

Picking a car to start the build

Posted by Dolfan - 07 Jul 2011 05:49

I've read different accounts here on the forum of the car builds and I'm curious what item would rank highest with picking a car to begin the build?

It seem like all builds recommend to rebuild the bottom end of the engine for reliability so how important is the running condition of the motor?

A smooth shifting transmission would seem to be ranked high on the list of wants?

I know body should not be a big consideration but what are the thing you don't want to see?

Interior I would think is mostly about recouping as much value out of the project car through selling parts?

Good functioning brakes wanted but the entire system would be gone through in the build process?

Suspension need to be decent with no major binding or knocks in the operation, most of this would also be gone through during the build?

So would it be safe to rank these major areas like this?

1 Engine

2 Transmission

3 Suspension

4 Brakes

5 Body

6 Interior

Are there key things to look for and with run away from a project car or factor in extra expense?

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Re: Picking a car to start the build

Posted by 944Racer72 - 10 Aug 2011 06:43

They burned a couple of guys in the 944 Cup series and had a poor reputation. My own experience cemented that.

Didn't they also change their name to Autosport (presumably due to less than stellar reputation)?

They used to sell 944 engines on ebay for ~\$3500.

This was all 5+ years ago so maybe things have changed.

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Re: Picking a car to start the build

Posted by Dolfan - 10 Aug 2011 10:42

The thing I didn't get is the seller showed me an invoice from Broadfoot that showed a line for an eBay pre purchase of the 2.7l engine of about \$7K????? Wow. The rest of the invoice was just the engine swap cost.

I have not idea of the internals but \$7K would have to have a bunch of work done to it!

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Re: Picking a car to start the build

Posted by Sterling Doc - 10 Aug 2011 11:16

2.7's were a one year motor, and have several one off, more expensive parts. One more reason to avoid a 2.7L car. Even so, that's really expensive.

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