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NASA Road Racing primer

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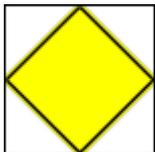


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03-24-2007, 02:06 AM

disturbedkorn

3STech decimates all



Join Date: Mar 2002

Location: Des Moines, Iowa

Drives: An all-weather racer

Trader Rating: (Z)



NASA Road Racing primer

These cars are very adept at roadracing as long as the brakes are managed. They don't necessarily need a big brake kit but just racing pads, fluid, and proper technique have been proven by a few people in both club racing and semi-pro (NASA). They don't seem to talk about here on 3si. Most of those guys are on the Tear list (old starnet list). Then there're the cars that won the Pike's Peak hill

Anyway, I think someone with a thimble full of talent could win in TTD with a DOHC with some minor weight reduction. I'm going for my Time Trial this year and I hope to prove a BPU TT can do it....if the money tree keeps producing (I'm house poor).

You guys should try a NASA event or at least go watch (admission is usually free). Here are links to the schedules of races in your areas:

Racing Schedules

Just google the track name for directions.

You can run an HPDE with a complete street car. They provide a certified instructor and it's kept very safe in the novice groups. There is very minimal passing that's where there is the most danger of an accident. Then as you gain experience you move up to where there are more passing areas. And finally in HPDE you can pass anywhere. Do well there and then you can go into Time Trials (T

full-on racing events.

Time Trials is real simple. The fastest lap, in your class, for that day win event. So you typically have one warm-up session that is untimed. Then or 3 more 20 minute sessions to get your best lap of the day. There's no rubbing fenders. It's a gentleman's sport and no one wants to go home v

The classes pit equal cars against each other. You start out in a base class a stock cars power and weight with minor corrections based on good stock good stock suspension, good aerodynamics. Then you are charged points modifications. If you get 20 points you move up a class; 40 points you move up two classes, etc. etc.

Here is where the 3S's start out:

Dodge Stealth (DOHC) TTE 3153 <--NASA's listed weight in pounds

Dodge Stealth (SOHC) TTF 3086

Dodge Stealth Turbo ('91-'93)(AWD) TTD 3803

Dodge Stealth Turbo ('94-'96)(AWD) TTC 3671

Mitsubishi 3000 VR-4 ('91-'93)(AWD) TTD 3803

Mitsubishi 3000 VR-4 ('94-'99)(AWD) TTD** 3760

Mitsubishi 3000GT (NA-DOHC) TTE 3219

Mitsubishi 3000GT (NA-SOHC) TTF 3131

So what do those asterics (**) mean? They're extra points to add to your class. They're 7 points for each one. You start with those points already assessed in this case you get 14. Now you only have 6 points before you're moved up a class.

Weight: You can either take the points for every little thing you remove (3 points!), or your best bet is to take the alternative weight assessment. Cars are assessed based on how much the car weighs with you in it as it would be on the track (fluids, roll bar if you have one, you in it, etc.) You basically get points for things out of the car that total as much as you weigh and any safety gear like roll bars. So you get a lot of weight reduction for free.

Tires: Your points are based on how wide the tire is and the compound/tread rating (i.e. R compound Hoosiers are +10 and Toyo RA-1s are +5). Your car is given a maximum tire size that is not assessed points. TTD is 245. If you run 245 or less, there are no points assessed. If you run 275's, you're assessed +7 points. If you use 275 wide RA-1s, you're assessed +12 points (7+5).

Engine/Drivetrain: They have points for every little thing like boost controllers, fuel computers. These can add up quick, so you may be better off staying in your class and challenge finding the best combination to beat the guys in your region. If your competitor has that challenge. The biggest mistake seems to be doing a minimalist approach seems to work best. You only do what will make you significantly faster. You can't spend a bunch of points to chase 10hp. It's worth it, because someone else spent those theoretical 12 points to make their car faster around corners. They lowered their lap times through smart points. My DSM friend learned a lesson from an S2000 last year. The S2000 had big 275 wide Hoosier tires

suspension, and great brakes. He had half as much horsepower as my fr but he was able to go a LOT faster around corners. Ultimately they ran a same laptimes. 🤖

Clear as mud? It gets better after you soak it in. Do some HPDE's. Ask q It's a lot to take in, but it's an exciting way to use your car to provide ar rush that you just can't experience while street driving, drag racing, or autocrossing. There is no where near the same level of grip available on as there is on a track. Dragracing is fun, but it's over in less than 30 sec counting the staging. Autocross is okay, but once again it's over so quick you have to work the course for a couple hours. Roadracing is 20 minute adrenaline times 4 sessions (with NASA). By the end of the session, you be shaking, you'll be sweating profusely, and your grin will stretch from 🍷

Links:

[About NASA](#)

[About HPDE](#)

[About Time Trials](#)

[Time Trial rules](#)

Don't loan expensive parts or tools to friends or acquaintances without s writing:

<http://www.3si.org/forum/f23/my-tran...eering-458252/>

OFFLINE REP ⚠️

QUOTE MUL

03-24-2007, 09:51 AM

sammage

Praise RaptorJesus!



Kill Bad Drivers

Join Date: Oct 2004
Location: Wichita, KS
Drives: bugeye wagon
Trader Rating: (25)



OFFLINE REP ⚠️

Re: NASA Road Racing primer

Some very good info here, makes me wish I lived closer to civilization.



sammage748 Powered By MyGamerCard.net

G 8875 Recreation



Quote:

Originally Posted by **Predacon** >>
PS. Everyone be nice in this thread, mean people suck!!!!

