

**Herb Adams** favors the huge swaybars and moderate spring rates. This is the approach many S2000s use since you can get by with less expensive (single-adjustable) shocks and lighter springs (some folks use 450/380 F/R), using the swaybars to provide your roll resistance. The ubiquitous Ground Control + Koni setup allows you to select what spring rate you want when you order them, so you won't need as sophisticated of valving to keep the wheels on the ground (which can be the place with monster spring rates). Easier to get decent ride quality on the street and the increased spring rates vs. stock really help on the auto-x course or track. I really liked the Cusco bars that Davo refers to on this approach. Very high material quality, true bolt-in vs. stock (allows you to run the stock end-links, which don't get noisy after 1000 miles like some solid heim joints do). The Cusco front was also good when I ran the front only (in Stock SCCA, they won't allow you to change rear bars) and later when I ran both bars with my coil-over setup.

**Dick Guildstrand** favors huge springs and moderate sway bars. You'll need more advanced dampers (think double or triple-adjustable) to control the springs & ride quality, but those big springs give the a flatter (think shifter karts, which have no mechanical suspension) attitude in the corners and provide a foundation that allows you to use various bars to subtly dial things in over or understeer wise. My car currently has the Tein RS coil-over setup with 500/500 springs F/R, so I use a relatively small bar out back (stock '02) and the Comptech adjustable up front.

With either approach, you can fine tune oversteer via your rear toe alignment specs.