ROAD & TRACK

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Power Trip

The most potent pairs square off for a 0-100-0-mph grudge match

By Patrick Hong • Photos by Brian Blades, Marc Urbano & Jay K. Mcnally
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Spinning wheels, smoking tires, a thundering roar — this is the familiar scene of a muscle car catapulting off the line with its rear tires clawing away at the asphalt. What follows is a fierce forward acceleration accompanied by thumping exhaust notes. Sitting in the driver's seat, your body is thrust backward and your heart pounds in your chest. Your left foot has just popped off the clutch pedal and your right one begins to press on the throttle. Your left hand holds tight and keeps the steering wheel straight, with the other ready and awaiting your brain's command to upshift.

While handling may top a race driver's list of factors in a car's performance, the average Joe like us always starts the discussion with: So how fast can it accelerate to 60 mph? To the quarter mile? And how about braking? Perhaps that's the impetus behind the invention of the zero-to-100-mph-to-zero test by Aston Martin in the 1950s. This standing-start launch to the century mark, then immediately braking back to zero momentum, takes the car to its straight-line performance limits, and in a form which most of us civilians can appreciate (on a drag strip and under safe conditions, of course).

In past *Road & Track* 0-100-0 tests, we have assembled various players from production cars to tuner specialties, even

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Plus:
The awesome Ferrari Enzo.

enlisting a motorcycle for comparison. This time around, we are focusing on the best production vehicles in the sports sedan, sports car, grand touring and exotic categories. Only the top two cars in each class are invited for a grudge match to see which can claim victory.

Go Behind the Scenes as we find out who's fastest from zero to 100 mph and back down to zero.

To ensure consistency in testing, all the 0-100-0 runs are performed by yours truly, the volunteer crash-test dummy. Our standard road test methods for acceleration such as standing starts, drop-clutch launches and lift-throttle shifts (except for cars with automatic transmissions, of course) are used. For deceleration, full braking occurs only after 100 mph is registered on the radar gun strapped inside the vehicle. We do not left-foot brake, and a minimum of 10 trials for each car is conducted, taking the fastest overall 0-100-0 time as the final result.

Now strap on your helmet, pull on your driving gloves and lace up your racing shoes, and join us as we find the best of the best in this ultimate power trip.

Sports Sedans

Take your pick between the Audi RS 6 and the Mercedes-Benz E55 AMG. Then pull alongside a BMW M3, M5, a Chevrolet Corvette, a Ford SVT Mustang Cobra, or even a Porsche 911 Carrera at a stoplight. The next thing you'll notice is that these other high-performance machines next to you are left behind, their drivers wondering how a 4-door family sedan can out-accelerate them from a standing start.

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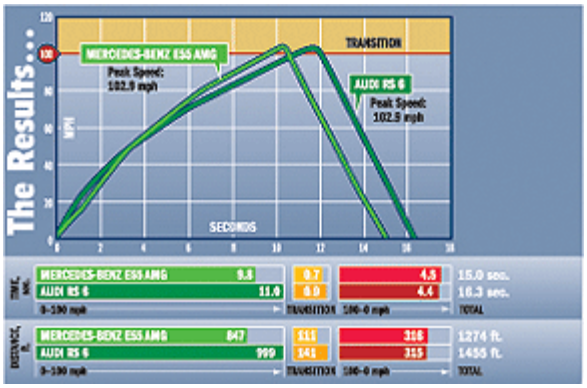
The truth is that the Audi and the Mercedes-Benz are both sleeper muscle cars disguised as people-movers. The RS 6 comes with a twin-turbocharged V-8 capable of delivering 450 bhp at 5700 rpm and 415 lb.-ft. of torque at 1950 rpm, mated to a 5-speed automatic transmission propelling all four wheels. The driver and the passengers are not only treated to the Audi's addictive, extreme acceleration ability, but they are also being indulged in amenities befitting a luxury sedan.

