

New on the block

Posted by rlw - 20 Apr 2010 08:38

I just purchased a 1983 944 I plan on turning into a 944spec car. I will have to get my racing license but I plan on getting the car ready in the mean time. The engine needs replacing and I already have a new engine I can drop in to get the car running. The car needs a lot of work but I am looking forward to the project. I have not seen a lot of traffic in the southeast part of this forum, but hopefully there are people out there. This is really going to be a learning process for me being that I have not done a lot of work on cars but I know how to read, listen, and work patiently. Hopefully there are some of you out there that can point me in the right way. Any tips or advice would be greatly appreciated. My current goal is to get a running car and then start working on the roll cage installation and getting some track time.

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Re:New on the block

Posted by rlw - 20 Sep 2010 05:41

update:

Engine about to go back into the car.

Next step is roll cage and brakes.

Work is slow going since I am doing everything myself and it was too dang hot in my garage this summer.

RW

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Re:New on the block

Posted by mcmotorsports - 20 Sep 2010 06:36

Take your time, nothing worse than rushing through a build only to have regrets later on.

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Re:New on the block

Posted by rlw - 28 Mar 2011 15:32

Well, since not much posting in this section, I guess I will post an update. Engine in car, ran strong, but then developed a coolant leak into the oil. Winter hit and work got busy. Put everything on back burner till now. Engine coming back out of car. Not sure exactly what the problem is but suspect head gasket. Also about to rebuild the original 83' engine that came with the car. Thinking of deleting the balance shafts since one seems to not be functioning correctly anyway and has metal shavings in the housing.

Anyone running with balance shaft deleted?

RW

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Re:New on the block

Posted by mcmmotorsports - 28 Mar 2011 15:40

rlw wrote:

Thinking of deleting the balance shafts since one seems to not be functioning correctly anyway and has metal shavings in the housing. Anyone running with balance shaft deleted?

RW

Actually, balance shafts must remain per the rules. Hope that doesn't put a crimp in your plans.

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Re:New on the block

Posted by rlw - 06 Apr 2011 08:32

Thanks. No crimp in plans. I disassembled the engine and the engine probably in not worth rebuilding away. There is some scoring on two cylinders and one of the balance shafts disintegrated the bearing and would have to be machined to be able to accept a new one. It is pretty messed up. I am not sure if the metal shavings was the cause of the scoring but I am sure pieces of metal took a few trip through the engine. All of this is really not worth the cost to repair compared to the cost of a good used block. I will save the good parts in case ever needed. Now, back to the leaking engine. It is in much better shape. One day this car might actually make it to the track!

RW

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Re:New on the block

Posted by pacemaker - 31 Oct 2011 17:38

Mike,

So what are the differences between SPEC 944 and 944 cup. I've been driving with the NASA guys in HPDE 1 here in FL and I still can't really tell the difference except that there are more cuppers here than "Spec-kers".

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