

Arizona S2000 Owners Club



It is important to make an effort in defining what spirited driving should and should not be while on public roads during a group drive.



This write-up was inspired by an article called [The Pace written by Nick Ienatsch for Motorcyclist Magazine.](#)

The article should speak volumes to the owners of an S2000 because it shares many of the same characteristics with a motorcycle and those who operate them - enjoying high revs, tight cornering, fast acceleration. 🚗

If you are at all active on S2ki.com, you have probably been to the other sections on the site where people talk about Spirited Driving. In almost every case, spirited driving carries a preconceived definition of **pushing yourself and your car to the limit of their abilities**. Everyone's common sense should be freaking out right about now "That has no place on public roads". Obviously common sense is not as common as we like to assume and nobody is totally immune to the draw of a curvy back road with no traffic to really open up (including your speed-limit following and rule-abiding COs).



So when we are on a group drive, what is spirited driving? Should we even have the concept of spirited driving at all? Can we drive spirited while staying within the confines of speed limits, local laws and still be able to have fun? We think the answer should be YES! Let's review a few portions of the article:





"Adrenaline-addled racers find themselves treating the street like the track, and not surprisingly, they get burned by the police, the laws of physics and the cold, harsh realities of an environment not groomed for ten-tenths riding."

Everyone should be able to think back on the drives we've done and remember countless roads with ruts, broken asphalt, potholes, **traffic** and more. We have been very lucky that none of these have ruined our events yet, but we have had some close calls. A surprise gravel strip at St. Helens last year (2007), a shockingly sharp turn at Astoria, Deer in the road on the way back from Crater Lake. 🐘 Any one of these things during a commonly-defined spirited session of driving could have spelled disaster. One person alone would be bad enough, but imagine if a whole string of cars got entangled? Talk about ruining your (and others) day. 🚗

The Pace focuses on bike control and de-emphasizes outright speed.

Speed is not the name of the game on a group drive. A car like the S shines during the corners. Cornering at speed can be just as fun as corners beyond speed. Being able to keep constant momentum through a series of chicanes without needing to brake, heel-toe, punch the throttle or shift can provide an exhilarating thrill. Typically, this can all be done within the posted speed. In every single one of our past drives, there are twisty areas that can be pointed out that could be driven at the speed limit which is still far above what a "normal" car would be able to do on the same corners. 🚗





Crossing the centerline at any time except during a passing maneuver is intolerable, another sign that you're pushing too hard to keep up.

Probably one of the scariest things to see on a drive as a group leader is someone cutting across their lane (both inside and outside) during a corner. Outside the lane edge and you might be saying hello to the face of a Semi. Inside, and a bicycle or rocks might get more personal with your car than they (or you) wanted. 🙄🙄

Following the curve and flow of the road is where the fun begins. During a group drive, pushing yourself should be completely out of your mind. The drive should be enjoyed, the scenery admired and the time spent with close friends treasured. 🤪 Not being able to go 75 on a 35mph corner should not ruin a great day. Any one of the routes you have been guided on by this group can be taken on your own time at your own pace and at your own risk. You are all responsible adults **we think** 🤪 and can make the **risk vs reward** determination at a time when you are not putting your comrades into a risk they may not want to take.

The street is not a racing environment, and it takes humility, self assurance and self control to keep it that way.

No one is going to judge you if you want to go slower in a corner. Everyone **should** respect a driver who knows what they can and can't do. 🤪 You should never push someone going slower than you want. Never try to keep up with someone who can drive in a manner that you cannot. The group will not leave you behind. If you get separated, you have the resources to get back together - phone numbers, a drive plan and friends who will be looking





out for you and adjusting their driving to help you get back in line.

The Pace's style of not hanging off in corners also reduces the appearance of pushing too hard and adds a degree of maturity and sensibility in the eyes of the public and the law. There's a definite challenge to cornering quickly while sitting sedately on your bike.

How people view our group is important and has been mentioned before. A group of "racers" who go ripping through a crowded intersection will get as many fingers as waves. And no, we don't mean the fingers pointing and gawking. 🤔 Any bystander or other driver seeing a group of cars casually sweeping through a series of curves with ease will probably be awe-struck and just a little jealous of those people living out their midlife crisis in such splendor. 🤔 Who can look back on a happy wave and a smile to a PT Cruiser who turned around just to watch and take pictures as a caravan of S2ks cruise by and wave. It may have just made their day and given them that much more of a story to tell their friends. 🤔 A police officer radar-ing an obvious group of sports cars "who almost always drive too fast" will be given a pleasant surprise and perhaps a little disappointment when we are spot on the posted speed. Quite an appealing thought, ruining a cop's day because we weren't doing anything wrong.

No Quota for you! 🚫



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But the machine isn't the most important aspect of running The Pace because you can do it on anything capable of getting through a corner. Attitude is The Pace's most important aspect: realizing the friend ahead of you isn't a competitor, respecting his right to lead the group occasionally and giving him credit for his riding skills.

There is no statement that can make a better point than this one.



On your next outing with this great group, think about keeping The Pace. *Performance street riding's only yardstick is the amount of enjoyment gained, not lap times, finishing position or competitors beaten.*



Thank you to Ira and Aaron of the S2Ki Oregon Chapter for letting AZ copy and re-post this information.