The Audi RS 6 is fast, but the Mercedes-Benz E55 AMG is even faster. It is really unfair to invite the Audi to match up against the Mercedes. Armed with a supercharged 5.4-liter V-8, cranking out an impressive 469 bhp at 6100 rpm, and producing a whopping 516 lb.-ft. of torque between 2650 and 4500 rpm, the Merc is a luxury rocket ship. Based on our previous road test, the E55 AMG can almost keep up with the Dodge Viper SRT-10, and for sure can outrun a Corvette Z06 without breaking a sweat.

Without the full control of a manual transmission, getting all of the Audi RS 6's tires to spin from a standing start is nearly impossible. So I turn off the traction control, power-brake until the tachometer reads 2500, then immediately apply full throttle. Only a slight chirp of the tires can be induced. Once on its way, the RS 6 punches forward with fervor. The twin turbos hit strongly at the beginning, but as the speed builds past 60 mph, the urgency felt at lower speeds decreases (also apparent from the acceleration curve plot). As expected, the automatic transmission shifts smoothly and quickly.

When it is time for the Mercedes' turn on the start line, the traction control is also turned off following our standard procedures. Based on our experience, disabling the traction control allows the engine to get to its powerband sooner, albeit sacrificing some initial wheelspin for a better overall acceleration time. However, in the case of the E55 AMG, the tremendous torque available on tap proved to be difficult to control without electronic assistance. Not helping is the lack of direct control over the engine torque output via the automatic transmission. Apply too little throttle and the Merc hesitates off the line. Just a smidgen deeper into the gas, the rear wheels light up instantly and leave a trail of tire marks.

2003



Click on the image above to see an enlarged version of the chart.

The Audi scoots off the line better than the Mercedes, thanks to the RS 6's all-wheel drive. After 60 mph, the E55 AMG's immense power pulls the car ahead.

Turn on the traction control. The E55 happily scoots off the line with just the right amount of tire squeal every time. There is no need to worry about throttle control. With that silky-smooth 5-speed automatic transmission, there is plenty of time to enjoy the guttural sound emanating from the engine as the car surges toward 100 mph. This is definitely a 4-door muscle car ready for amateur night at the drag strip.

Equipped with slightly larger brakes, the Audi's full ABS stop from 100 mph takes only one foot less than that of Mercedes' 316 ft. The 0.1 second gained from this does not come close to overcoming the 1.2-sec. advantage of the E55 AMG's acceleration to 100 mph.

Winner: Mercedes-Benz E55 AMG.

	2003 Audi RS 6	Mercedes-Benz E55 AMG
List price	$82,700	$76,000
Layout	front engine/ all-wheel drive	front engine/ rear drive
Transmission	5-speed automatic	5-speed automatic
Engine type	twin-turbocharged dohc 4-valve/ cyl V-8	supercharged sohc 3-valve/cyl V-8
Displacement	4172 cc	5439 cc
Horsepower (SAE)	450 bhp @ 5700 rpm	469 bhp @ 6100 rpm
Torque	415 lb-ft @ 1950 rpm	516 lb-ft @ 2650–4500 rpm
Curb weight	4060 lb	4200 lb
Test weight	4250 lb	4390 lb
Pounds per horsepower	9.44 lb/bhp	9.36 lb/bhp
Pounds per torque	10.24 lb/lb-ft	8.51 lb/lb-ft
Brakes, f/r	14.4-in. vented, cross-drilled discs/ 13.2-in. vented, cross-drilled discs; vac asst, ABS	14.2-in. vented discs/ 13.0-in. vented discs; vac asst, ABS
Total swept area	602 sq in.	629 sq in.
Swept area/ton	297 sq in.	291 sq in.
Tires	Pirelli P Zero Rosso, 255/ 40ZR-18 99Y	Pirelli P Zero Rosso; 255/ 45ZR-18 95Y f, 285/ 35ZR-18 97Y r

Sports Cars

At first glance, the obvious question is: Where is the Chevrolet Corvette Z06? How about classic muscle cars like the Ford Mustang? Shouldn't these two be the perfect players for this drag-strip showdown? Well, they are simply not fast enough. Based on our latest tests, the new Dodge Viper SRT-10 and the Porsche 911 Turbo with the XD50 power package are the only sports cars that make the cut as top contenders in this class.

