

944 Engine for Endurance racing

Posted by karbuf - 02 Aug 2012 05:26

Hi Members,

I'm brand new to road racing (number of years of asphalt roundy-round racing though). I want to run in the Chumpcar series next year and I'm seriously considering the 944 platform.

Endurance is a big deal (up to 24hr races)... What is the best way to prep the 2.5L for this type racing? ie. baffle in oil pan? what can be done within reason and rules to make it bullet proof?

What other challenges with the chassi should I look at? ie. aluminum vs steel control arms? (visa versa).. I've seen some chatter about these but dont have the experience to know the issue..

ANY words of wisdom would be greatly appreciated.. I have just started reading the discussions and tech articles on this forum too. Great source of info.

I live in Tampa, FL.

Thanks in advance..

tim.....

=====

Re: 944 Engine for Endurance racing

Posted by joeblow - 27 Sep 2012 16:35

If you are going to drill a later crank it is better to Perp drill it vs crossdrill. Going perpendicular has proven superior.

=====

Re: 944 Engine for Endurance racing

Posted by karbuf - 27 Sep 2012 16:35

And another not so quick question...

In the interest of reducing parts that may fail (and the fact that my power steering pump is shot and I don't want to buy a new one..) I am seriously considering switching over to a manual steering rack.

Does anyone run a manual rack?

Do you have any problems with switch back steering (ie "s" curves)?

Is there a caster adjustment on the 944 (that would assist the manual steering)?

=====

Re: 944 Engine for Endurance racing

Posted by joeblow - 27 Sep 2012 16:40

You can swap in a manual or just convert your power unit to manual. Having done both in the past I actually prefer the pwr rack converted as it has more feel at speed but that is me. It is a little stiff in the pits though.

karbuf wrote:

And another not so quick question...

In the interest of reducing parts that may fail (and the fact that my power steering pump is shot and I don't want to buy a new one..) I am seriously considering switching over to a manual steering rack.

Does anyone run a manual rack?

Do you have any problems with switch back steering (ie "s" curves)?

Is there a caster adjustment on the 944 (that would assist the manual steering)?

=====

Re: 944 Engine for Endurance racing

Posted by 944Racer72 - 27 Sep 2012 16:46

Steel lug nuts are mandatory per the CCR, so yes, definitely. I torque to 100 FTLBs.

karbuf wrote:

Another quick question concerning car build.. just noticed today that lugnuts on this 944 are aluminum.. That brings images of failure, over torqing, stripping... etc.. when using in an endurance race...

Should I replace with steel lugnuts? any insight is appreciated!!

thanks..

=====

Re: 944 Engine for Endurance racing

Posted by karbuf - 27 Sep 2012 16:59

What do you do the convert the pwr to manual?

=====