

# Built from the inside out.

Type R turns the Civic into something completely else. BY JOE SAGE

It's obvious the Civic Type R is a looker. A head-turner. But you forget about that when you sit in the cockpit. In fact, it's our guess the engineers weren't thinking that way as they were developing the powertrain and suspension, even the aerodynamic body bits. This ultimate Civic is all about what's under that sexy skin.

The Type R is engineered to deliver performance and packaged to inspire red hot desire, all delivered in the low to mid \$30s, complete.

There have been hot Civics in the US before, notably various iterations of the Civic Si, which has had a high degree of commonality with a Type R long available overseas. We still get the Si here—but its position at the top of the podium has

been usurped by our new domestic Type R.

Civic Type R is distinguished first and foremost by its power: 306 hp and 295 lb-ft of torque from a two-liter turbo four—built in Ohio, the most powerful production Honda automobile engine made in the US (exceeded only by the Acura NSX twin-turbo V6, also made in Ohio). This low-inertia monoscroll turbo delivers peak torque quickly, from 2500 to 4500 rpm. The engine, with a 100,000-mile maintenance cycle, is shipped to the UK for final build of the cars (with a Japan-sourced transmission).

The power runs through a short-throw 6-speed manual (only), with selectable rev-matching, to a helical limited-slip front differential. Honda's fastest-ever US car, Type R's top speed is 170 mph.

This car is such a performer, you may find yourself glancing down at the fuel gauge, thinking you must be gobbling it up, having this much fun.

Surprise! After an exuberant

day or two, ours was still nearly full. Getting almost 30 mpg is the icing on the cake with this car.

The body and chassis are based on the highly praised new gen-10 Civic, designed to tackle the advanced steering, handling, ride quality and high-speed stability of premium Europeans. (The adaptation of this new global platform made a US Type R possible.) Type R is 38 percent more rigid, with upgraded suspension, extreme attention to aerodynamics, and a retuning of its chassis from many hours on tracks from Japan to Nürburgring.

Civic Type R is also distinguished by style. In our sample's Championship White paint over red and black interior, it has all the subtlety of a storm trooper in a hijacked X-wing starfighter. The new Civic's dramatic styling, on steroids in the Type R and not at all shy, suits this car's personality well.

By performance and style cues, the Civic Type R seems to aim for the same audience as the Subaru WRX STI and the departed but lingering Mitsubishi Evolution (see chart). The huge difference is that, unlike those four-wheel-drivers, the Type R is a front-driver, uncommon in 300-plus-horse-

power performance cars. We'd expect amplified torque steer in a high-powered front-drive layout, but the Civic Type R engineers have tackled and conquered this. As the chart shows, 300+ pounds of weight advantage equals a significant rise in fuel mileage (and on regular gas in the Type R).

The Type R powertrain's wide-ranging, strongly-spaced gears can overlap in daily driving and still provide tons of acceleration and torque, with neither showy sound effects nor sewing machine boy

racer acoustics, rather the good solid growl of pure mechanics. Savvy tuner cars and rice rockets mostly left us alone on the road, while BMW sedans and Porsche Cayennes seemed to feel an immediate need to (try to) prove themselves.

Honda Civic Type R is refreshing and pure, saving weight and avoiding complexity with a few manual features—a third millennium version of classic "horsepower model" muscle cars that didn't squander performance or your dollar on frills. ■

	ENGINE	HP	TRANS	DRIVE	WEIGHT	FUEL	MPG	BASE PRICE
Honda Civic Type R	turbo 2.0L	306	6M	FWD	3117	reg	28	\$33,900
Subaru WRX STI	turbo 2.5L	305	6M	AWD	3446-3525	prem	22	\$36,095
Mitsubishi Lancer Evo (2015)	turbo 2.0L	291-303	5M/6A	AWD	3527-3571	prem	22-23	\$34,495-40,995



## SPECIFICATIONS

ENGINE	2.0L direct inject turbo 4-cyl
HP/TORQUE	306 hp / 295 lb-ft
TRANSMISSION	6-speed manual lightweight single-mass flywheel, helical limited-slip differential
DRIVETRAIN	FWD
STEERING	dual-pinion vari-ratio EPS
SUSPENSION	Adaptive damper system: F: dual-axis strut, 29.0x5.0 tubular stblzr; R: multi-link, 20.5 solid stblzr bar
BRAKES	F: 13.8" four-piston Brembo vented/cross-drilled disc; R: 12.0" solid disc
WHEELS	20x8.5 alum alloy w red wheel lip accent
TIRES	245/30ZR20 90Y max-performance summer tires unique to Type R
LENGTH / WHEELBASE	179.4 in / 106.3 in
WIDTH / HEIGHT	73.9 in / 56.5 in
TURNING CIRCLE	39.5 ft
SEATING CAPACITY	four
CARGO VOLUME	25.7 / 46.25 cu.ft
WEIGHT / DISTRIB F/R	3117 lb / 61.8%/38.2%
FUEL CAPACITY	12.4 gal
FUEL	regular unleaded (premium rec)
MPG	22/28/25 (city/hwy/comb)

BASE PRICE	\$33,900
COLOR	Championship White Also available in Rallye Red, Aegean Blue Metallic, Crystal Black Pearl and Polished Metal Metallic
INTERIOR	Black/Red

### THE FOLLOWING ARE ALL INCLUDED:

**SAFETY FEATURES:** Advanced compatibility engineering™ (ACE™) body structure, vehicle stability assist w traction control, ABS, electronic brake distribution (EBD), Brake Assist, multi-angle rear camera w dynamic guidelines, TPMS, i-SRS advanced front airbags, SmartVent front side airbags, side curtain airbags w rollover sensor, 3-point seatbelts at all seats (fronts w automatic tensioning), LATCH (lower anchors and tethers for children), front seatbelt reminders, child-proof rear locks.

**EXTERIOR FEATURES:** Milano Red Honda "H" badges (front/rear), Type R badges (front/rear), aluminum hood, integrated rear-window antenna, smart entry w walk away auto lock, security system w remote entry & hatch release, body-color door handles, body-color power side mirrors, LED DRLs, LED fog lights, LED auto headlights, LED brake lights, roof-mounted fin antenna, body-color roof-mounted vortex generators, wing spoiler, chrome wheel nuts, underbody spoiler w Rallye Red striping, center-mounted triple outlet exhaust, capless fuel filler.

**INTERIOR/COMFORT/CONVENIENCE FEATURES:** Push-button start, sport pedals, black/red leather wheel, aluminum shift knob, Type R serial number plate on console, dual-zone auto climate, one-touch turn signals, variable intermittent wipers, rear wiper/washer w heated wiper zone, power windows w one-touch up/down both front, power locks w illuminated front controls, cruise, tilt-telescope wheel, LED pocket light, console w sliding armrest & storage, sliding visors, door-pocket storage front/rear, remote trunk release, map lights, rear seat heat ducts, rear defroster w timer, cargo area light, high-bolstered sport seats w red/black suede-effect fabric & double red stitching, 60/40 folding rear seatback, 540-watt premium audio w 12 spkrs+subwoofer, 7-inch touchscreen display, HondaLink, Apple/Android, SiriusXM/HD, Honda satellite nav w voice recognition & digital traffic & turn-by-turn, USB, Bluetooth, Pandora, SMS text, radio data, speed-sensitive volume, customizable driver info interface.

DESTINATION CHARGE .....875

TOTAL .....\$34,775

OPTIONS: A handful of available options & accessories are in reasonable double or triple digits.