For the Dodge Viper SRT-10, it is arguably the modern interpretation of the testosterone-packed Shelby Cobra 427 that made such cars famous. It is all about power, speed, churning tires and not much else. Equipped with a pushrod V-10 engine that doles out 500 bhp at 5600 rpm and 525 lb.-ft. of torque at 4200 rpm, there is no question that the SRT-10 is quick.

Power Trip

In direct contrast, the Porsche 911 Turbo is the most civilized

Sports Sedans

sports car in the world. It is a technically advanced, high-performance vehicle carrying a legendary name and styling that has been recognizable for nearly 40 years. And even though the 911 Turbo is no muscle car in the classic sense, its twin-turbocharged flat-6 powerplant can still pump out 450 bhp at 5700 rpm and 457 lb.-ft. of torque between 3500 and 4440 rpm. With the rear-mounted engine driving all four wheels, the Turbo is a force to be reckoned with on the drag strip.

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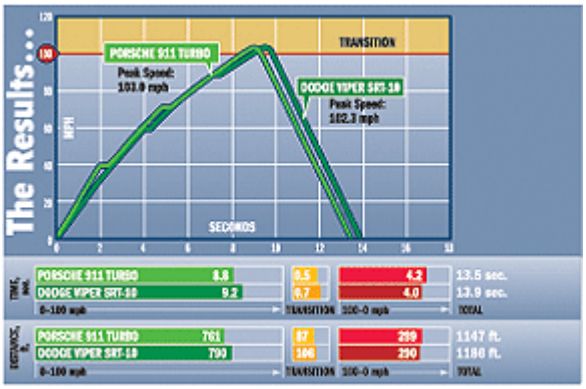
On the starting line, the difference in character between the Dodge and the Porsche is apparent. The Viper SRT-10's 8.3-liter V-10 idles with more noise and roughness than the 911's super-quiet 3.6-liter six. Dip into the SRT-10's throttle and hold the rpm at 2750. Drop the clutch. Smoothly but quickly ease in the throttle. After some modest wheelspin, wait for the snake's massive rear P345/30ZR-19 Michelin Pilot Sport ZPs to grip the asphalt, then it is pedal to the metal. The Viper explodes forward with lots of vibration accompanied by the engine's thunderous roar. Despite the shift lever's heavy feel, the precise gearbox allows for quick gear changes all the way to the century mark.

While launching the Viper may make you feel like you're taming a wild beast, getting the Porsche 911 Turbo's svelte physique off the line simply requires trust in German engineering. Because of its twin turbos, all-wheel drive and sticky Pirelli P Zero Asimmetrico 225/40ZR-18 front and 295/30ZR-18 rear tires, you have to raise the engine rpm to 5000 before dropping the clutch (yikes!) to get a better start off the line. This is to break loose all four wheels' initial bite and to prevent bogging down the powerplant. Once you are comfortable with shudders and some axle tramp in the drivetrain, and believe the 911 can handle the abuse, the Turbo rewards with immense, though not instant, power and a strong surge that continues to build and feels like it will never end. Compared with the Dodge, the Porsche's shifter is feather-light, which makes gear swapping a breeze.



Click on the image above to see an enlarged version of the chart.

The Turbo's all-wheel-drive helps it to get off the line quicker than the Viper. Both cars' sub-300-ft. braking results are impressive.

From the graph, it can be seen that the 911 Turbo acceleration prowess kicks in quickly but gradually. The Turbo's faster off-the-line 1st-gear pull gives it the edge over the Viper to 100 mph. On braking, both ABS-equipped cars slowed to a stop with exemplary results. Here, the Dodge's braking edges out the Porsche's by 9 ft., requiring only 290 ft. to decelerate to zero mph. However, this is still not enough to overcome the Turbo's amazing acceleration talents.

