

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 jaje - 20 Dec 2010 13:28

RacerX wrote:

Thanks! As you very well know then, it's a lot of work but worth the effort. I believe the tabs that you talk about are these?.....

In the 944-Spec ruleset, 6.2 Roll Cages, about 2/3rds the way down.....

Cages may be welded to the A and B pillars for safety using no more than four (4) additional mounting points for a total of twelve points (12).

They are made of .125 thick material same as our cage mounts, .080 is the min. for cage mounts. There is no min. for the connections between A and B pillars. Cage tubing is 1.500 X .120 which is also one size up from min., 1.500 X .095. I just want the safest cage possible cause \$hit happens and it's better to error on the side of safety. If they weren't in a car that I bought, I would put them in if possible. Ok..I couldn't see the mounting tabs to the body and was thinking it was seam welded to it instead. I've been thinking of getting this done too and adding a cross bar over the top of the car for just in case. Then lexan windshield with easy off access...list goes on and on.

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Re: NEW CAR BUILD

Posted by RacerX - 20 Dec 2010 13:57

Try to get your safety stuff first the rest is icing on the cake. Too many goodies, too little \$\$\$\$\$\$.

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Re: NEW CAR BUILD

Posted by JB3 - 20 Dec 2010 14:01

One of the neater installations I've seen used a late dash just as you intend. If my car was late then I would do exactly what you describe.

The utility of defog depends on your climate and driving style. On the east coast if you intend to compete

seriously then you intend driving when a defog is very useful. If you eschew a wet track then not so much.

BTW, for the same reason most of us on the east coast have gone BACK to glass. Wipers work a lot better on glass. You can clean it with anything. And replacement windshields are cheap. My day job involves breaking lots of auto glass. Don't see any safety improvement going from glass to lexan. But lexan was a royal pain to keep clean. Understand many out west tracks the off road is pure gravel and rocks so maybe lexan for that?

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Re: NEW CAR BUILD

Posted by Sterling Doc - 20 Dec 2010 14:16

I've seen functional defog units made from a boat blower motor set up, and some tubing - cheap, light, simple, and intended for 12V. The stock blower unit is pretty heavy. With the windows open, the need for outside air is less critical, and I like to keep the underhood area sealed from the cockpit for smoke/fire issues. Some does get in there when the motor get smokey - I had lots of experience with making smoke by dumping oil on the motor/headers back in '08 (long story).

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Re: NEW CAR BUILD

Posted by joepaluch - 20 Dec 2010 16:39

It does not rain much in Az races, but I have driven in some nasty conditions. I have my stock early blow motor and box. Sadly the blower motor failed at some point. The stock box however is rather light and still in the car. I fixed all the levers to move air to "defrost" mode all the time.

So I get the effet of defrost at speed, but with no blower aid.

If I put shaving cream on the inside of glass before a wet session combined with this road speed blower I get zero internal fogging.

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