

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 B1BFlyer - 22 Feb 2011 04:28

I'd like to know what you come up with, I've only seen two examples of hood pins on our cars up close, one with overbuilt heavy steel L brackets, and the other with drilled holes in the strut towers.

I'm about to install hood pins myself and ended up getting some steel L brackets from Lowe's. I may or may not use them since I'm still considering my options on how to mount them. I've got a Longacre pin kit, and I picked up some rubber grommets to put on the pins where the hood will contact so that a little bit of pressure will release the pins and provide a bit of dampening and adjustment room.

I probably won't get to install them this weekend since I just moved into my house, but I'm happy to send pics if I do get them mounted soon.

That insulation on the bottom of my hood was nasty. I should have had a mask and goggles because it went everywhere!

Cheers,

Ryan

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Re: NEW CAR BUILD

Posted by joepaluch - 22 Feb 2011 05:06

If you choose to run hood pins please make sure you have system to ensure they are latched. By that I mean some sort of tag in the car to remember to latch them. I have seen times when guys forget to latch them take out their hood and windshield.

I have seen this less frequently than issues with stock latches.

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Re: NEW CAR BUILD

Posted by many944s - 22 Feb 2011 11:35

This is a very good point!! We actually had the hood on the rental car fly up in a race, even with the pit controller checking every car that went past. For this reason alone part of our trackside support package is to walk the grid before every race to check the hoodpins, window nets, cameras etc. on all of our cars!!

-Nick

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Re: NEW CAR BUILD

Posted by RacerX - 22 Feb 2011 23:12

Well, after looking at the places to mount hood pins, I think I've come up with a plan. I don't have the hood installed. I just got it out today and set to the side, so this plan is not set in concrete. If I mount a plate of aluminum here.....

One pin can take care of the hood. One in back should take care of the hatch. I thought about using these.....

But what about the hatch?? I could use Eric's idea and use these

But then I saw this.....

The AeroCatch can be mounted sideways in the rear to take care of the hatch too. One set of 2, will take care of the hood and hatch.

I know they aren't cheap, but they look much better and seem safer than the regular hood pins.

Well, that's the plan for the hood/hatch pins unless I or someone else comes up with a better one.

Re: NEW CAR BUILD

Posted by RacerX - 22 Feb 2011 23:34

Parts came in today.....

I jumped right in and started with the thermostat. A little dab of vaseline holds the rubber o-ring in place.

I started to install the radiator hoses and found that they rub in some places. I guess that rubbing is normal? So to add some protection, I used the anti-squeel pads that are supplied with most brake pads. They are the peel and stick kind.

I marked where the hoses were rubbing or very close to rubbing and stuck it on the hose. I used some electrical tape to make sure it stayed in place. I did this in several spots.

No matter how many hose clamps you have, you always need 1 that you don't have.

It should hold water now.

Exhaust header welding, hose clamps, windshield, sway bar ends, t-stat, hoses and hose clamps....\$203.79

Total cost of build so far.....\$5957.31