	2003 Dodge Viper SRT-10	2003 Porsche 911 Turbo
List price	$79,995	$134,080
Layout	front engine/ rear drive	rear engine/ all-wheel drive
Transmission	6-speed manual	6-speed manual
Engine type	ohv 2-valve/cyl V-10	twin-turbocharged dohc 4-valve/cyl flat-6
Displacement	8285 cc	3600 cc
Horsepower (SAE)	550 bhp @ 5600 rpm	450 bhp @ 5700 rpm
Torque	525 lb-ft @ 4200 rpm	457 lb-ft @ 3500–4440 rpm
Curb weight	3410 lb	3530 lb
Test weight	3600 lb	3710 lb
Pounds per horsepower	7.20 lb/bhp	8.24 lb/bhp
Pounds per torque	6.86 lb/lb-ft	8.12 lb/lb-ft
Brakes, f/r	14.0-in. vented	13.0-in. vented

Winner: Porsche 911 Turbo.

	discs/ 14.0-in. vented discs; vac asst, ABS	discs/ 13.0-in. vented discs; vac asst, ABS
Total swept area	587 sq in.	634 sq in.
Swept area/ton	345 sq in.	359 sq in.
Tires	Michelin Pilot Sport ZP; P275/ 35ZR-18 87Y f, P345/ 30ZR-19 96Y r	Pirelli P Zero Asimmetrico; 225/40ZR-18 f, 295/ 30ZR-18 r

Grand Tourers

Grand touring cars are perfect for picturesque road trips, driving leisurely but capably on winding roads. Inside the climate-controlled cabins, the scent of the rich leather upholstery and soothing music from the multi-speaker stereos pamper the driver and passenger. The last thing that comes to mind is to take these wonderful machines to the drag strip.

Not so for the Ferrari 575M Maranello and the Mercedes-Benz SL55 AMG. Both have more horsepower than the Porsche 911 Turbo. And both can give the Dodge Viper GTS we tested in 1996 a good run to 100 mph and back down to zero.

As Ferrari's flagship, the 550 Maranello-based 575M has received many upgrades. The car's larger 5.7-liter V-12 engine can pump out 515 bhp at 7250 rpm. The torque is now rated at 434 lb.-ft. at 5250 rpm. An F1-style paddle-shift 6-speed transmission and adaptive damping control at all four corners give the car a sportier feel.

Taking the already outstanding Mercedes-Benz SL500, AMG adds a supercharger and turns the SL into a speeding bullet. Mated to a 5-speed automatic transmission with Touch Shift, the Merc's 5.4-liter V-8 can crank out 493 bhp at 6100 rpm, and 516 lb.-ft. of torque from 2650 to 4500 rpm.

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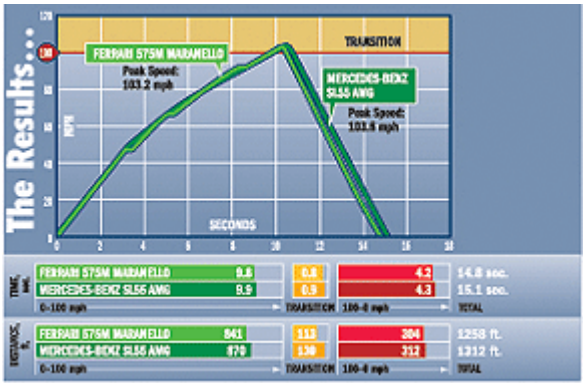
Launching the Ferrari and the Mercedes with their massive available torque is no easy task. The trick here is to balance wheelspin appropriately to maximize power application and grip. At first, traction control is switched on for both cars. But unlike the E55 AMG sedan where the computer helps to generate the best runs, here the electronics interferes by cutting the power too much. The 575M and the SL55 AMG's fastest acceleration runs are achieved by turning the traction control off and using judicious throttle control.

