

## New guy from AZ

Posted by FoFiddy - 08 Jan 2009 13:28

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Hi All

I am considering building a 944 to race in this series. I live in AZ and would like to come down to the races this weekend to check things out. What's the best way?

Thanx, Randy

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## Re:New guy from AZ

Posted by Big Dog - 21 Jan 2009 05:38

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My take on the racing is that NASA loves to get guys in the HPDE stuff and they stay there for awhile. Since you have raced bikes, you would proably be bored with the HPDE after a day or two. You can bypass the HPDE stuff and take a two day SCCA school or another school type course with a rented car and get a comp license that way.

Come out and spend some time with us. Find Joe again and Glen. Glen may have a car you can rent. You will enjoy it.

Big Dog

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## Re:New guy from AZ

Posted by Gary\_44 - 21 Jan 2009 13:07

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### **Big Dog wrote:**

My take on the racing is that NASA loves to get guys in the HPDE stuff and they stay there for awhile. Since you have raced bikes, you would proably be bored with the HPDE after a day or two. You can bypass the HPDE stuff and take a two day SCCA school or another school type course with a rented car and get a comp license that way.

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Big Dog

Ya, NASA has no problem filling up the HPDE groups so I don't think it's necessarily intentional to keep folks there, it's just hard to get evaluations done because they're always way busy.

I spent all last season in HPDE and would recommend you look into something like [www.drivingconcepts.com/](http://www.drivingconcepts.com/) for more of a shortcut for someone with your background. They're in So Cal but at \$495, less than the price of 2 HPDE weekends, you could have a provisional license and be racing.

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**Re:New guy from AZ**

Posted by joepaluch - 21 Jan 2009 20:40

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Well let me say the reason guys spend time in HPDE is that learning the basics oh high performance driving is critical to racing. When I go racing I want to race with people that can handle themselves on the track and generally know what they are doing. I started in DE and work my way up to racing. I am glad I did since I would never have been able to learn the basic skills of driving in the race group.

So I don't know your driving skill level and you may be quite good. However one reason for the HPDE program to provide each racer a foundation of basic driving skills so that when they go racing they can focus on the racing not learning to heel & toe or how to properly apex a corner.

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**Re:New guy from AZ**

Posted by FoFiddy - 18 Feb 2009 08:02

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Hi Guys, Thanx for all the responses to my previous questions... Now guess what? I have more!!!!

Does NASA recognize and accept a license from [www.drivingconcepts.com/](http://www.drivingconcepts.com/) ?

What is the best year for a race car?

944S or 944 or 924 or 924S?

Can you take stock '88 parts and bolt them on to a '84 or anything like that? Is that legal? I still don't know much about 944's or your rules yet, but i image certain model years had some upgraded or different components.

If you can switch stuff around.. What is the OPTIMUM car setup?? What years and what components to make a top spec racer?? (i surely won't be starting out that way, but will want to continually upgrade the car when time and \$\$ allow.)

Would friday march 6th at PIR be a good day to show up with my helmet and maybe catch a lap or 2 as a passenger?? I'll flip for some gas \$\$!!

Thanx guys.

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**Re:New guy from AZ**

Posted by SvoChuck - 18 Feb 2009 08:53

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we really work hard to not have a "best year" car. That said the high speed tracks like Cal speedway might favor the 924S. But the 924S does not have the track width the 944 has. The 87/88 944 has better lower A arms but the frame is heavy... the non sun roof cars have maybe a stiffer frame but the sunroof cars could be built with a lighter insert. etc etc etc.

Optimum setup. will be a car that finishes every race. Michelle Dirks's car (#77 RMR) was built for a total cost of less than \$6,000 and it won 4 races in 2008. including a cross over weekend !

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