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.....

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Re: 944 Engine for Endurance racing

Posted by 1M Fan - 27 Sep 2012 08:40

Sterling Doc wrote:

Depending on how far you go into the motor, using an '83 cross drilled crank, or cross drilling a later crank can be helpful. In any case put new rod bearings in, and check that the clearances meet spec. Steve's got the rest pegged above. Good luck!

So 83 Crankshafts have the cross drill mod already done?

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Re: 944 Engine for Endurance racing
Posted by Sterling Doc - 27 Sep 2012 08:57

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Yes, and they are forged. Not lighter, though.

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Re: 944 Engine for Endurance racing
Posted by 1M Fan - 27 Sep 2012 10:01

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Sterling Doc wrote:

Yes, and they are forged. Not lighter, though.

I'll take the couple of extra pounds for durability.

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Re: 944 Engine for Endurance racing
Posted by karbuf - 27 Sep 2012 11:36

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The crankshafts for the turbo 2.5L's are crossdrilled (according to pics of cranks for sale on ebay) ..

Will these work in the non turbo 2.5L?

And does anyone know weight diff between cast and forged cranks? A couple lbs of rotating weight seems significant to me..

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Re: 944 Engine for Endurance racing
Posted by Sterling Doc - 27 Sep 2012 12:14

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No difference in weight either way. Both cranks are very strong. The only functional difference is the cross drilling. I don't know about the turbo cranks. Rumor has it they are the same, but I can't verify that.

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