With the Ferrari 575M's F1 transmission engaged in 1st gear, simply roll into the throttle smoothly. Thanks to the generous torque already on tap from the V-12, no power braking is necessary before launch. Once off the line, the 575M's rear Pirellis, size 295/35ZR-18, bite quickly, but lose grip just as quickly if you're too eager to apply full power. Listen for the slightest tire chirp, and keep a constant rate of gas-pedal application. As the rpm surges upward, the V-12 roars to life with utter smoothness, unleashing its full might and endless torque. The F1-style transmission swaps gears with snapping authority. A quick pull on the right upshift lever at 7250 rpm will prevent the powerplant from kissing the fuel cutoff at the 7500-rpm redline.

2003 Ferrari 575M Maranello	**2003 Mercedes-Benz SL55 AMG**



Click on the image above to see an enlarged version of the chart.

The Ferrari and the Mercedes are equally matched off the line. The 575M pulls slightly ahead near 100 mph and it stops just a tick quicker than the SL55 AMG.

Getting the Mercedes-Benz SL55 AMG going from a standing start is much harder. The SL55 has more torque, and the lack of consistency from the automatic transmission driving the rear wheels does not help matters. Due to the supercharged nature of the AMG engine, even though no lag is apparent, power still comes with just a slight delay. This means that to get to the rpm where the supercharger is working 100 percent, deeper throttle application is required off the line. Consequently, probably more wheelspin than optimal is invoked. But by keeping the rear 285/35ZR-18 Pirelli P Zero Rossos spinning just a bit most of the way in 1st gear, the car turns in its fastest acceleration time of the day.

With ABS, slowing the Ferrari and Mercedes to a complete stop is easy. The 575M's brake pedal has a longer travel than the SL55's, with the calipers taking a firm grip of the rotors only in the last three-quarters of pedal travel. On acceleration, the AMG can almost keep up with the 575M. But despite having more swept area, the SL55's heavier weight and slightly narrower tires hamper its slowing ability, requiring more time and distance to stop.

Winner: Ferrari 575M Maranello.

List price	$228,339	$134,080
Layout	front engine/ rear drive	front engine/ rear drive
Transmission	6-speed manual sequential w/paddles	5-speed automatic
Engine type	dohc 4-valve/ cyl V-12	supercharged sohc 3-valve/ cyl V-8
Displacement	5748 cc	5439 cc
Horsepower (SAE)	515 bhp @ 7250 rpm	493 bhp @ 6100 rpm
Torque	434 lb-ft @ 5250 rpm	516 lb-ft @ 2650–4500 rpm
Curb weight	4010 lb	4330 lb
Test weight	4200 lb	4520 lb
Pounds per horsepower	8.16 lb/bhp	9.17 lb/bhp
Pounds per torque	9.68 lb/lb-ft	8.76 lb/lb-ft
Brakes, f/r	13.0-in. vented discs/ 12.2-in. vented discs; vac asst, ABS	14.2-in. vented discs/ 13.0-in. vented discs; vac asst, ABS
Total swept area	534 sq in.	629 sq in.
Swept area/ton	266 sq in.	291 sq in.
Tires	Pirelli P Zero Rosso; 255/ 40ZR-18 95Y f, 295/ 35ZR-18 99Y r	Pirelli P Zero Rosso; 255/ 45ZR-18 95Y f, 285/ 35ZR-18 97Y r

Exotics

In the world of exotic cars, Ferrari and Lamborghini are the two carmakers that immediately come to mind. However, in terms of pure acceleration skills, only the latest Lamborghini Murciélago has earned entry to this 0-100-0 test. It is faster than the Ferrari 360 Modena, 456 GT and 575M Maranello. And after surveying our *Road & Track* Road Test Summary, the Ferrari Enzo and McLaren F1 are the only other formidable foes. The Enzo is hard to come by (see sidebar), and the McLaren is long out of production.

