

## Kansas City 944 Spec Cars

Posted by jaje - 23 Dec 2008 01:27

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We have several 944s being built up.

I am finishing an '83 Powder Blue 944 - has cage and suspension installed. Just have a list of over 100 smaller projects to complete.

Another 944 being built here will have the famous Lemans Pink Pig color and graphics.

Plus there are about 4 others being built by various owners.

A shop here is also forming and will be open early next year that will focus on 944 Spec.

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I should make the Putnam Park, Hallet, Hastings and Autobahn races next year. Minimum tow will be 6 hours until NASA gets some events closer to us (no more Gateway or MAM races!). HPT is a very fun track and they also have been negotiation pricing.

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## Re:Kansas City 944 Spec Cars

Posted by Sterling Doc - 23 Jan 2009 12:50

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One good sized quality cooler like a Sertrab or Mocul works well. Most cars out here mounted them out front of the radiator down low, behind a debris screen.

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## Re:Kansas City 944 Spec Cars

Posted by 944sracer - 23 Jan 2009 13:40

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Try water wetter mixed in the coolant. I know that Paragon products sells it for approx. \$9 for 12oz. I dont know if any sponsors do though. I ran my car in Utah at MMP in the end of September. Not very hot outside but the car was overweight and I was trying to chase down some slow 911s:woohoo: and I had no cooling issues at all. I ran a 944S that needed an external oil cooler with water wetter and she was still hot in the summer at MMP.

Just my 2 cents

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## Re:Kanas City 944 Spec Cars

Posted by jaje - 23 Jan 2009 13:50

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I run a mix of water and motormax (similar to water wetter) for cooling system.

I also heard of someone upgrading the radiator to some kind of BMW model that mounts directly in place and is larger and does a better job cooling.

I'll look into a motul or setrab oil cooler - maybe find a way to run AN hoses from the turbo adaptor as I'm eliminating the internal bath oil cooler.

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## Re:Kanas City 944 Spec Cars

Posted by Sterling Doc - 23 Jan 2009 20:33

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Joel,

Give Nick a call at Bennington Motorsports - he is working on fittings to adapt the 951 housing to AN fittings. Agreee with the water wetter thing. With a good cooler, and a clean radiator + water wetter, my motors have stayed quite cool, with oil temps in the low 200's. We don't make that much power, so we don't have as much issue as turbos, and more highly tuned 944's.

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## Re:Kanas City 944 Spec Cars

Posted by joepaluch - 25 Jan 2009 00:17

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**jaje wrote:**

I'm now working the rest of the front of the car - putting in brake cooling ducts and figuring out how and where to mount the turbo oil cooler set up I have.

I've been told that n/a 944s get very hot - and even a stock 944 turbo oil cooler doesn't help much. Does anyone the running "hot" issues and what did they do to fix the problem. I've been told to

hook up 2 oil coolers to help alleviate the problem.

Ok here is the deal.

944 spec cars don't run *that* hot.

Here in Arizona we have been racing them since 2002 and run under some of the warmest conditions you can imagine. 105F in the shade and 170F track temps.

Here is what works.

Cut out the bar between the lights on front spoiler. This gets more air to radiator.

See this picture.