

SPECIAL!: PORSCHE 944 • MAZDA MX-5 CUP • SUBARU WRX • RENTING RACE CARS

Grassroots Motorsports

THE HARDCORE SPORTS CAR MAGAZINE

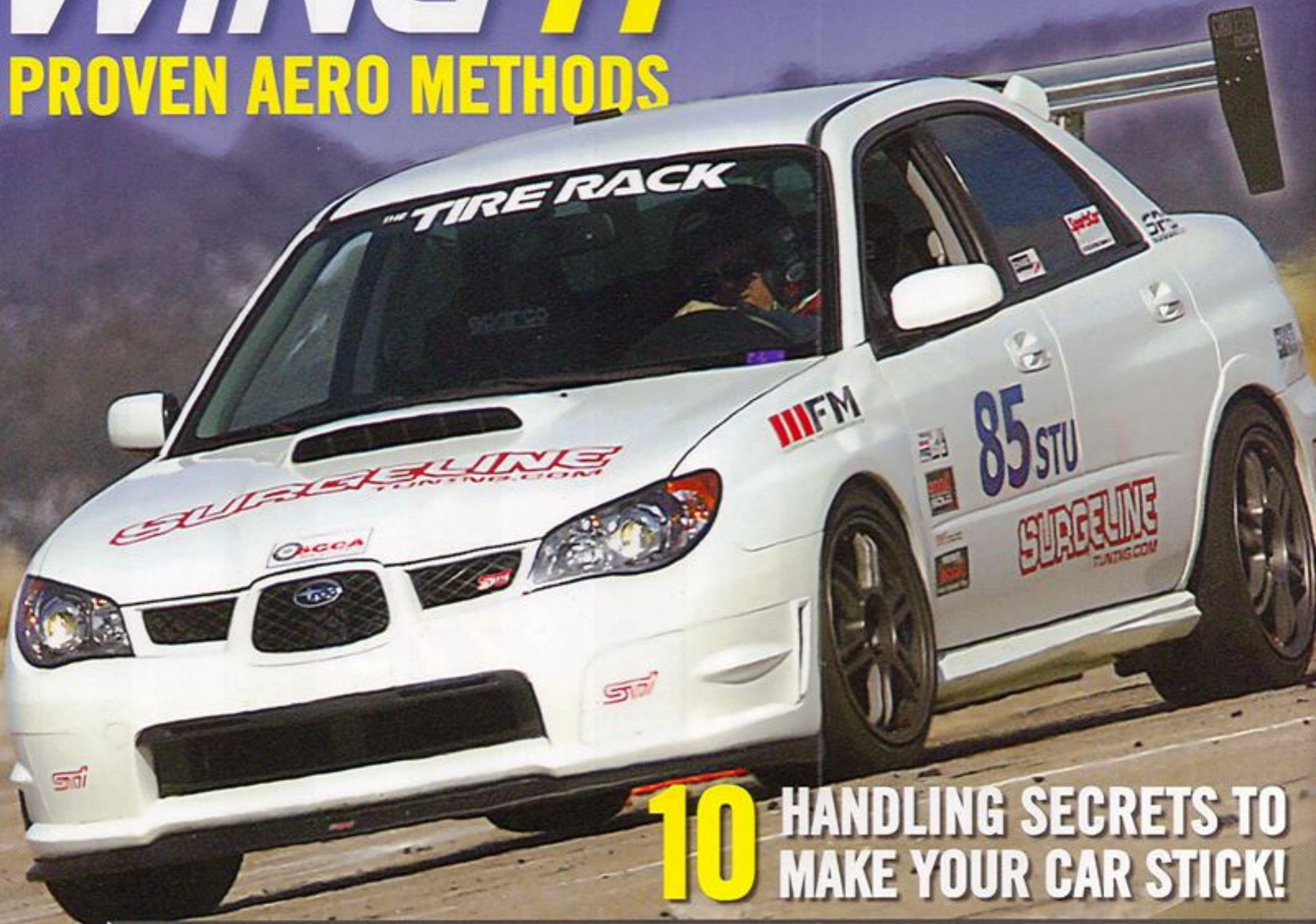
BMW 3 SERIES SHOWDOWN

335i vs. M3 on track!



WING IT

PROVEN AERO METHODS



10 HANDLING SECRETS TO MAKE YOUR CAR STICK!

RACE THIS WEEKEND! *Is renting a ride the fastest way to the checker?*

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The Perfect Porsche?: Water-cooled 924, 944 and 968 guide
Project Cars: Turbo BMW 335i and LeGrand sports racer
Mazda MX-5 Cup: Hot spec series for up-and-comers

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chris clark photo

Honda Civic time trial car

The rear wing is mounted high enough to work in clean air, and both elements look like they're in the working range. The dive planes are big enough to do real work instead of just adding drag. The smaller mirrors help reduce drag. The tire-to-body gaps are small, which is usually good for drag reduction. Unfortunately, the splitter is deflecting and is overhung by the dive planes, reducing the efficiency of both.



scott r. lear photo

Scion tC time trial car

Both wings are mounted high enough to reach clean air, and the windows are up and flush for drag reduction. The thick splitter does not seem prone to deflecting. If there is one potential problem, it's that the wake from the front wing may reduce the efficiency of the rear wing.