QUOTE MUL

11-28-2007, 08:01 AM

boy_genius94

Forum Member



Join Date: May 2007
Location: LA
Drives: Girls Crazy
Trader Rating: (1)

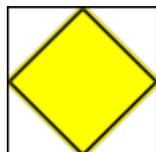


Re: NASA Road Racing primer

I plan on doing my first hpde event next year at willow springs. I cant w

OFFLINE REP 

QUOTE MUL

 11-29-2007, 01:24 AM**disturbedkorn**
3STech decimates allJoin Date: Mar 2002
Location: Des Moines, Iowa
Drives: An all-weather racer
Trader Rating: (Z)OFFLINE REP  **Re: NASA Road Racing primer**You'll love roadracing!! Do you have any mods done to the car?
Do you have any prior racing experience?

I recommend reading anything you can get your hands on about roadrac quite different than driving on the street. You have to control weight tra manage your brakes, run the racing line, and deal with traffic. Any prep do now will make your on track experience more rewarding.

QUOTE MUL

 11-29-2007, 01:34 AM**Erron Spalsbury**
Smooth and FastJoin Date: Aug 2001
Location: On the Circuit
Drives: E-Mod Race Car
Trader Rating: (16)OFFLINE REP  **Re: NASA Road Racing primer**

Wish i was closer to you guys. There's me and one other 3S i've ever se road racing event in colorado.

Erron S.

Want to see a hot lap of my Stealth?

<http://3svideo.vidiac.com/video/acfd...6e012f3f5d.htm>

Or, drag racing...

<http://3svideo.vidiac.com/video/c07a...b801720019.htm>

Ah, how about some dyno then?

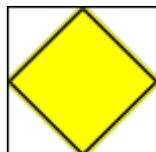
<http://www.youtube.com/watch?v=gyEY9yuL43E>www.stickyvinylgraphics.com

Custom vinyl and yes, now accepting aps for 2009 sponsorships! (Cars, I Bikes)

More pics of my car...

<http://profile.imageshack.us/user/Bluevelosity/>

QUOTE MUL

 11-29-2007, 04:03 AM**disturbedkorn**
3STech decimates allJoin Date: Mar 2002
Location: Des Moines, Iowa **Re: NASA Road Racing primer**

I'd love to meet you Erron and check out that incredible car.

If the Rocky Mountain Region of NASA has an event at Hastings, NE (Mc Park Hastings) I'll be there. I went last year and it's an awesome track. : worth the travel time.

Drives: An all-weather racer
Trader Rating: (Z)



OFFLINE REP ⚠

QUOTE MUL

11-29-2007, 06:14 AM

Erron Spalsbury
Smooth and Fast



Join Date: Aug 2001
Location: On the Circuit
Drives: E-Mod Race Car
Trader Rating: (16)



OFFLINE REP ⚠

QUOTE MUL

Re: NASA Road Racing primer

I've heard great things about hastings. I would really like to get out there

Thanks for the kind words.

Erron S.

02-04-2008, 07:53 AM

phule
Forum Member



Join Date: Mar 2005
Drives: 92 RT/TT
Trader Rating: (16)



OFFLINE REP ⚠

QUOTE MUL

Re: NASA Road Racing primer

IM trying to learn as much as i can during the winter is there any books that give background's of racing?



02-04-2008, 08:43 AM

Dago Red Vr-4
Forum Member

Join Date: Nov 2007
Trader Rating: (0)

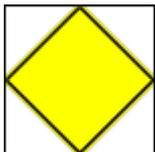


Re: NASA Road Racing primer

phule , you can read as much as you want but when it comes down to the meeting the road seat time is the most valuable knowledge available . This thread is an excellent primer for the aspiring road racer . Read carefully the advice about brake management . I am using Carbotech rotors and pads (Gen 2) on a Gen 1 Vr-4 that are really impressive . If you need info on products SCE or IPS has considerable experience . Again choose your pa

disturbedkorn

3STech decimates all



Join Date: Mar 2002
 Location: Des Moines, Iowa
 Drives: An all-weather racer
 Trader Rating: (Z)



OFFLINE REP

Re: NASA Road Racing primer

Books in the order I would read them:

Go Ahead - Take the Wheel by Dave Gran

<http://www.amazon.com/Go-Ahead-Wheel...2146349&sr=8-1>

Speed Secrets by Ross Bently

<http://www.amazon.com/Speed-Secrets-...2146349&sr=8-2>

Autocross Performance Handbook by Richard Newton

<http://www.amazon.com/Autocross-Perf...2146349&sr=8-3>

Websites with some good (free) info:

<http://turnfast.com/><http://pansypatrol.com/>

QUOTE MUL

02-05-2008, 11:46

AM

Turbo
Powered

modding addicted



Join Date: Nov 2003
 Location: PA
 Drives: at high g's
 Trader Rating: (26)



OFFLINE REP

Re: NASA Road Racing primer

Quote:

Originally Posted by **Struggly** *Going Faster by Carl Lopez is a good read. A lot of it is common sense, but it's worthwhile book. ... Clint*

I second that. The first couple chapters cover basic stuff that will help you get started before my first RR event, found it very helpful.



1994 VR-4, BPU, Bomex Lip, Tinted Windows, Tein S-T

QUOTE MUL





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[MichaelMR2](#)

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