

## Introduction & Questions

Posted by DGriz - 22 Aug 2013 19:16

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Hi! My name is Dickson, and I am new to the 944 Spec board & hobby. I live in Denver, CO, and a few weeks back a buddy & I bought a track car to share for open lapping days at High Plains Raceway:

1983 944 built by Tim Comeau in San Diego in 2008. Comeau Racing

Rebuilt 2.5 engine, stock 5 speed, stripped interior, Racetech seats, Schroth harnesses (good until 2015), lowered racing suspension with adjustable shocks, front shock tower brace, digital shift indicator, Momo wheel, and low use Toyo RA1 competition tires on cookie cutters. Car is still street legal with lights & signals.

We this should be a fun first track car.

My questions are regarding safety equipment. What size & type of fire extinguisher should we buy (and mount on the transmission tunnel)? It's been recommended that we install at least a single hoop roll bar (cost ~\$1000), and that we buy helmets with HANS.

I don't want to scrimp on safety, but is this overkill? Thanks - Dickson

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## Re: Introduction & Questions

Posted by cbuzzetti - 22 Aug 2013 20:40

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You cant go overkill on safety but you also want to get track time.

A bolt in roll bar is better than no bar. Be sure to get one that has the mid level bar behind the seat to attach your belts to.

On the left side of this page Is a button for Hanksville. They may have exactly what you need and possibly have something that you could add to in the future to make a full cage if you decide to go racing.

A Hans device is nice but not really required. Before they were required we all raced with out them.

Get any one of the race legal head and neck devices when you can afford it.

Buy a proper helmet (SA rated) before you buy anything else.

Welcome to the fun, this is a great group of people who will help you with anything you need.

Be sure to ask.

Have fun!

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## Re: Introduction & Questions

Posted by Greydog - 23 Aug 2013 06:21

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Don't do a bolt-in, most of the bars do not have the rear down bars tied to the right place in the car, and when you add the front half, the main hoop will not be placed correctly (they do not fit tight enough) Find a cage builder in your area that has done 944s and have him install a back half cage that you can add the front half later. I am a cage builder on the east coast and would charge 1200 to do the back half and 1250 to add the front later for a reference. Rollcages could be more or less in your area.

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## Re: Introduction & Questions

Posted by cbuzzetti - 23 Aug 2013 06:42

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Here is the link for the weld in roll bar kit from Hanksville.

[www.hankvillehotrods.com/Products/Ready...bid/940/Default.aspx](http://www.hankvillehotrods.com/Products/Ready...bid/940/Default.aspx)

Lots of options too.

And Welcome to the site.

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## Re: Introduction & Questions

Posted by Greydog - 23 Aug 2013 10:52

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Nice tight fit and rear bars placed correctly, good buy. Shop around and you should get a quality welding shop to put in. With shipping, cost and installation, you will still be in the \$1200 range. Just find

a quality rollcage shop to do the whole thing and it will be less time for you.

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## Re: Introduction & Questions

Posted by Bottoz - 23 Aug 2013 13:01

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Dickson -

As said, a Hanksville cage is the way to go. Hank is local, and he's built many, MANY 944 cages.

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