

help to become a Texas 944 Spec driver

Posted by dfisher42 - 29 Jun 2012 21:36

Ive been auto x my 86 na. Obviously a newbie. What are the steps, costs, etc to become a 944 spec driver? Any advice, opinions would be greatly appreciated. Thanks. I'm out of San Antonio.

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Re: help to become a Texas 944 Spec driver

Posted by dfisher42 - 04 Jul 2012 13:15

Understood. Ive signed up for a half day HPDE next week using a spec miata, I plan on keeping my 86 NA 944 stock for the ES autocross and maybe a few PCA DEs. Ill need to sell the 86 first if I decide to make the jump into a racer. Im also planning on the HPDE at Eagle Canyon.

Ive done a lot of research on the forums and 44 cup classifieds. Seems to be a lot of good cars I could get into but the majority are pretty far away. I really don't need a car hauler for my current 944. So the race cars prices may be right but there would be a lot of added expenses (trailer, shipping, etc) Im not interested in yet. If y'all know of a good, local Texas car that becomes available let me know.

Again thank you all for the info, Drew.

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Re: help to become a Texas 944 Spec driver

Posted by dfisher42 - 07 Jul 2012 22:48

So is Harris Hill in San Marcos a legit pace to cut your teeth on to eventually get a NASA comp licence?

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Re: help to become a Texas 944 Spec driver

Posted by AgRacer - 08 Jul 2012 15:38

Any track time is better than no track time. Biggest thing everyone learns quickly is that there is no replacement for seat time no matter where you're at. However, we don't currently race at Harris Hill, so any time spent there right now shouldn't be done worrying about making the car faster, but rather making the driver more comfortable on track. I would say prioritize the tracks we do race on to the top of the list when signing up for HPDEs, but if you have the time and opportunity, don't pass up Harris Hill especially if its a good deal.

Keep doing DEs in your AutoX car. If you are truly motivated to go W2W racing, you don't want to waste time trying to sell it then get a racer. At your first couple of events, you shouldn't be able to realize the difference in performance since you'll be well slower than the race pace we keep in class.

One more hint, try talking to SVO Chuck about whats for sale in the RM region. We get a lot of traffic between Texas and Rocky Mountain since they are both run by the same people. This could lead to a transporter coming down here from Colorado with extra space that could bring a car down if you found one you like. Last I heard, they still have 3 for sale up there. Just a recommendation.

www.944-spec.org/944SPEC/forum/for-sale-...c-car--cars-for-sale

www.944-spec.org/944SPEC/forum/for-sale-...c-in-a-20-car-field-

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Re: help to become a Texas 944 Spec driver

Posted by dfisher42 - 01 Sep 2012 20:33

NM. Answered via email

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Re: help to become a Texas 944 Spec driver

Posted by AgRacer - 10 Oct 2012 10:18

How is this progressing? You get any track time yet?

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Re: help to become a Texas 944 Spec driver

Posted by dfisher42 - 19 Oct 2012 20:13

No I havent gotten any road track time. I've just recently had to throw a lot of money in my 944 for a new clutch and new control arms on all corners (steel early ones now.) Through Jones Autowerks here in SA whom I cant give enough props to. They do a fantastic job at reasonable prices.

Its set me back but I've come to a great appreciation of just keeping these old 944s on the road no matter what. Us against the world right? Ive been through every default 944 issue out there.

Raced my first autocross last week, since Jones sorted it, and had the best time ever behind the wheel. Now understanding the concept of seat time no matter what.

Would still like to wheel to wheel but am also noticing living in SA without a track close it'd take a lot of time away from the family. I'll probably just have to stick to the autoX. Any suggestions for my situation? Do I need to go PCA DE with my little NA 2.5 liter?

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