1 7.55:1 (6800) **72**  
**3rd** 1.52:1 5.88:1 (6800) **92**  
**4th** 1.19:1 4.61:1 (6800) **118**  
**5th** 1.31:1 3.62:1 (6800) **150**  
**6th** 1.03:1 2.84:1 est (6800) **185\***  
**Final drive ratio** 3.87:1 (1, 2, 3, 4), 2.76:1 (5, 6)  
**Engine rpm @ 60 mph in top gear** 2200  
\* Gearing limited.

## CHASSIS & BODY

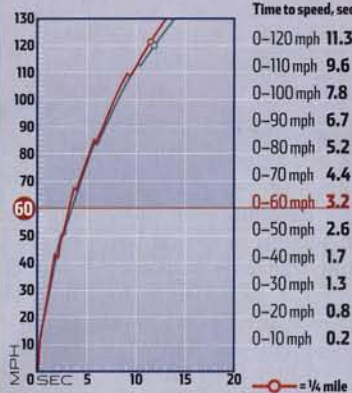
**Layout** mid engine/rear drive  
**Body/frame** fiberglass/tubular steel  
**Brakes Front:** 13.0-in. drilled, vented & floating discs/4-piston fixed calipers  
**Rear:** 13.0-in. drilled & vented discs/4-piston fixed calipers  
**Assist type** vacuum  
**Wheels Front:** forged alloy, 18 x 8½  
**Rear:** forged alloy, 18 x 10½  
**Tires** Michelin Pilot Sport Cup  
**Front:** 225/40ZR-18 88Y  
**Rear:** 265/35ZR-18 93Y  
**Spare tire** none  
**Steering** rack & pinion, hydraulic power assist

**Steering ratio** 15.4:1  
**Steering-wheel diameter** 13.5 in.  
**Turns, lock to lock** 2.5  
**Turning circle** 36.5 ft

**Suspension**  
**Front:** upper & lower A-arms, coil springs, tube shocks, anti-roll bar  
**Rear:** upper & lower A-arms, coil springs, tube shocks

## ACCELERATION

**Time to distance seconds**  
**0-100 ft** 2.4  
**0-500 ft** 6.3  
**0-900 ft** 9.1  
**0-1320 ft (¼ mile)** 11.6 @ 121.6 mph  
**10 Porsche 911 GT3** ¼ mi: 11.8 @ 119.5 mph



**Time to speed, sec**

**0-120 mph** 11.3  
**0-110 mph** 9.6  
**0-100 mph** 7.8  
**0-90 mph** 6.7  
**0-80 mph** 5.2  
**0-70 mph** 4.4  
**0-60 mph** 3.2  
**0-50 mph** 2.6  
**0-40 mph** 1.7  
**0-30 mph** 1.3  
**0-20 mph** 0.8  
**0-10 mph** 0.2

## BRAKING

**Minimum stopping distance**  
**From 60 mph** 130 ft  
**From 80 mph** 217 ft  
**Total swept area** 553 sq in.  
**Swept area/ton** 413 sq in.

## HANDLING

**Lateral acceleration\*** 1.06g  
**Balance** mild understeer  
**Slalom speed\*\*** 73.0 mph  
**Balance** neutral  
**Lateral seat support** very good  
\*200-ft skidpad; \*\*700-ft slalom, 100-ft spacing.

## FUEL ECONOMY

**Our driving** est 18.0 mpg  
**City/highway** est 17/24 mpg  
**Cruise range** est 270 miles  
**Fuel capacity** 16.0 gal.

## INTERIOR NOISE

**Idle in neutral** 68 dBA  
**Maximum in 1st gear** 86 dBA  
**Constant 50 mph** 80 dBA  
**Constant 70 mph** 82 dBA

## TEST CONDITIONS

**Temperature** 76° F  
**Humidity** 74%  
**Elevation** 21 ft  
**Wind** calm  
**Location** Palm Beach, Florida

**0-60 mph** 3.2 sec  
**0-¼ mile** 11.6 sec  
**Top speed** est 185 mph\*  
**Skidpad** 1.06g  
**Slalom** 73.0 mph  
\*Gearing limited.

## Test Notes: ACCELERATION

Spin the V-6 to 4500 rpm and let the clutch out. A slight judder will come through the chassis as the rear wheels claw the pavement. Grip is found just as the turbos come alive, and then it's just simple quick shifts.

## Test Notes: BRAKING

Non-ABS cars are a challenge. The large brakes, sticky tires and compliant suspension worked well on the track and street. The pedal is firm and modulation is easy. Consistent 1.0g braking is not hard.

## Test Notes: HANDLING

Light, powerful and with a short wheelbase, the Q1 doesn't just stop on a dime, but turns on one, too. There is never a problem with understeer and rarely a problem with oversteer. It's incredibly predictable and responsive.

AT A GLANCE

PERFORMANCE