New 944 in Utah - Not a	front runner	for a	a while
osted by joeblow - 29 Aug 2012 18:28			

I made a deal with Arron aka Bamf3000 who has been trying to sell for a while and am picking the car up this week. It is an 86' and red, of course (I hate red), with all options I dont want! Arron started it down the path but was not able to complete and is now working back East so needed out. Not much to it besides the carpet is out and the axles are off as is the front bumper and radiator. Nothing has been put in yet.

I am planning on a very mild car as I will be using it on the street for a while as well.

I have been racing for 25 years with a few breaks here and there. I have or have held SCCA, PCA, POC, NASA, HSR and FIA licences. I have raced everything from big V8 supercars to 1.5 ltr sedans. I have lots of Porsche time in both 911s and 944s. I have most recently been running BMWs in a PRO FIA Touring Series out of the country until I relocated back to the USA. The cost to run that car in the USA unsponsored was just too great and I got out a few years ago. I have been on bikes most recently but the Wife is not happy with that so I am slowly going back to cars and more specifically 944 SPEC.

I am an Airline Pilot that had to start over with a new airline and as such am on the bottom of the ladder again. So whatever I do will need to get me to/from the airport as well as to/on/back from the track. I plan to 'run what I brung' for a while and slowly move her to a dedicated car.

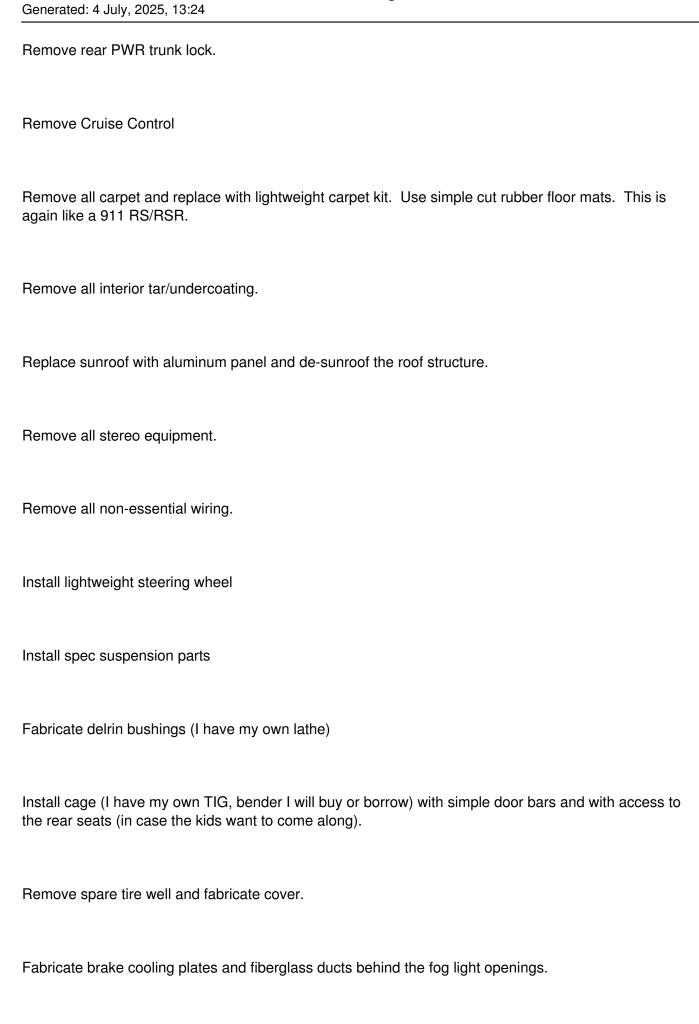
The plan is the following:

