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 JerryW - 09 Aug 2011 10:26

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For that kind of money I would ONLY buy a car that already had a log book for the series I wanted to run.

You can find good 944Spec cars significantly less than that one.

Pass

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Re: Picking a car to start the build
Posted by Dolfan - 09 Aug 2011 10:31

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Yeah that is my feeling as well. I feel bad for sellers that say I've got $15-18K in it so I'm asking $10K but it still doesn't make sense for me. Hate to see someone lose too much but I'm not looking to finance his mistake.

I think this car is just not a good fit for most buyers, not quite a race car, to far removed from being a street car.

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Re: Picking a car to start the build
Posted by Dolfan - 09 Aug 2011 17:34

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OK, well looked at another 944 tonight and this car seems like a better value. This is a 87 originally as a 2.5l but has been swapped with a 2.7l engine from Broadstreet performance (Jacksonville area). Engine has only had maybe 3-5 hours on it since install. Better roll bar and the car has competed in the past in PCA-H events. Seen a bit of time at Road Atlanta and Daytona but only two races and most were DE events.

I'm not sure how the engine swap to the 2.7l engine works for 944spec? I know in NASA GTS it is mainly based on the hp/weight so that should not be an issue, and Time Trials also would be the same

in NASA.

Cars body is straight and clean, still has interior panels and some carpet remaining, but also has been setup with a cool suit system. Suspension has upgraded springs and Koni shocks, no camber plates, with two sets of wheels

Price is way more competitive in the $6K area, I think this car would make a good car for HPDE/TT and transition to Spec944/GTS/ITS? Need to figure out how the SCCA will class this with the engine swap.

Does it sound like I'm in the ball park?

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Re: Picking a car to start the build
Posted by 944Racer72 - 09 Aug 2011 21:53

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The 2.7L can't be used in 944 Spec. Are you sure the engine wasn't Broadfoot performance? They had a poor reputation among Cup guys and I personally had one of their rebuilds in a car that came apart. I checked out the critical machine work after I disassembled it and found several dimensions out of spec.

The fact that it is a 2.7L would make me keep looking.

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Re: Picking a car to start the build
Posted by joepaluch - 10 Aug 2011 05:00

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10k is alot for a car, but if it build to limit of the spec rules complete with logbook and enough race history to show it has been sorted out then it can be a solid deal.   As for the roll cage, bolt in cages are legal and work well. However they are not as nice as weld in one in general. With and caged car look for a log book and if one does not exist then inspect the cage to NASA rules and see how it checks out. There are times a weld in cage could be worse than a bolt in if not done right.

6k for a car with 2.7L motor is not as good a deal since you will need to swap out the 2.7L for a 2.5L

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