

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 joepaluch - 03 Apr 2011 13:29

944Racer72 wrote:

You might want to use distilled water in the cooling system. I don't know how your water is there but out here, you would have rocks in the engine after a year if you used city water.

ALWAYS use distilled water. This minimizes corrosion especially when not running coolant.

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Re: NEW CAR BUILD

Posted by 944Racer72 - 03 Apr 2011 15:49

I agree but I wonder why his Purple Ice says not to use with distilled?

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Re: NEW CAR BUILD

Posted by RacerX - 03 Apr 2011 20:29

Got some work done this evening. I fabed up covers to mount in the cowl area and got those painted and installed. The one covering the old fuse pannel is removable to access the pedal assembly.

The battery that I had left from when I was doing TT didn't survive the winter so I ordered an new one which came in Fri. I guess I was expecting to much for it to last 4 years. I got that hooked up too.

I also had some roll bar padding left over from when I did the GTO. I can't believe how much the padding costs. I don't remember it costing that much but these days everything costs more. I just hope it was enough to pass tec.

Battery, roll bar padding.....\$277.28

Total in car so far.....\$8132.15

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Re: NEW CAR BUILD

Posted by joepaluch - 04 Apr 2011 05:47

944Racer72 wrote:

I agree but I wonder why his Purple Ice says not to use with distilled?

Not sure, but I never use regular water in any cooling system. I alsu never use purple ice. Just coolant (street cars) or water wetter.

On the cowl make sure you make it water tight. Rain water will get in there and fill in the inside of the car if it is not.

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Re: NEW CAR BUILD

Posted by RacerX - 06 Apr 2011 12:41

No worries on leaking, the blower motor hole is sealed with aluminum tape and the fuse pannel hole still has the lip on it, so no water should get in there.

Loaded the car on the trailer and headed to Benningtons. first up, get the rear torsion bars re-indexed. Dennis ground off the end caps and Nick welded tabs on.

The tabs broke several times as the the torsion bars were rusted in pretty good. Glad I didn't try to do this!

Put your back into it Nick!!! Pull harder!!!

Once Nick got the car lowered, he threw it on the scales.

Unofficial weight..... no driver.....2250 lbs. We still have to install some items but wanted to know what it weight and how much we have to play with. We will re-weight and dial in the final ride height once everything is installed.

I was also issued a log book. Some items still need to be addressed as they're not quite finished yet. We'll do the final inspection at the track before the first race.

Pre tech, torsion bar index, pre ballance, re-tap rear shock mount thread, bolts and scale car.....\$396.00

Total in car so far.....\$8528.15

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