

## Picking a car to start the build

Posted by Dolfan - 07 Jul 2011 05:49

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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 Sterling Doc - 13 Jul 2011 17:35

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Makes sense. In the end, it's all about track time, and whoever shows up to compete, who may be no more competitive than you.

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**Re: Picking a car to start the build**

Posted by joepaluch - 14 Jul 2011 04:58

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I have found that my local NASA region provides plenty of track time.

We typically have 1 race a month in the cool season Jan-May and Oct-Dec. We have also added a race in June and August in early morning hours before it gets too hot just to keep attention in the summer. In fact we don't have much of an off season. So just trying to run a full NASA season locally I run up to my family imposed track day limit. PCA... I have not had time to run a PCA event in years.

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**Re: Picking a car to start the build**

Posted by Dolfan - 14 Jul 2011 07:56

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I think my interest in other organizations is since I still think that 944Spec is growing in the SE and not at the levels many of you are seeing in the west and midwest.

My initial idea is to begin targeting the closest tracks which would be Rd Atl, Barber, Roebbling, CMP. I figure with that group of tracks I should be able to gain the experience I need before traveling too far.

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**Re: Picking a car to start the build**

Posted by Dolfan - 19 Jul 2011 06:07

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Was out at Road Atlanta this weekend, ran the SCCA PDX in the Z06 for seat time and then looked around at many different cars to try to narrow my focus.

I didn't see to many 944's in attendance, of course the most often seen car was a Miata!

I did come across a local ad for a 944. The ad states the following:

*Great car. I am the owner, not a dealer or a flipper. 145K+ miles, new timing belt, new water pump, new brakes, Cold A/C, 5 speed, every record and original price sticker. I hate to sell. If you know Porshce 944s you will like this one*

The price is \$3200 so if you think maybe it can be had for \$3K I wonder if that is worth the money for a decent platform? Maybe there are \$300-500 worth of parts to sell. If the records of the engine work check out it sounds like you could begin running the current engine and not tear it down first thing. I'd have to budget about \$2000-\$3000 for safety, and then I'd think about \$2000 for suspension/brakes other? SO maybe a V1 car to begin at the PDX/DE level might be in the \$8K range, of course with plenty of sweat and time!

Thoughts?

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## Re: Picking a car to start the build

Posted by joepaluch - 19 Jul 2011 09:25

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\$3200 is a fair price for running car in solid shape. 145k is not that big of deal. Probably best to still change rod bearings on this since the originals are probably in the car. Has the car been tracked regularly?

At little track time is good since the PO will probably have put some effort into making it solid car.

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