

NEW CAR BUILD

Posted by RacerX - 16 Dec 2010 14:40

A brief history about myself. My name is Ken Frey I live about 60 mi. SW of Chicago in the Midwest region. I've been in TT for the last 4 yrs. and decided to get into W2W. It was hard to pick a group but finally decided to go with the 944 Spec. I purchased my car in Jan 09 with intent on getting it finished in time for the 2009 season. A 85 1/2 944. That never happened because of an addiction to my 04 GTO. Trying to run in TT and build a car at the same time doesn't work well. Well the GTO is gone now, sold....RIP, memories are fond but it's time to move on. (sniff sniff, tears welling up)

The build started in Feb 09 but stalled for reasons stated above but began again in earnest a few months ago. I will also try to share the cost with you as we progress. Lets hop in the time machine and go back to Feb 09..... I purchased the car for \$850 and began to strip it. I set up an Ebay account and started selling the parts. After selling fees I've netted \$663.21 from the sale of parts, SO FAR. I still have some to sell but wanted to finish the build before I get rid of the rest of the parts. I have \$186.79 in the car.

We had a motor removal party in Feb 21 2009

MORE TO COME.....

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Re: NEW CAR BUILD

Posted by RacerX - 06 Apr 2011 17:23

I weight 230 with street clothes. I still have to add, my gear, fire system, nets, exhaust system, cooling suit, passenger seat and belts. The fuel tank was close to being empty. That leaves me 120 lbs for all the stuff I have to add. I'd like to come in just a tick over 2600 lbs with very little fuel. Isn't that the way its suppose to be done?

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Re: NEW CAR BUILD

Posted by joepaluch - 07 Apr 2011 05:15

RacerX wrote:

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Ok what stuff do you need to add? 120lbs is alot of stuff. personal gear should be 10lbs at most. Fire system 10lbs and nets 2 lbs. Passeners seat.. heck alot of cars don't run them and cool suit usally puts cars over the 2600lbs min. I try to shoot for 2600lbs min on zero fuel no cool suit. I rarely run the cool suit during qualyfing and we must make weight after qualifying. Also it is possible to run out of gas during a race and then be weighted and DQ'ed.

In any event I see 30lbs of gear not including pass seat. Not sure what you maeaan by exhaust though.

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Re: NEW CAR BUILD

Posted by RacerX - 08 Apr 2011 09:08

I instruct so I'd like to be able to take students out and another benifet is that if I'm having trouble, someone can take me out. The wife and kids like to go out once in a while too.

passenger seat 20

passenger seat mount ??

fire system 12

driver and passenger belts 4

suit, gloves, helmet, hans ??

full exhaust system 40 (just the headers are on now)

window and side nets ??

cool suit system ??

driver and passenger seat back braces 3

camra system and mount ??

This leaves 41 lbs for the ??

The tank was almost empty too.

The plan is to get all this installed in the car in the next few months as the budget allows. Once it's all installed, I'll have it weight and corner ballanced.

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Re: NEW CAR BUILD

Posted by joepaluch - 08 Apr 2011 09:53

Ok... I am just surprised you got that light.

Just make sure you scale it before you race it. If you add ballst read the ballast rules. There are limitations in where it can be placed and how it must be secured.

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Re: NEW CAR BUILD

Posted by RacerX - 08 Apr 2011 11:58

I might have to add ballast in the first few races till I get all the stuff in or run a full tank of fuel. What do the plastic tanks hold, something like 21 gallons?

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Re: NEW CAR BUILD

Posted by xsboost90 - 08 Apr 2011 17:37

whats the usual adjustment for reindexing the torsions? Is it like two splines or one or something?

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