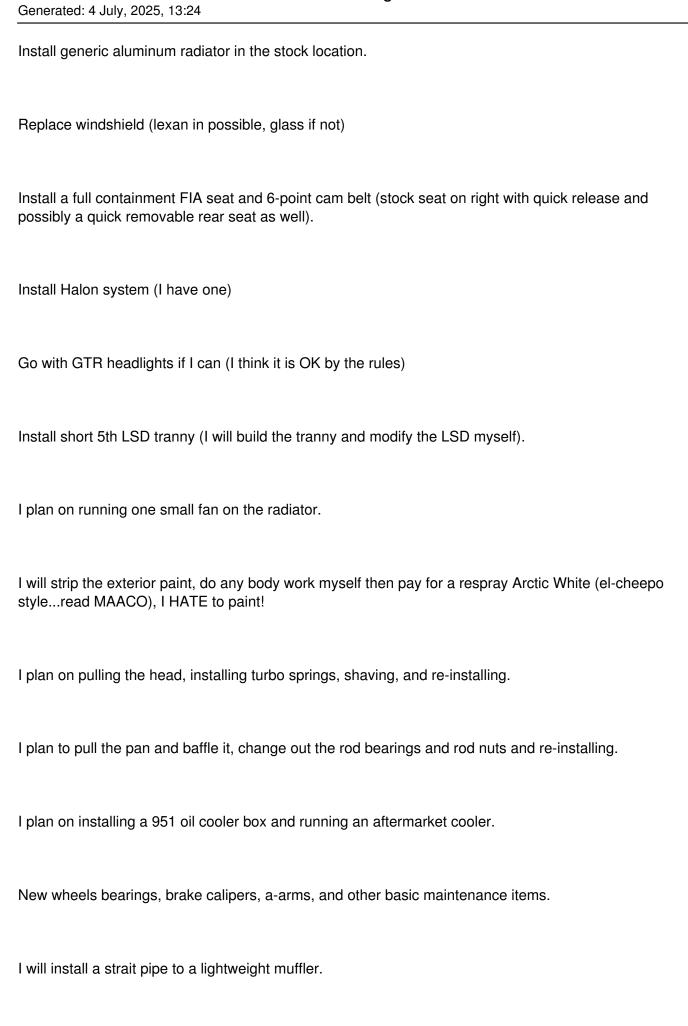
Go manual windows with plain 911 RS style door cards and even leather pull straps to unlock them inside! No power locks either.

Gut the mirrors to manual adjust.

Replace the VERY cracked dash with fiberglass version of stock (I might go with a race dash if I decide to install a MyChron dash that I have).

Retain heat and A/C (Utah is hot and cold!) a lightweight compressor would be nice...





I plan on two sets of rims with one set of spec TOYOs and one set of Blizzak snow tires. Run a lightweight battery. Battery cut off and other required safety goodles. Install a frame under the passenger seat for my driver cooling system. There is more but you get the idea. I suspect I will be very overweight (the driver does not help either at 215#) and nose heavy but that is OK because I get to chase you guys for a while! I plan to run all the Miller events and some of the surrounding events. I do have a motorhome (she is old but ugly!) which I plan to use to transport to the track once I find a trailer or make one depending on time. I will have her running in a week and slowly get her ready for the track over the winter. I would like to test in the spring or during the winter if I go West. I would like to talk to a couple of the inspectors or tech guys as I work on the car to make sure I dont go astray. How can I get a few numbers for these guys? Re: New 944 in Utah - Not a front runner for a while Posted by Big Dog - 29 Aug 2012 19:31 Welcome to the MADDNESS! It sounds like you have a great plan thought out and good luck with it. I trust you will be at the Miller Nationals next summer and will see you there.	Generated: 4 July, 2025, 13:24
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Re: New 944 in Utah - Not a front runner for a while..

Posted by joeblow - 29 Aug 2012 20:35 Yep, that is the plan. I look forward to meeting you and your gang! **Big Dog wrote:** Welcome to the MADDNESS! It sounds like you have a great plan thought out and good luck with it. I trust you will be at the Miller Nationals next summer and will see you there. Big Dog, Lil' Kat and the Piper Re: New 944 in Utah - Not a front runner for a while... Posted by Sterling Doc - 31 Aug 2012 16:32 That is hard core for the street, but I applaud your ambition! Good to see the Utah region grow! The rules doe require you retain the stock headlight covers, so GT headlight are a no-no. You can save some money, and just leave the stock setup in there. Welcome! Re: New 944 in Utah - Not a front runner for a while... Posted by joeblow - 31 Aug 2012 16:53 I was wondering about that one. Of course the reason to do it was for weight loss of the front of the car. I suppose I could just swap covers back and forth too... Not sure it is all worth it. Any idea as to the weight of the car based on my proposed build? Will I be able to make spec weight?

944-SPEC - 944SPEC - low cost wheel to wheel racing

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Sterling Doc wrote

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Welcome!

Re: New 944 in Utah - Not a front runner for a while.. Posted by Sterling Doc - 31 Aug 2012 19:40

I sounds like you want to retain all the seats, headlights, door glass good muffler etc. for street use. With a 211 lb driver, making weight will be tough. If you are really fussy about the details, you might be able to get close, maybe within 50- 75 lbs.
