

# Grassroots Motorsports

THE HARDCORE SPORTS CAR MAGAZINE

**IN THIS GRM**  
**Track Showdown:**  
**Solstice vs. Miata:**  
Comparing both to  
the class standard  
**Viper Buyer's Guide**

# BEST OF 2005

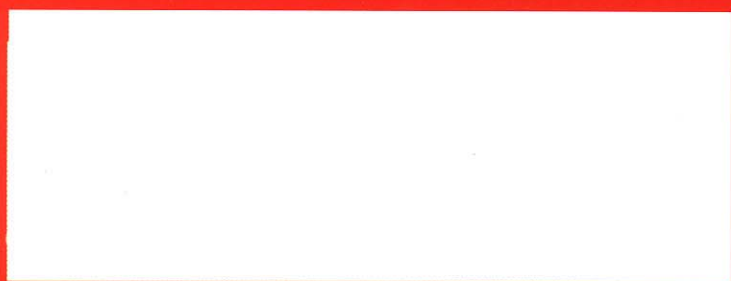
**20** things that  
shaped  
our world



**Boost your performance!**  
**VW/Audi 1.8T power secrets**

Volume 23 • Number 1  
February 2006

**special report:** calibrate your tools to ensure success in the shop



**Project Cars YOU Can Afford:**  
**Project MR2 Begins: Suspension Tuning With Coil-Overs**  
**Nissan Sentra SE-R: Dyno Testing Power Upgrades**  
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# EDITORS CHOICE 2005

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Spec Rac  
parts were swapped out for new pieces, shock absorbers were inspected, and cars were placed on the dyno. Nothing out of spec was found, and no one lost any ground due to the

## 20 Things That Set Our World on Fire

As expected, the  
some close comp  
middle of the SRF  
the entire field was within a 1.8-second spread. Not bad for a purpose-built race car first released in 1983.

gordon jolley photo

Looking back, 2005 was a pretty busy year. Every time we turned around, it seemed as though there was another crisis (natural and otherwise), dominating the news. Even though things like floods, hurricanes, wars, indictments and rising gas prices stole most of the national headlines, there was still plenty going on involving our world of cars and motorsports.

While a good chunk of that national news wasn't the good kind, it hasn't yet derailed our country's love of the automobile—and we don't know if it ever could. Oh sure, gas prices may be hovering near their highest-ever prices, but that hasn't stopped the auto manufacturers from releasing cool new cars. Performance still reigns with a capital P, whether the companies making the cars hail from the United States, Europe or Japan.

Those cars may still be coming from the factory in a high state of tune, but leave it to the aftermarket to make things even better. The speed parts and widgets just keep on coming, some of them truly stellar achievements for engineering and creativity.

And how do we prove which of those cars and parts are better than the others? Racing, of course. A little recognition from your favorite magazine doesn't hurt either.

So for those of you who missed some of these successes, we present our annual Editors' Choice awards. There are no confining classes or things like that; we're simply after the greatest achievements that shaped the previous year.

So sit back, grab a cold drink, and see if our list jibes with yours. Here are our picks for the past year's 20 biggest successes.

### Dyno Bringing

Ten or 15 years ago, if you asked an enthusiast how much power their car made, odds are strong you'd receive either a shrug or some number grabbed from midair. Dynamometers did exist, but for the most part these tools were used only by professional race teams and engine builders—they were just too expensive for most of us to use.

That started to change during the 1990s, as the Dynojet chassis dyno began to proliferate in the marketplace. These dynos were accurate, easy to use, and able to be installed in an existing shop. Financing was even available.

As a result, many tuners, race teams and speed shops installed one, and now nearly 4000 Dynojets can be found in 37

### Dynojet

#### Bringing the Chassis Dyno to the Masses

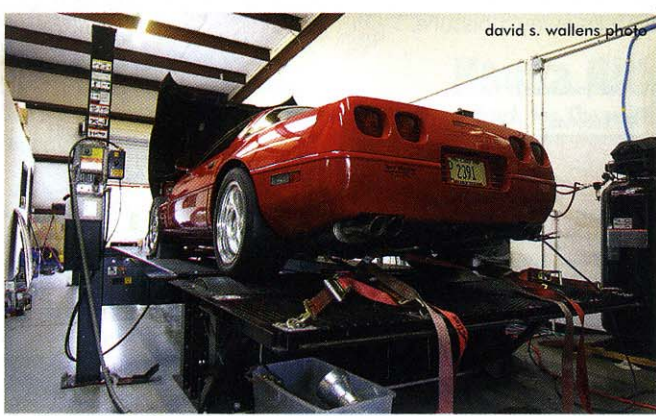
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As a result, many tuners, race teams and speed shops installed one, and now nearly 4000 Dynojets can be found in 37 countries around the globe. The end result for the enthusiast is easy access to one of the best tuning tools around.



david s. wallens photo



david s. wallens photo

had been providing logistical support to the SCCA since 2002, and they kept the series going by presenting a full 2005 schedule, one that featured both pro- and club-level events.

wayne byrne photo