

## Post Race Problems & Weight Reduction

Posted by loftygoals - 17 Mar 2011 15:49

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So I've started going over my car after the MSR Cresson race. I've found the following issues:

- Fuel Pressure erratic and low
- Motor running lean
- Driver side trailing arm bent
- Passenger side alignment hole/bolt stripped
- Oil cooler puking oil under pressure
- Cooling Fan cut the lower radiator hose

I've had a chance to look at these. Here are my fixes:

### **Fuel Pressure erratic and low**

Unplugged the FPR and the fuel pressure would jump to 39 PSI. Plug it back in and the pressure would hold at 28 PSI. Under throttle, fuel pressure was low and all over the place.

The fix was going through the vacuum system. Simplifying it and reconnecting everything seemed to fix the problem.

### **Motor running lean**

This was easy: Let the motor warm up, unplug the O2 sensor, and adjust the screw on the AFM until my A/F gauge was on the rich side of normal. When I started the process, the car was running so lean that it wasn't registering a reading on the gauge.

### **Driver side trailing arm bent**

I'm too lazy to replace it right now. I was able to get the alignment dialed back in, so I'm leaving it alone for now.

### **Passenger side alignment hole/bolt stripped**

Set the alignment and tack welded the eccentric into place. The alignment will hold this time!

### **Oil cooler puking oil under pressure**

Still working on this one. May need to get a new cooler or weld this one back together.

### **Cooling Fan cut the lower radiator hose**

I repaired the hose at the track, but had to unplug the fan to keep it from cutting the hose again. My resolution was to cut the passenger side fan completely out. This leaves on fan on the hot side of the radiator and the left side completely open for good air flow.

### **Weight Reduction**

Started pulling out weight today. I was 70 lbs over weight with a near empty gas tank. Pulled the head lights today. Stripped the system down to just the covers (attaching with straps). Removed 50% of the vacuum system: A/C control valve, gas tank vapor reclaim valve, vacuum reservoir, and venturi valve.

Also removed the window washer fluid tank, 1 fan, and replaced the big battery with a ATV battery.

These items totaled an amazing 47 lbs! I'm over half way to my weight goal and I still have the power windows and a heater core. Looks like ballast maybe in my future.

-bj

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## Re: Post Race Problems & Weight Reduction

Posted by michaelreich - 31 May 2011 11:09

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I am looking at building my first 944Spec. Would it be possible for you to briefly list what you have removed to hit your target weight?

Thanks!

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## Re: Post Race Problems & Weight Reduction

Posted by Sterling Doc - 31 May 2011 11:14

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Michael, where are you located?

There are several weight reduction threads between this forum and the NASA forums from the past that may be helpful. You remove anything that is bolted on, and not needed to make the car go, turn, or stop. Bodywork has to stay intact, but there is a lot of parts that aren't needed in & around the car...

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## Re: Post Race Problems & Weight Reduction

Posted by michaelreich - 31 May 2011 11:30

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I am in South Carolina. I will keep looking at the threads.

I am coming to Road Atlanta in June, but only as HPDE as the car is stock and I have no licenses.

I have done a fair number of DEs over the years, but I think I am ready to take the plunge and race.

I am debating buying a prepared car, but I do not see a lot available. I like working on the 944, but I am ready to drive.

BTW - I have owned one 944 or another since I bought one new in September of 1982.

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## Re: Post Race Problems & Weight Reduction

Posted by joepaluch - 31 May 2011 12:35

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### **michaelreich wrote:**

I am debating buying a prepared car, but I do not see a lot available. I like working on the 944, but I am ready to drive.

If you like to work on the car and want it done a certain way then building it the way to go. That way you know what it took to build the car and you know what cost cutting measure you took along the way.

Buying a completed car is faster and cheaper if you paying for the build, but it can leave you open to what ever short cuts the PO did in the build. The good news is less sorting out since much that was probably done already

Either way can work, but it depends on what you want from the experience. There won't be many cars built to the rules in the south east as the series is expanding in that area. There are more cars in west and there has been good growth in Texas and the mid west. If you want a complete car they can be had from So-Cal or Arizona. Of course you would have get them shipped.

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