

## 4-valves in Spec?

Posted by priapism - 08 Dec 2009 09:28

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Hey all, I'm considering entrance into the series. I'm a former 968 owner and current Cayman owner so I'm a big fan.

I would say though that I'd prefer one of the 4-valve motors, either the S, 3.0 S2 or the 968. Are they legal in 944 spec?

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## Re:4-valves in Spec?

Posted by cbuzzetti - 08 Dec 2009 10:41

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They are only legal in Cup. Which is not big in the So-Cal area. The other class that would be a good choice for that car is GTS.

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## Re:4-valves in Spec?

Posted by JRichard - 08 Dec 2009 10:43

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We'd all prefer the power, but for 944spec it's pretty much a stock 2.5 8 valve motor...some things can be done for longevity but it's all about keeping costs down.

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## Re:4-valves in Spec?

Posted by JRichard - 08 Dec 2009 10:44

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...damn charlies a full minute faster than me...

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## Re:4-valves in Spec?

Posted by Weston - 10 Dec 2009 10:49

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### **JRichard wrote:**

We'd all prefer the power, but for 944spec it's pretty much a stock 2.5 8 valve motor...some things can be done for longevity but it's all about keeping costs down.

Yeah, more power would be great, but we would lose racers fast if we took the class in that direction. It's all about making strategic compromises and appealing to a common denominator, so that we get a good number of competitors and close racing.

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## Re:4-valves in Spec?

Posted by joepaluch - 15 Dec 2009 21:51

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The reason we only allow 8 valve cars in 944 spec is for two reasons.

1) Cost.... 8 valve cars are cheaper to buy and fix since they have less valves. Also there are probably 10 times as many 8 valve cars as 2.5L 16 valve cars.

2)Competitiveness.. We have never been about weight balancing in this class and allowing a more powerfull motor would mean needing to figure some way to use weight to balance that out. It is never an easy thing to do and it is 100 times easier to just stick with the same weights and same powerplants.

So for those reasons we just stick with what is cheaper and more plenty full. Now it does not appear that our cars have alot of hp and frankly they don't, but less hp also means less wear & tear on the tires and chassis which again reduces cost. Our theory is that it is more fun to race with 10 guys at 80 mph than 2 guys a 120 mph. We have always tried to create class with cars that can be run as cheaply as possible and as competitively as possible. The goal with lap time was purely to make the cars fast enough to be fun. Having driven my 944 for 9 years and raced it for 7 I can say they are still fast enough to get your excitement up.

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