So enter the Saleen S7. Based on our road test of this all-American supercar in our June 2003 issue, its 0-60-mph acceleration time of 3.3 sec. equals that of the Enzo and beats the McLaren F1's old record of 3.4 sec.

On power output, the Lamborghini Murciélago and the Saleen S7 show similar numbers. The Murciélago sports a 6.2-liter V-12 mounted midships. The massive powerplant is ready to serve up 580 bhp at 7500 rpm and 479 lb.-ft. of torque at 5400, driving all four wheels. The S7's race-bred 7.0-liter V-8, also positioned aft of the driver, can send 550 bhp at 5900 rpm and 525 lb.-ft. of torque at 4000 rpm to its rear wheels. With horsepower and torque on a par with each other, the deciding factors may be the Saleen's weight advantage of nearly 1000 lb., or the Murciélago's ABS (the S7 has no anti-lock brakes).

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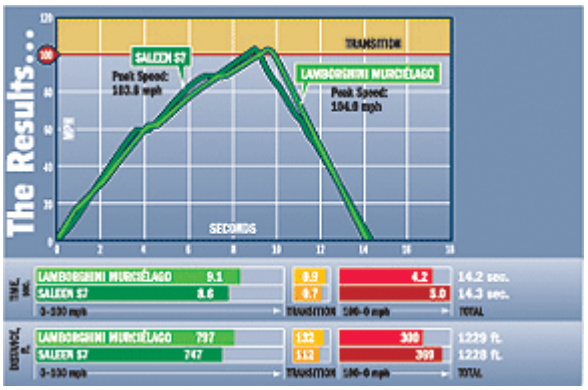
As with other all-wheel-drive cars, getting the Lamborghini off the line quickly means holding the engine at 5000 rpm before dumping the clutch. Any lower revs would cause the car to bog at the start line. At launch, the Murciélago's tremendous grip from all four tires causes the clutch to slip a bit before full bite. Then with just the slightest wheelspin, the bull from Sant' Agata Bolognese rages forward. There is a deep-throated growl from the rear as the car builds speed rapidly. The gated shifter is heavy but provides absolute precision shifting gears. Keep your eyes on the tachometer because the engine will hit the rev limiter quickly. And before you know it, 100 mph is already showing on the radar gun and you are on the firm brake pedal to slow the car down with full ABS pulsation.

More akin to a race car than a road car, the Saleen S7's clutch engages quickly and leaves little room for a smooth takeup. Too little revs from the engine and the car stalls; too much and the rear wheels spool up and find no traction. For best standing starts, hold the powerplant at about 2000 rpm, then coordinate your feet carefully: smoothly and quickly use one foot to let the clutch out and the other to dip into the gas pedal. Once off the line, the S7 simply rockets forward. There is a lot of vibration felt through the seat bottom. You must fight the urge to go to full throttle immediately as the rear wheels will spin all the way up to 60 mph. The 1-2 shift is relatively simple. But unfortunately the S7 needs an extra shift at 99 mph to get to 100. So even though the 8.6 sec. run to 100 mph is already impressive, it could have been much better. Furthermore, because of the non-ABS brakes on the Saleen, the 100-0-mph stops are hindered by my non-computerized pedal modulations. While the brake feel and control on the car are exceptional, my right foot can never equal the lightning-quick pulsations of the ABS.



Click on the image above to see an enlarged version of the chart.

	2003 Lamborghini Murciélago	2003 Saleen S7
List price	$273,000	$395,000
Layout	mid engine/ all-wheel drive	mid engine/ rear drive
Transmission	6-speed manual	6-speed manual
Engine type	dohc 4-valve/ cyl V-12	ohv 2-valve/ cyl V-8
Displacement	6192 cc	7008 cc
Horsepower (SAE)	580 bhp @ 7500 rpm	550 bhp @ 5900 rpm
Torque	479 lb-ft @ 5400	525 lb-ft @

The Saleen accelerates much faster than the Lamborghini. But despite the S7's fantastic brake pedal feel, it is still no

match for the Murciélago's ABS.

