

## 2011 changes?

Posted by JB3 - 06 Sep 2010 22:45

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Is there intended any discussion of possible changes for the coming year (2011)?

John

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## Re:2011 changes?

Posted by Big Dog - 27 Sep 2010 04:41

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Makes sense.

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## Re:2011 changes?

Posted by SvoChuck - 27 Sep 2010 04:41

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Shoot ! I typed up a long response and it did not post ...

I will hack at it after my flight but .

Bless your heart Norm for wanting better for 944-spec.

Dirks is a PRO at building 944-spec engines.

If we need a rule change it will happen or worse it will not happen.

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## Re:2011 changes?

Posted by JerryW - 27 Sep 2010 05:31

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Could we persuade Dave to do a write up on garage rebuilding ? I feel comfortable replacing the rod

bearings but would love to have some guidance on doing a full rebuild. (I have the factory manual and could follow that - but advice from someone who's been there before would be great).

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## Re:2011 changes?

Posted by cbuzzetti - 27 Sep 2010 13:30

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So Chuck are you saying that Dirks is a PRO at building 944 engines?

If yes, then his motors are PRO built.

This in turn means that his motors would not be allowed in Spec.

As you can see this is a slippery slope.

Any person with knowledge can build a PRO motor in their garage. Ther is no away to regulate the engine building. Nor can you elimintate any builder from building an engine for anyone.

Any person building a motor in their garage will at some point send the block or head or both out for cleaning, machine work etc. Does this now become a pro motor since a shop touched

It is a natural progression for cars to get faster in racing. These cars are a long way from being fully developed in Spec944 trim. We have a lot of new drivers that still have lots to learn as far as race craft goes. The fastest car will not help them, only track time, testing and learning about racing will make them faster.

The difference between 1st and 3rd at the Nationals this year was setup. That was worth 30 seconds by the end of the race. We had quite a few fast guys in the field this year but for many different reasons they did not finish on the podium.

Just the way it goes sometimes.

Norm, I want the cars and drivers to be equal but it is just not realistic. We do this because we are tinkers. We like to make our cars better and within the rules.

The REWARDS Weight system that World Challenge uses may be the best way to try to equalize the cars.

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## Re:2011 changes?

Posted by joepaluch - 27 Sep 2010 21:49

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### **JerryW wrote:**

Could we persuade Dave to do a write up on garage rebuilding ? I feel comfortable replacing the rod bearings but would love to have some guidance on doing a full rebuild. (I have the factory manual and could follow that - but advice from someone who's been there before would be great).

Jerry,

I have had success building to the factory manual. I don't consider myself a pro builder by any means (only build for me.. no "customers")

Instructions are simple. Take the engine apart and clean it. Take the head off and take it your head guy and he should clean it and deck it flat. I never decked to min only to making sure it is flat. Then rebuild following the manual. Re-ring if you want. Break in for a reringed motor is key. The method uses alot of on thorttle and the backing off creating compression braking to seat the rings. It can be done in 20 mintute session on track. Then you are good to race. Don't do an extended low power run to "break in" new rings.

Oh and don't touch the bores. Leave them be.

That is home garage rebuilt that just about any one can do.

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## Re:2011 changes?

Posted by cbuzzetti - 28 Sep 2010 00:44

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I believe that there is a big misconception to the Pro built motor.

As far as I know all the "Pro Built" motors are using used pistons and untouched bores.

It is important to do the oiling mods (what ever that is) and to have the late oil pan.

The performance gain is in the head. A must is to install new valve seats, guides, seals and shave to maximum compression to meet the 10.5 to 1 compression ratio.

This cost anywhere from \$800 to \$2,500 depending on who does it.

You want to start with the 85.5 and later head. An 88 engine with the 10.2 to 1 pistons is a help but not required.

The so-call "PRO BUILT" motors should cost anywhere from \$2,000 to \$5,000 depending on who builds it.

The engine in my car was \$3,500 and was built by Steve Rusikof (sp). He has built many of the motors in So-Cal.

I don't see this as an unreasonable cost to go racing. Especially when you consider what it costs to run a Miata at the front of the pack.

Not sure you can find a more reasonable way to go racing that has more that a couple of cars in class.

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