

White Beam.

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The way I met the owner of this Nissan 100 NX was kind of scary experience. I saw his car and waved my hand to him. I thought my heart would stop when he punched the accelerator to the floor and the car jumped towards me and suddenly stopped just 1 meter in front of my knees. Dusting off my pants I opened the door and introduced myself. "Jump in"- said Valentin, one of the managers of the Ukrainian Nissan Club. When he stepped on the gas again my body felt almost twice as heavy. "I prepared this car for drag racing"- smiling said the driver. "So I understood"- I was barely able to say it. As I found out later, in 2006 Valentin became the Drag Racing Champion of the Ukraine in class of non-turbo-charged front wheel driven cars.

Before photo session we decided to stop by a car wash to make sure that "White Beam" (so it is called this Nissan 100NX) would shine like a pearl. When the wash was done I called the cameraman Max to agree on the place for the shoot. We agreed that the shoot will take place on "Podol" one of the most beautiful places around Kiev, which attracts so many car enthusiasts like us to meet there. The traffic to get there was really heavy and Valentin noticed that "Antilock" warning light and the battery warning light came on. He was really disappointed that it had to happen right before the shoot. All of a sudden the music stopped playing and the engine died. I was clear that the car battery was dead.

#### Engine

When this Nissan 100NX came into possession of Valentin, its condition was terrible. The previous owner wanted to sell it for peanuts, but the engine was shut. Valentin called one of the warehouses that were selling engines and was told that they had type SR20 but didn't know which version it was. It all came as a great surprise when he saw genuine "SR20VE" labeled "NEO VVL" made in Japan. Adjustable valve timing system was designed for extreme performance and can outperform many VTEC engines made by Honda. To make sure of a great value of this engine it was taken apart and it was absolutely spotless and clean inside. The computer controller for the engine tuning was imported from USA from one of the club friends. This chip allowed to unleash the full power of the 2-liter 205 horse power hungry beast. After several test runs on the test track there were selected and tuned 4 main operating modes: for heavy traffic, city driving, racing and for adjustment. The selection is done by simply pressing the necessary mode button on the dashboard. Latter was installed new zero resistance air filter, new cooled fuel intake and Energy Suspension engine mounts.

#### Transmission:

Original 5-speed manual transmission. 3rd gear is shortened. Differential is blocked by Phantom Grip. Exedy clutch.

#### Body:

The body of the purchased Nissan 100NX needed major restoration. Unfortunately one particular manufacturer's design flaw of this car model made this work very extensive. One of the major problem was that roof water drains end not outside the car but inside the body causing extensive corrosion. The corrosion holes sometimes were so big that you could thrust your knuckle through. All those holes had to be patched. The rear of the body was beyond repair. So the team decided to find another car with undamaged rear and make one normal body out of two. Fortunately one was found pretty quickly and the work resumed. Presently it is almost impossible to tell that the body is made of two parts from different cars all thanks to great welding work done by Vitaliy and Vasiliy. These two talented guys made it all possible. They worked for months welding original and replacement parts together with great care and accuracy. Sometimes they had to replace original parts with custom made to improve on strength and durability. Months and months of work, liters and liters of sweat and finally the body was finished.

#### Interior:

Inside everything is done with simple elegance. The original seat covers were replaced with classic black and white, white ceiling, refinished door panels, and rear side shelves. The simple clean look matches the elegance of exterior body lines. For high result drag racing car is equipped with white colour racing steering wheel Nismo. For high visibility and accuracy tachometer Autogauge took it's rightful place in the view of the driver. Next to the tachometer there is shift light, lamp that lets the

driver know when to shift the gear for maximum efficiency and best timing. Of course the venerable computer engine control VVL G-Reddy MSS and air to fuel controller AEM UEGO are also there.

#### Exterior:

The front of the car is customised with a set from Joy Tuning, rear bumper is modified original. The roof and the hood are painted black. There are installed aftermarket headlights and the windshield. Carbon custom made rear spoiler APR modified by titanium wings for rigidity. 17 inch white rims custom ordered from SSR Japan that finish elegant look of the car.

#### Exhaust:

The base for the exhaust system was taken from Japanese company Fugitsubo which calculated the length of the 4-2-1 collector to be 1390 mm. Diameter of pipe in section 2-1 is 57 mm and after the splitter the main pipe diameter is 76 mm. Splitter has threaded port for air to fuel controller sensor. Resonator, main pipe, rear canister and flexible section are all 76 mm by Vibrant. The result of following Fugitsubo's recommendations is power output increased by 15 hp.

#### The BURNOUT:

Everybody wants to see something interesting and the team was very excited to see after long work on this car what it was capable of. The weather was great and this beast didn't disappoint anyone. The robber was burning and the car just kept asking for more freedom. Unfortunately the shoot was limited only by a big parking lot, and everyone wondered how it would behave on the race track. It was truly excited to see Valentin show his mastery of drag racing beating an invisible opponent. "It's really hard to believe that this car was designed in 1992" – said Valentin stopping by the cameraman who had a hard time to make pictures trying to capture the magic and grace of a sliding sideways car. The work on this car is not finished says Valentin, the potential is really incredible and we are for many more surprises. The work will continue as soon as additional source of financing is found. For now the car will continue racing in it's present condition and surely will turn many heads to it's power and performance.