From the graph of the Lamborghini and the Saleen, it is easily seen that the Murciélago has better off-the-line scoot. But soon after, the S7 accelerates more quickly to the 100-mph mark. On braking, however, the ABS stopping prowess of the Lamborghini is apparent. When compared with the Lamborghini, the Saleen loses time again by taking more time to stop — but loses in the final results only by a scant 0.1 sec. In total distance, the S7 edges the Lamborghini by 1 foot.

Winner: Lamborghini Murciélago.

	rpm	4000 rpm
Curb weight	4010 lb	2870 lb
Test weight	4190 lb	3050 lb
Pounds per horsepower	7.22 lb/bhp	5.55 lb/bhp
Pounds per torque	8.75 lb/lb-ft	5.81 lb/lb-ft
Brakes, f/r	14.0-in. vented, cross-drilled discs/ 13.2-in. vented, cross-drilled discs; vac asst, ABS	15.0-in. vented, slotted discs/ 14.0-in. vented, slotted discs; vac asst
Total swept area	583 sq in..	628 sq in.
Swept area/ton	291 sq in.	438 sq in.
Tires	Pirelli P Zero Rosso; 245/ 35ZR-18 88Y f, 335/ 30ZR-18 102Y r	Pirelli P Zero Rosso; 245/ 35ZR-18 88Y f, 335/ 30ZR-18 102Y r

King of the 0-100-0 mph

Overall Winner: Porsche 911 Turbo

Power Trip

Armed with 450 bhp thanks to the optional XD50 power package, the Porsche 911 Turbo earns the crown as being the King of the 0-100-0 mph. Its 13.5 sec. time is the fastest production car we've ever tested in this ultimate acceleration and braking exercise. And it is second only to the Kawasaki ZX-9R motorcycle's astounding time of 11.5 sec. achieved in 1994. For the rest of the field in this test, surveying the results in context of our 0-100-0 history, even the slowest Audi RS 6 is faster than the 1994 Porsche Turbo, registering 16.3 sec. on the clock. In fact, the Mercedes E55 AMG sports sedan is as fast as the 1996 Viper GTS, both turning in an overall time of 15.0 sec. Amazing.

With the current trend of ever-increasing horsepower available from production cars, especially ultra high-performance ones from Ferrari, Mercedes and Porsche, it won't be too long before this Porsche 911 Turbo will be dethroned.

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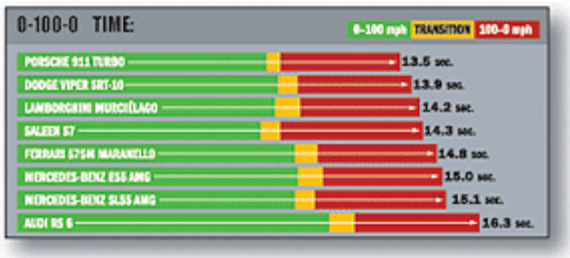

Click on the images above to see a enlarged versions of the charts.

Transition: the total time and distance the car is above 100 mph. This is a test of a vehicle's acceleration rate and braking prowess, as well as driver reflexes.

0-100-0 History

How do current cars stack up? Their listings are shaded, amongst the Top 20 ranking (quickest to slowest) of the other vehicles we've tested in our 0-100-0 exercises (see April 1994, August 1996 and September 1999 issues).

