



# AT SPEED

## ***Emerald Empire Sports Car Club***

P.O. Box 1204, Eugene, Oregon 97440

Email: [President@eescc.org](mailto:President@eescc.org)

[WWW.EESCC.ORG](http://WWW.EESCC.ORG)

December 18<sup>th</sup>, 2017

### **2018 EESCC Club Officers**

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<b>Chief of Timing</b>	<b>Tim Steck</b> Email: <a href="mailto:ChiefofTiming@eescc.org">ChiefofTiming@eescc.org</a>

### **Upcoming EESCC Events**

<b>Monthly Meeting</b>	<b>7:00 PM January 3rd</b> <b>The Sizzler, Springfield OR</b>
<b>Poker Night</b>	<b>6:00 PM Saturday January 13<sup>th</sup></b> <b>The Mueller's Flyer Online</b>
<b>Scavenger Hunt</b>	<b>February 2018</b> <b>Flyer Later</b>

### **Larison Rock 2018 – By Alan Bowers**

This November was the first meeting about the prospect of holding a 2018 Larison Rock HillClimb. Bonnie and Jim Mueller were there to hand the proverbial torch over to Doug Drouet and Tony Chilton, who are keen on keeping the legacy alive. More specifically though, it was a meeting to determine the logistics surrounding this event and all the preparation needed to pull it off. It quickly became evident that both Bonnie and Jim are superhuman. Before we were able to sit,

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they handed everyone a dossier containing many pages of intricate details, responsibilities and time frames. Not to be dissuaded however, we discussed each section and followed the timeline that they made including core personnel responsibilities. Registrar, Equipment, Timing, Workers and a few other key areas were laid out, with those of us in attendance selecting areas which we are most equipped to handle. We figured out what areas were most important, and what others could be streamlined. Being the first event Tony and Doug have coordinated, we knew that some things may have to be trimmed in order to support the event as a whole.

The meeting concluded with mutual respect for the work that has been done by our fearless leaders, as well as the work yet to happen in 2018. However, everyone was very positive and had high aspirations for beginning the planning stages to make this happen. Many thanks to Tony for hosting us at his wonderful, albeit hard to find, home and to Bonnie and Jim for being such a supportive pillar of the

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club and its members.

Now comes the plea. For us to successfully prepare for and achieve a hillclimb event worthy of the EESCC and NHA name, we need as many helping hands as possible. I'd like to ask anyone who might be interested in helping us, to contact Tony or Doug. We will need people not only on the weekend of the event, but also weekends prior. Help cleaning the hill, assisting with radio and timing setup and testing, equipment trailer organization, lunch coordination etc. Of course, help on the actual hillclimb weekend will be necessary too, but to get there we need commitment from our great club's members and friends.

I know I am not alone in wanting to make another blistering run up the hill with its challenging 1.9 mile, 23 turn, and 1000ft climb. I know I am not alone in wanting to see Larison Rock continue its esteemed tradition as one of the Pacific Northwest's best hillclimb events. And I definitely know I am not alone in wanting to spend time with fantastic like-minded people who have a passion for going fast and pushing themselves and their cars. So I am asking for your help, in whatever capacity you feel you can manage, to keep "The Rock" rolling.

Tentative date for the hillclimb is July 7-8 2018. Contact Tony Chilton ([tony.chilton@gmail.com](mailto:tony.chilton@gmail.com)) or Doug Drouet ([ddrouet63@gmail.com](mailto:ddrouet63@gmail.com)) to see how you can be a part of this fantastic event.

### **Uncharted Waters By Jerry Shultz**

So, I don't know if anyone noticed, but Hope's old #77 Nissan 240sx was quite a bit faster in the last two events of 2017 than it used to be. Getting there was a long journey, filled with mistakes, banged knuckles, long waits for parts, race parts sticker-shock, and lots of hard lessons for two rank amateur hot rodders. We had waited for the KA24e to blow for two years so we could replace it with something (SR?, LS?, KA24deT?), and it just wouldn't break. Sometime late in 2015 we decided that while the old girl was still fun to

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drive with almost 300,000 miles and probably about 100bhp, it was never going to break, and we needed more POWER!

Since the old stock single-cam had proved her good bones after two seasons of thrashing her mercilessly, rather than follow the pack, we were going to build the original engine up as much as possible. We can probably call that mistake #1: practically nobody makes race parts for this motor.

So we began the process of removing the engine. Man, there's a lot of stuff attached to a modern powerplant! I knew what about half of it was, on a good day. So a lot of time was wasted with Hope and I trying to describe which doohickey we were talking about, as in "...you know, that plastic gizmo over by that one thing." Consulted pictures on you tube. Learning all the while.

