

Some build ideas to run by the group...

Posted by joeblow - 02 Sep 2012 15:22

First off let me say I am not looking for any new rules!

I am building a car from the 'wrong' perspective in that I want a street/strip car. There are a lot of reasons why but lets just say that the deal with the boss (Wife) was that this is a commute to work car and a race car second. This also fits the budget for now which is minimal until I shed some hobbies.

I plan to make this a very thinly disguised race car (I have a vintage 911 rally car that is very similar). I will be getting rid of the great majority of the amenities with the exception of the A/C and Heat (I need to use the car all year in Utah (read hot and cold).

To go are:

Cruise Control

PWR windows but not the windows themselves

PWR locks

rear wiper

interior door panels minimized and possibly removed entirely

stereo

center console

arm rest

rear seats will be removable (kids might want a ride to school)

pass seat removable with quick pins

drivers seat replaced with race seat (FIA)

fog lights gone

sunroof to aluminum sheet

PWR steering gone

exhaust minimal

carpeting replaced with lightweight carpet

floor replaced with lightweight rubber mats

all roof interior roof material replaced with thin carpet

wipers converted to single center wiper

all interior sound and heat deadening material removed

Wire harness stripped as items are removed (including relays, sockets

fuses etc off the main power box)

battery replaced with very lightweight one, etc....

So here are some thoughts, items for clarification, details needed etc...

I need both A/C and Heat which I know pretty much kills the chance of me getting to spec weight. That being said I am going to do my best with everything else to get close. On the A/C and Heat as with all other 'optional' items, can I assume that if they can be removed then they can be modified as well? Specifically can I put a smaller compressor in, or underdrive it? Can I yank out part of the ducting and leave the rest? Can I remove the control system and make up a manual one?

In the rules it states that a sunroof car can remove the roof structure to the point of a non-sunroof car. Has anybody done this and is there some guidance on this process? I dont have access to a non-sunroof car being how rare they are. I would hate to cut something out that I need to later put back in...

I have seen several cars with what look like Euro front bumpers, or at least pushed in like Euro cars. Are they using Euro parts, modified stock, or custom brackets to achieve this legally?

Since I can remove the door glass, can I run plexi-glass/lexan instead? I also intend to install manual winders or even bottom pull up straps (911R style) to save weight. I will be parking the car outside in the rain/snow so windows are not an optional item. I guess to add to the list would be the fixed slider windows as well?

Balance shafts are required to be run correct?

Lightweight alternator?

I was thinking of pulling the stock headlight motor and using a pull cable to lift them. The other idea was to use GTR fixed light buckets but I read and was told that the stock headlight doors need to be in place which kills that. The other idea was a rally light box for the hood that pops on/off. Any other ideas (I plan on ducting the fog light opening to the brakes)?

I am planning on cutting out the spare tire bin, any play by play on this so I dont overdo the cutting? Again it is easier to cut then weld. Obviously I want as much weight drop as possible and access to the tranny within the rules.

968 water pump OK? If I remember it requires some clearing on the block to fit the oversized impeller.

Later deep sump oil pan, scraper and pickup OK?

On the cage, the rules discuss additional pick-up points and use of the sills. I plan on running plates connecting the A-pillars to the forward hoops and the B-Pillars to the main hoop as long as the pillars are. Is this OK?

Any options for lighter door mirrors than electric flag mirrors?

I will have more and more such questions but that is all for now. I would like any words of wisdom for other items which might make sense for my kind of build.

Thanks in advance!

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Re: Some build ideas to run by the group...

Posted by joeblow - 07 Sep 2012 06:48

Thank for the pics. I like how you had the bevels put into the panel to keep it stiff. Looks very very light. I think that is definitively the way to go!

I just bought a lexan windshield to replace the broken stock one. I will fab up an aluminum or light steel center brace for it and mount it with just silicone and rivets. Overall between the loss of the glass and gasket I suspect I will lose around 10-12# in the process.

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Re: Some build ideas to run by the group...

Posted by joeblow - 07 Sep 2012 07:25

Nice!

Are you at spec weight?

norman#99 wrote:

I have pulled this harbor freight trailer for thousands of miles, this was Miller Motorsport Park in Utah, about 1,300 miles round trip from home.

I bolt on lights as needed, no heater, for that I wear really warm clothes and try to not breathe towards the windshield, no air, for that I wear my cool shirt, no wipers, I use rain x, no signal lights, I use hand signals, the side windows are attached to a strap so I can remove them easily (8 lbs each). I try very hard to not get pulled over, how ever I have been pulled over more than once, just because the officers liked the car and wanted to check it out, fined once at Infineon when I went out to the store for somebodies cigarettes. Pulling the trailer and sometimes going fast, I get 20+ mpg. Suburban gets about half of that at half the speed.

You might have an over heating issue on track with the a/c coil in front of your radiator. This isn't my daily driver, it's how I bought the car, I would probably keep those things in that you are, except the A/C, if you find over heating to be an issue.

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Re: Some build ideas to run by the group...

Posted by norman#99 - 07 Sep 2012 08:33

I am at 2600, but I got there by having the least amount of fuel that the car will run on, which is about 2 gallons or it will starve in right hand turns, also with worn out tires, so technically I can not be DQ'd for weight unless the official scales are different than mine, so if you are close to 2600, you should weigh your car with the official scales at each race weekend before qualifying or a race. I usually finish races around 2620 because of tires not being worn and maybe a little extra fuel. I have finished at 2600 even!

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Re: Some build ideas to run by the group...

Posted by joeblow - 07 Sep 2012 08:40

Is the car fully striped inside? I am trying to see if I have any chance of making weight with A/C and Heat and some kind of dash with all the required gauges and controls for hear etc...

norman#99 wrote:

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Re: Some build ideas to run by the group...

Posted by norman#99 - 07 Sep 2012 08:55

I weigh about 155, when I got the car, it was stripped, I had to add about 50 pounds, so I did it with comfort items, I insulated the fire wall, sun roof, hump in the floor where the torque tube runs, also the floors under the seats, added a full dash, race passenger seat, some carpet, door windows that are attached to straps so I can remove them easily (8 pounds each) I also have a normal street muffler when tested at a local track, was 91db. So the car is nice for driving around town or road trips, I haven't noticed a difference in lap times with the muffler, but I haven't dyno'd it yet for comparison.

When you say, you want to make weight, do you mean that you want to get down to 2600? I am sure you will be a good bit over that number with all that your leaving on the car. You know you can weigh as much as you want, just not under 2600.

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Re: Some build ideas to run by the group...

Posted by joeblow - 07 Sep 2012 13:16

Yep, I want to get down to 2600# if possible so I am somewhat more competitive. I recognize that it will be near impossible and certainly not in a balanced way, meaning it will come off pretty fast in the back of the car but not so much in the front.

Adding insult to injury, I am over 200# myself and 6'1" tall so that will add to the issue.

Anybody know if we can use 944 Turbo manifolds? They are much lighter...

norman#99 wrote:

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