



AT SPEED

Emerald Empire Sports Car Club

P.O. Box 1204, Eugene, Oregon 97440

Email: President@eescc.org

WWW.EESCC.ORG

May 10th, 2011

2011 EESCC Club Officers

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| Chief Safety Steward | Greg Ervin Email: SafetySteward@eescc.org |
| Chief of Timing | Tim Steck Email: ChiefofTiming@eescc.org |

Upcoming EESCC Events

Monthly Meeting: **June 1st**
7:00 pm the Sizzler
Postal Way and Gateway Springfield
Events #1 & 2 **June 4th and 5th**
Old Guaranty RV I-5 Lot
See Flyer Enclosed
Larison Rock Hillclimb **July 2nd and 3rd**
Oakridge OR
Flyer will be mailed separately

My Swedish Meatball

By Greg Ervin

Wow, racing season is back again! This makes for my fifth year racing the silver Volvo. It's fun to look back at where the car started to where it is now. I still remember the previous owners' scared look and tight grip on the "Oh crap bar" as we came into boost around an onramp during my initial test drive. If only I could track him down and give him a ride now, ahahaha. That first taste of boost hooked me for good.

My original plans for the car were to make it a sleeper and to street race it. The thought of smoking Hondas, pleased me greatly so I preceded my quest for more power. Eventually I found that

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beating up on Hondas was like going to the bar and picking up on the ugly girl, while it's always fun to win it isn't very satisfying.

I decided to challenge myself by seeing how fast I could go on stock parts and that led me to the idea of weight reduction. Pretty much everything that was not essential to the driving function of the car came out and I was driving a shell of a car as my daily driver. Fun as it was, the temptation to feel the effects of the added power and lightening was too great and the law caught up and overtook me. It was time for a new daily driver. The Volvo was missing one main ingredient, (according to friends and loved ones) a roll cage, so finally after much debate about adding more weight, I finally decided to cage it and now I think I can officially call it a race car.

Hopefully this season treats us all well and we can continue to enjoy the legal racing outlet we call autocross.

"To Keep the Car Alive"

By Paul Rogers

After 6-years of EESCC Auto-x events the 04 WRX STI is starting to show its age. A touch of gray hair has graced an otherwise handsome car. What does that require, perhaps a treatment or two of Just For Men hair treatment? A dose of

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Centrum Silver? The odometer reads over 90,000-miles, of which 27,000-miles is unaccounted for due to the fact that I bought the car used. Mind you this was a car that has been my daily driver since 2004 and which has never let me down, owing to the great reliability of the STI. The STI came well modded with an intake, header, exhaust and an engine management system that is seldom used on any Subaru's these days. The car has undergone numerous modifications to make it more autox worthy, and as a result has made it barely streetable, street legal, yes, but your fillings are loosened after a few hours behind the wheel.

So what is a person to do when you are looking at your trusty old-timer dog. Putting him down is, of course, out of the question. Trade in? That could cost thousands more, and risk losing all those great autox worthy modifications and crappy ride in the process. No, no, we decide that the rig is to be fixed up, modified and made better than ever for autox, and in the process supplying the owner with a car that is less streetable than before. Bigger, stronger, faster! Sounds easy and fun, and perhaps it is, but it never goes as expected.

Initially my first tell of problems with the middle aged crisis struck rig came from an unusual power induced torque steer to the right after last year's autox at Guaranty's auto lot. Huh, has symmetrical all wheel drive let me down? Hit the gas, and the car would pull HARD to the right. Just cruising down the road without any power applied and it drives straight. Strange? After months of trial and error, alignments, suspension checks, new axels, etc etc the problem was isolated to the front differential as the culprit. Take all four wheels off the ground, spin a front tire, and no response to the opposite wheel. Hmm...limited slips aren't supposed to do that.

So it is decided to pull the engine/trans and freshen that puppy up with new timing belt, seals, water pump and clutch. Everything an aged engine needs to feel young again. Of course the compression is checked and reads steady across the four cylinders. Next, yank the transmission and deliver to AAMCO for a new front differential. After countless hours searching for a replacement, a suitable organ donor was selected.

(Continued on next page.)

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Upon arrival it was found that the new diff will not fit the STI transmission and was designed for the WRX. It is sent back and a Carbonetics clutch type front diff is selected after a recommendation from another STI owner whose stealth bomber will remain unnamed.

So the rig is finally put back together, the torque induced steer gone with time to spare for Ice breaker. The car performs wonderfully losing only to the unmentioned stealth bomber, whose driver has regular Autox events at his compound. The front differential works great and the stability of the rig is better than ever. Between IB and T&T it was noticed that the oil was a little low between fuel ups. It seemed odd but hey, maybe I left a quart out when I changed the oil. At T&T the car also performs well but also burnt up a quarter quart when all the runs were done. Add to that a healthy dose of smoke coming out the tailpipe. Loosing oil and seeing smoke in the tailpipe, two things that any enthusiast dreads to see. Upon inspection prior to a leak down test a significant amount of oil was found in the intercooler and the #4 spark plug looks an odd shade of black. With only 90psi of compression the dreaded #4 STI ring-land failure has just bit its latest victim. Thank you Subaru engineers!

So what is an enthusiast to do? An engine donor has been selected, hopefully plopped in asap, and the original motor will be rebuilt over time with stronger components. This rebuild will happen as soon as funds become available, since every avenue of income has been completely exhausted at this point. So why do we do this to ourselves? Often times people ask me, "Paul, do you win any money racing Autox"? I sigh and explain to them that it is the other way around. It is a money pit, and as of lately of endless proportions. We do this because we love to race, the rush when we finish our first, second, or last run. Does it ever really change? It's the joy when we modify the rig and see direct results on the track. The physics, mechanics, and techniques that are all involved, this is why. It is love...hate relationship.