Fortunately, I think, son Jeff and a buddy from Portland dropped by to help the day we were to take out the last few bolts and hoist the lump out of the engine bay. This raised the chaos to the proper level, and we soon had the poor thing hanging by her manifolds over the slab. The downside was, with all that "help", we now had grimy wiring (300,000 miles worth!) hanging all over the fenders and a workbench full of greasy nuts and bolts that came from God knows where. Mistake #2: keep track of your fasteners! It was then that Hope looked at me and said: "we just destroyed a perfectly good car!" Mistake #3, unless we make good on the promise to make her live again, stronger than ever.

So off to ECO Machine for new rods (Eagle), bearings (Clevite), pistons (Arias), solid lifter conversion, road race cam (OJ Performance), head porting, and a very sweet balance job. The pistons, bearings and rods are shared by the KA24DE twin cam, so they weren't too hard to find. The cam was a different story. All internet searches came up dry save for two sources, and we soon found they were no longer available, "...maybe call us back in about six months." We heard there was actually a

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cam grinder guy in the Virgin Islands (seriously!) who loved these engines, so we called him up. "Sorry," his answering machine said, it's surf season. Call us back in June": it was March. Tough life. Finally, we found a place in Florida that did custom grinds for the single cam, a place called OJ Performance. Drag racers. They are also the ones who suggested the solid lifter conversion. It turns out the stock valve springs/hydraulic lifters were not good for much over the stock rev limit of 6500rpm, so we told them to go ahead. Just a few days later, they called to tell us the lifters, rockers and springs were ready, but not the cam. Mistake #4: who knew it could take 6 weeks to grind a cam??

Finally got all the valve train bits, and off to ECO Machine for final assembly they went. Martin had the motor together in about a week. She was beautiful. Brought her home and re-introduced her to her tranny friend, with a new ACT clutch in between. Time for re-entry to the engine bay. Easy-peasy.

Mistake #5: thinking any of this was easy-peasy.

The stock mounts were shot, so we had found some "adjustable" urethane mounts. Adjustable, it turns out, by inserting thick aluminum washers in mysterious combinations until the engine looked level and the hood still closed! We had no idea what "correct" was, so we went for the lowest position that still looked like the right degree of tilt. The new aluminum driveline bolted up straight, so we figured it must be right!

Next came the exhaust system. Another part no longer available for this motor. An aggravating fact: internet sites don't seem to fuss over removing ads for stuff they no longer have. A dozen wild goose chases later, we found one, a real cheapie. Direct bolt-in, it said. Mistake #6: believing anything that claims to be "direct bolt-in."

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The header passed by the steering linkage with about 2 millimeters to spare. To spare, that is, until the knuckle on the steering linkage came around and stopped squarely on the header at a heavy joint. In addition, the pipe was solidly mashed up against the floor pan, guarantying a hot-foot for the driver. We tried heating and squashing, bending and prying, all to no avail. Direct bolt-in. Right. Off to Goofy's Muffler Customs. What a guy! Took one look, gave us a reasonable quote, and had it all fixed in less than two hours. No mistake there.

Installing the cooling system was much more straight forward, except for Mishimoto sending us the wrong hoses; what we got were SR20 hoses, since that's what they're used to sending. Adding an oil cooler was easy also, since there is so much room behind the rubber bumper cover on the 240. Our biggest challenge came after installing the Jim Wolf tuned ECU and 50lb injectors. By now it's June, and we've already missed events. Nathan came out for what was supposed to be the start-up, but no fire. Everything checked out, but no fuel sprayed. Conclusion: injectors. Several days and multiple attempts later, thanks to numerous friends much more knowledgeable than Hope or I, all agreed: bad injectors. So, we shipped the ECU and injectors back to Jim Wolf, and they said they were fine! We thought we were beaten. So, we reached out to Brad at Edge Motorsports to help us figure it out. After several hours and multiple tests, his conclusion: bad injectors!

Brad suggested trying a new set of race injectors, this time from Fuel Injector Clinic. Drum roll please: fired on the first try! We had to fiddle with the timing a little (drive gear on the oil pump was off a couple of teeth), but the next thing we know we're off to Garage 808 for a dyno test.

We made the last two events, with literally four hours on the motor. She ran strong, at least compared to what we were used to. Looking forward to next season, when we get to learn how to drive a car with a little torque!

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So here is a list of all the local talent that was right when the mighty Jim Wolf Technologies guys were wrong. Hope and I are hugely grateful for your kind assistance, patience, the education you gave us, and your interest in helping a couple of amateurs succeed:

Nathan Korstadt, Autowerks  
Martin Korstadt, ECO Machine  
Randy Poole, Stainless Steel Magician  
Jeremy Bunker, Nissan Wizard  
Brad Moffett, Edge Motorsports  
James at Garage 808  
Dan Mooney, Electrical Engineer  
Forest Arriaga, diesel mechanic  
Leonard Hayes, local pro

Thank You!

And those mistakes? Lessons learned, all worth it!

Oh, and if you're curious: Max HP: 160whp@  
6250rpm;  
max torque 151@5050rpm, nice and flat.