

Pretty In Pink

TURNING HER LOOSE

WORDS TAYLOR HANEY | PHOTOS TAYLOR HANEY & ERIN SKELTON

For those who may not have heard of it, drifting is taking over the racing industry by storm. Drifting, a popular form of racing where the driver will over-steer on purpose, the car loses traction in the rear end, while maintaining a controlled slide through the corners.

For this reason, drifters like Rachel Turtz of Camden, NJ, use a rear-wheel drive set-up. Rachel grew up like many of us, looking over our father or significant other's shoulder waiting for them to hand us the wrench. She told us, "I've been into cars since I was little. I used to go to my uncle's house when I was 12 to watch him work on his 1969 Mustang." Once he finally got it running, her uncle took her for a ride. In that moment, Rachel got a taste of what it was like to see the end result of tinkering and committing to a project car.

Fast forward to three years ago, when Rachel started dating Colby, her now fiancé, and avid car enthusiast and drifter. One year, her fiancé took her to a drifting event put on by Club Loose called East Coast Bash in New Jersey. Club Loose is an organization that puts on various local drifting events on the east coast throughout the year. As Rachel said, "It [drifting] immediately became my outlet. My new addiction." Rachel raced along with her fiancé at East Coast Bash this year to celebrate their three-year anniversary together, as well as Englishtown Raceway's 50th anniversary. (Check out page 40 for the event coverage!)





Photo by Erin Skelton.

Her fiancé influenced her to purchase a 1991 Nissan 240SX soon after their first event. It took 3 years to get the vehicle to where it is currently from bone stock. Those 3 years were not easy though. Not even a year after buying the 240, Rachel totaled it. Without hesitation, Rachel and her fiancé worked

painstakingly to find a new shell, and threw the original KA engine into the new shell.

Then, her and her fiancée bought a SR20DET swapped 240sx. A SR20DET is a Nissan motor that has a dual overhead camshaft, electronic fuel injection, and is turbocharged. They took



Photo by Taylor Haney



the SR20DET engine out of the other car and put it in her vehicle that had the KA motor. Her fiancé Colby, not one to waste a perfectly good motor, took the KA engine and swapped it into his gray 240SX. In addition, they modified the 240 suspension with Iconcept knuckles and Silkroad coilovers. Knuckles, a mod for dramatic angle in drifting, allow the car to stay sideways. According to Motoiq.com's article on typical drift chassis setups, this makes it "easier to recover without spinning out" through these sideways turns.

To say that drifting is safe would be far from true. Every drifter understands the risks going onto the track can bring, but this is why such strict precautions are taken during safety checks before track time. For Rachel to say that she crashed again in her 240sx is not surprising, but can be overwhelming having to rebuild. Thankfully she has her fiancé to help her continue to share her passion for drifting. Going sideways is her passion, so finding another 240 shell was a no-brainer for them.

When asked whether she does the work herself, she said, "My fiancé does most of the work, but I do whatever I can, when I can. I've helped build the SR20DET, rip apart the wrecked shell, swapped the engine, coilovers, brakes, etc. I could really go on." Rachel understands, like many of us just getting started in the automotive industry, as an enthusiast or otherwise, that we all have to

