## 944-SPEC - 944SPEC - low cost wheel to wheel racing

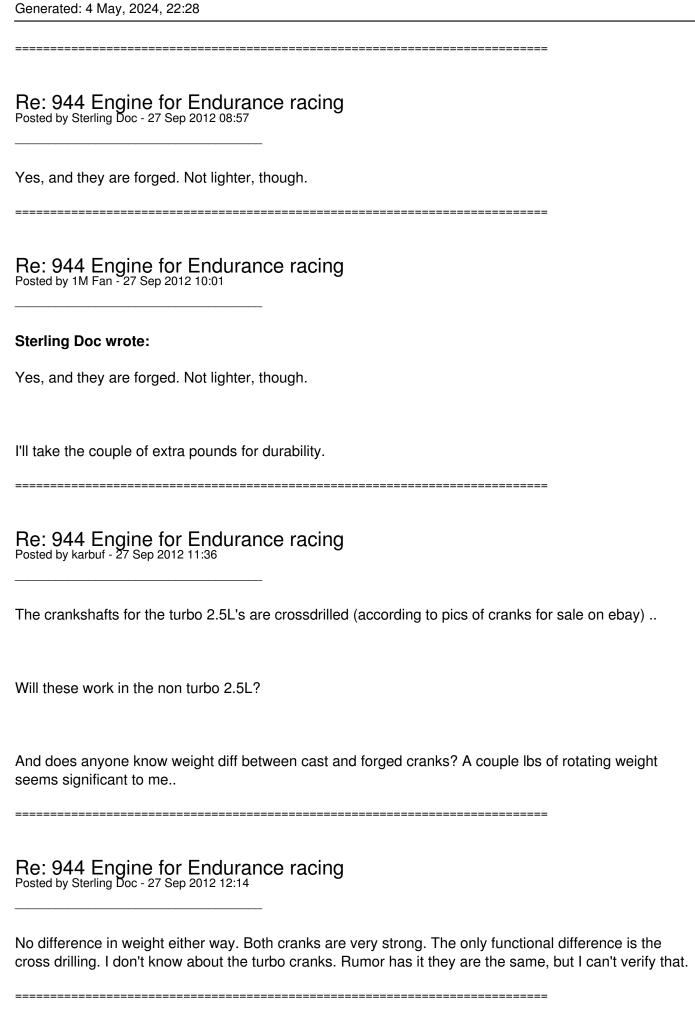
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944 Engine for Endurance racing Posted by karbuf - 02 Aug 2012 05:26
Hi Members,
I'm brand new to road racing (number of years of asphalt roundy-round racing though). I want to run in the Chumpcar series next year and I'm seriously considering the 944 platform.
Endurance is a big deal (up to 24hr races) What is the best way to prep the 2.5L for this type racing? ie. baffle in oil pan? what can be done within reason and rules to make it bullet proof?
What other challenges with the chassi should I look at? ie. aluminum vs steel control arms? (visa versa) I've seen some chatter about these but dont have the experience to know the issue
ANY words of wisdom would be greatly appreciated. I have just started reading the discussions and tech articles on this forum too. Great source of info.
I live in Tampa, FL.
Thanks in advance
tim
Re: 944 Engine for Endurance racing Posted by 1M Fan - 27 Sep 2012 08:40
Sterling Doc wrote:
Depending on how far you go into the motor, using an '83 cross drilled crank, or cross drilling a later

crank can be helpful. In any case put new rod bearings in, and check that the clearances meet spec. Steve's got the rest pegged above. Good luck!

So 83 Crankshafts have the cross drill mod already done?

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Re: 944 Engine for Endurance racing Posted by karbuf - 27 Sep 2012 16:27
Another quick question concerning car build just noticed today that lugnuts on this 944 are aluminum That brings images of failure, over torqing, stripping etc when using in an endurance race
Should I replace with steel lugnuts? any insight is appreciated!!
thanks