Ranking	Manufacturer	Model	Year tested	0-100-0 time, sec
1.	Kawasaki	ZX-9R	1994	11.5
	Ferrari	**Enzo**	**2003, tested independently**	**11.7**
	Porsche	**911 Turbo**	**2003**	**13.5**
2.	Development Porsche	Performance 911 Turbo	1996	13.7
	Dodge	**Viper SRT-10**	**2003**	**13.9**
3.	Porsche	911 Turbo	1996	14.0
	Lamborghini	**Murciélago**	**2003**	**14.2**
	Saleen	**S7**	**2003**	**14.3**
4.	HKS Toyota	Supra Turbo	1996	14.7
	Ferrari	**575M Maranello**	**2003**	**14.8**
5.	Vortech Ford	Mustang GT	1996	14.9
6.	Dodge	Viper GTS	1996	15.0
	Mercedes-Benz	**E55 AMG**	**2003**	**15.0**
	Mercedes-Benz	**SL55 AMG**	**2003**	**15.1**
7.	Aston Martin	Vantage 600	1999	16.3
	Audi	**RS 6**	**2003**	**16.3**
8.	Porsche	911 Turbo 3.6	1994	16.4
9.	Ferrari	F355	1999, tested independently	17.1
10.	Shelby	Cobra 427 S/C	1994	17.1
11.	Mercedes-Benz	SL600	1996	17.2
12.	Dodge	Viper RT/10	1994	17.2
13.	Aston Martin	DB7 Vantage	1999	17.3
14.	Chevrolet	Corvette ZR-1	1994	17.3
15.	Caterham 7	Superlight R	1999	17.4
16.	Chevrolet	Corvette LT4 Collector Edition	1996	17.4
17.	Ferrari	512TR	1994	17.5
18.	Jaguar	XKR	1999	17.6
19.	Chevrolet	Corvette C5	1999, tested independently	17.7
20.	Lotus	Elise Sport 190	1999	17.9

The Awesome Ferrari Enzo

It's not every day that supercars like the Ferrari Enzo show up at our office doorstep, let alone one with a generous owner like Richard Losee who lets us spend some 1500 miles in the car. Last month when we had the rare opportunity to drive and test the Enzo, we just couldn't help requesting that we put the latest Ferrari through our 0-100-0 exercise as well. Fortunately for us, Richard agreed.

And wow! What an incredible car!

Our all-time record holder, if a bit unfair, unconventional and outdated by current standards, was a Kawasaki ZX-9R motorcycle tested in 1994. It accelerated to 100 mph in 7.2 sec., braked from 100 in 4.3. And it needed only 635 ft. from a standing start to reach the century mark, and 320 ft. to come to a complete stop. The overall time was 11.5 sec.

And now the Ferrari Enzo. Let's just allow the numbers to do the talking: 0-100 mph, 6.9 sec. in 557 ft.; 100-0 mph, 4.0 sec. in 275 ft. Overall time is 11.7 sec. Even though the Ferrari's final recorded overall time is 0.2 sec. slower than the Kawasaki's, it needs to be noted that the Enzo reached a higher peak speed of 104.1 mph versus 101.4 on the ZX-9R. This is the case because different test procedures are employed where no braking occurs until after 100 mph is registered on the radar gun (previous tests were done with a 5th wheel). Consequently, no anticipation is permitted while accelerating, though the peak speed recorded is higher this time around.

Power Trip

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Plus:
The awsome Ferrari Enzo.
Go Behind the Scenes as we find out who's fastest from zero to 100 mph and back down to zero.

0-100-0 Time (sec)

	2003 Ferrari Enzo	1994 Kawasaki ZX-9R
0–100	6.9	7.2
Transition	0.8	na
100–0	4.0	4.3
Total	**11.7**	**11.5**

0-100-0 Time (sec)

0-100	557	635
Transition	122	na
100-0	275	320
Total	**954**	**955**

Comparing the raw numbers alone, the Ferrari Enzo can accelerate 0.3 sec. faster and decelerate 0.3 sec. quicker than the Kawasaki to and from 100 mph. In fact, it takes the Ferrari 78 ft. less to reach the 100-mph mark, and needs 45 ft. less to stop. All this in a 4-wheeled vehicle with a curb weight of 3400 lb. compared with a 2-wheeled motorcycle tipping the scales at only 538 lb.

We are confident that a modern motorcycle will have better performance than the Kawasaki ZX-9R tested in 1994. Perhaps it's time for another rematch of car versus motorcycle. — *PH*

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