

do, probably better than anything else in its class, is unwind a stretch of back road or twisty racetrack with the sure-footed certainty of a cheetah running down a springbok. Think instant autocross winner. The key is a helical

one in the Acura TL, that eliminates wheelspin in hard corners when the weight's off the inside front wheel. The RSX lacks this useful device. So do some of the Si's competitors.

There are other elements that make this the coolest Si yet: an exhaust note tuned as carefully as a modern audio system, a new bilevel



instrument panel with a digital speedo readout and upshift warning light up top, raceworthy bucket seats, and a quicker version of Honda's electric power rack-and-pinion steering.

You know you'll be seeing more

of this car in future issues, so let's cut to the key question: What's it cost? When the curtain officially goes up on the new Civic at the Las Vegas SEMA show November 1, Honda says the price will be "under \$20,000." ■

HONDA CIVIC Si

Vehicle type: front-engine, front-wheel drive

Displacement 122 cu in, 1956cc
Power (SAE net) 197 bhp @ 7800 rpm
Torque (SAE net) 139 lb-ft @ 6200 rpm

Transmission 6-speed manual
Wheelbase 104.3 in
Length/width/height 174.8/68.9/53.5 in
Curb weight 2900 lb

Performance ratings (mfr's est):

Zero to 60 mph 7.3 sec
Top speed (redline limited) 136 mph

Projected fuel economy (mfr's est):

EPA city driving 22 mpg
EPA highway driving 31 mpg