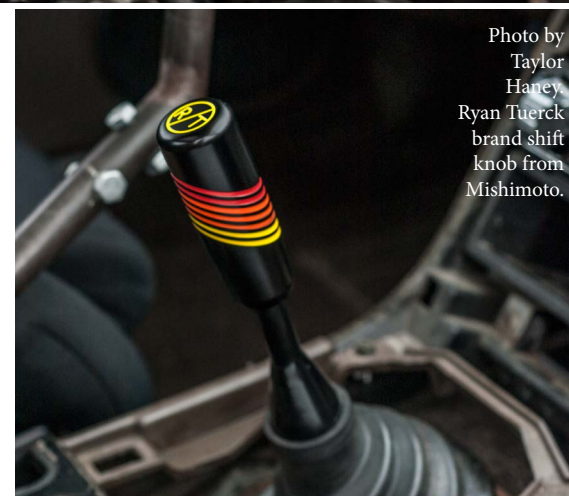
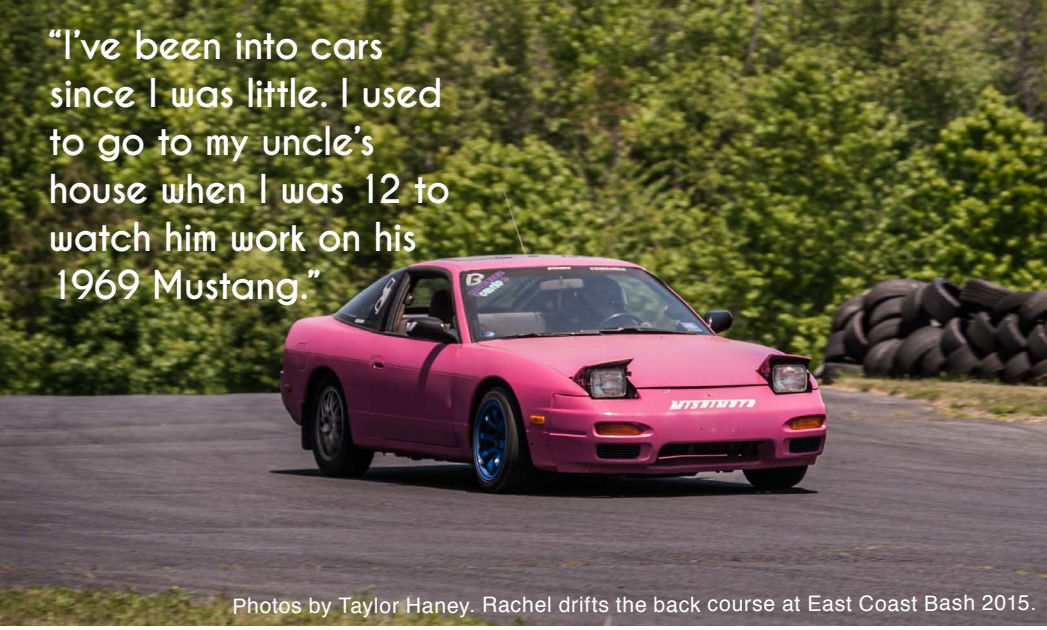


Photo by Taylor Haney.
Ryan Tuerck brand shift knob from Mishimoto.



Photo by Taylor Haney. Rachel uses a Recaro brand child car seat in her 240sx.

"I've been into cars since I was little. I used to go to my uncle's house when I was 12 to watch him work on his 1969 Mustang."



Photos by Taylor Haney. Rachel drifts the back course at East Coast Bash 2015.



start somewhere.

Aside from what has been done, Rachel doesn't have too many future plans for the 240sx. She ideally would like to build an SR22DET and compete in Pro-AM drifting events. Rachel does not know whether this could actually happen, but it's definitely a goal worth striving for.

In addition to being a full-time mom for a four-year-old, Rachel works for Mishimoto Automotive, an aftermarket automotive parts company that specializes in cooling products. At her position in the Public Relations department, Rachel does a ton of social networking, their sponsorship program, and overall marketing. She told us that you'll see Mishimoto at Club Loose's East Coast Bash and Formula Drift at Wall Township, NJ this year, SEMA and many more events. Rachel wants readers to stay tuned for more exciting developments!

Rachel feels that getting involved in drift racing has given her life deeper purpose. "I'm a young mom, I drift, and I work for Mishimoto. I mean, you can't get better than that. Life is good," she says. She encourages women in the industry by saying, "Don't let the big boys get you down. Men will always look down on you and think you can't do it. Prove them wrong." Her 240sx may be hot pink, but she wants the guys out there to know girls can drift too!



Photo by Taylor Haney

FEATURE BREAKDOWN

DRIVER Rachel Turtz
UNDER THE HOOD SR20DET swap; Clevite bearings; S14 oil pick up; Rebuilt T25 turbo; Aluminum radiator; ISIS SS turbo lines; Mishimoto thermostat; OEM side mount intercooler; Hallman boost controller (currently at 9psi); Supertech valve seals; Wicked Powder Coated valve cover; Custom turbo-back 3" exhaust
DRIVETRAIN OEM clutch; S14 transmission
SUSPENSION Silkroad coilovers; ISIS stainless steel steering line; S14 inner and outer tie rods; Iconcept knuckles; Welded differential; Subframe collars; Xcessive skid plate; ISIS rear toe arms
INTERIOR Replica Bride seat; Custom seat rail and brackets; Recaro carset (not used when drifting); NRG quick release and hub; Mishimoto Ryan Tuerck shift knob
ONLINE mishimoto.com; clubloose.com



Photo by Taylor Haney