

## November Toyo crunch time, need all to step up !

Posted by 944Racer72 - 31 Oct 2011 13:45

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I think everyone knows that we are down to crunch time for the regional championship tire money. We have 6 races in the bank now with 5 or more starters. For the contingency, we need 8 races with 5+ starters so both November races are vital to ensure the contingency.

I'm open to doing whatever is necessary to bring people out and I think the other competitors for the bucks are in the same boat.

So far we have:

Big Dog

Ron

Ken (IO Port Ken driving Ken Huey's car)

Me

We need a 5th at least and 6th would be great to allow for a breakdown or incident.

Who's in?

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## Re: November Toyo crunch time, need all to step up !

Posted by Big Dog - 03 Nov 2011 14:47

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Steve, I have stock struts and cut down ones, as well, so those do not help. On the later cars, with Sachs struts, the struts get cut down and a Koni shock is inserted into the barrel. A hole is drilled through the bottom of the strut to insert a bolt that threads into the bottom of the Koni insert. The insert comes with a cupped, thick washer that conforms to the rounded base of the strut. That washer is what I am looking to get for the weekend. I am out of them, the bolt keeps coming loose and the washer goes missing, as both of these did.

I plan to get more from Koni, I need new shock bump stops as well, but getting them in time is

questionable. When I get some, I am going to get spares but I need to find a way to keep the bolt from falling out. The last ones were put in with lock tight but I may not have cleaned the threads in the shock. Something happened because they both fell out from Friday morning to Sunday afternoon.

I could use a late valence if one is available. Easy does not have one. If it is available, give me a call at 208.818.8620 as I would also like some of the mounting hardware as well. There are two curved metal plates that go between the fender and the valence as well as some brackets that attach to things.

I would like to get a pair of 8" 450 lb springs for the front if anyone has a pair for sale or knows where to get them in the Infineon area.

I have lots of different 8" and 10" pairs of springs from 300 lbs to 375 lbs in anyone is interested. I guess I should post them on the site for guys building cars.

Jim

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## Re: November Toyo crunch time, need all to step up !

Posted by Big Dog - 03 Nov 2011 14:52

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Jerry, old radiators can be problems because of the junk that gets built up in them. You might want to consider getting a new one or a new turbo one and keeping your current one as a "spare". That is what I do. The turbo radiator is about 1" taller so it does require lowering the bottom cross piece with some extensions but it is not a difficult job. You can see how I did it on the 12 car if you are there for Saturday.

Jim

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## Re: November Toyo crunch time, need all to step up !

Posted by JerryW - 03 Nov 2011 15:03

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I know Jim - I was planning to have it boiled out and just stash it as an emergency spare.

Obviously a new one would be preferable

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## Re: November Toyo crunch time, need all to step up !

Posted by 944Racer72 - 03 Nov 2011 16:57

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I'll see if I can find the time to go by there tomorrow. Jerry, I do carry a spare radiator (so as long as I'm around you have a spare). I did exactly what Jim is talking about and kept my old radiator as spare.

I'll see what they've got there and let you guys know if anything good. Usually the cars are pretty rough by the time pick n pull gets them.

As for the Koni washers, I can't help but we might be able to make something work. I can bring extra hardware etc if you think you know what we might need. I've got tons of bolts, nuts, washers etc from lots of parts cars over the years.

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## Re: November Toyo crunch time, need all to step up !

Posted by Big Dog - 03 Nov 2011 18:05

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Jerry, I carry a spare, old radiator as well. Check the cost of an old, used one, add the cost of having it boiled out and compare that with a new one. I understand that they can be had for a reasonable amount.

Steve, I have the bolts I need, although I will have to either replace the ones in the car with spares or tap the holes out because the existing threads are stripped out. That is why I could not rebolt them Sunday. I hope I can tap them out and get them to work. Having to dump them because of stripped threads would be a bummer.

Jim

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