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- [924/931/944/951/968 Forum](http://forums.rennlist.com/rennforums/forumdisplay.php?f=70) (<http://forums.rennlist.com/rennforums/forumdisplay.php?f=70>)

- - [931 Titanium Vavles - Is there a demand?](#)

(<http://forums.rennlist.com/rennforums/showthread.php?t=361660>)

ct_nz

06-27-2007 03:23 PM

931 Titanium Vavles - Is there a demand?

I used to race a 931. I open road raced in Nevada and Mexico. I was clocked at 159mph in my 1980cc engine. Due to not having a fuel cell I wasn't allowed to go past 160mph. I put a 2.25cc motor in and never raced since. I moved to New Zealand right after that. It has been in storage for 10 years in Las Vegas. That is my history, now for my question.

I have some Porsche factory 931 titanium valves (4 ins and 4 outs) in my spares and didn't know if there was any market for them. I have a guy who wants to buy them and melt them down for the titanium (sacrilege I know). There were very few sets ever made and I couldn't find any on the net for sale to know what they are worth.

I figure they are pink elephants but thought I would ask the group. I just want to know should I let him have them or try to list them somewhere.

Any comments would be appreciated.

Regards

Cliff

billthe3

06-27-2007 03:28 PM

2.25cc motor? I think my rc car has a 2.5cc. Those things are good for like 2hp! :D

Anyway, welcome to the club!

V2Rocket_aka944

06-27-2007 03:29 PM

Anyone know if these would fit into a 944 motor? I know its a completely different engine, but by some chance could the valves be the same diameter?

ct_nz

06-27-2007 03:31 PM

I doubt they would. I think the port sizes are very different. I wish they did.

billthe3

06-27-2007 03:31 PM

Why would you want to spend the money on some titanium valves for a 944 motor though? Unless you were doing insane aftermarket parts for everything, or just like spending money, it would seem rather pointless.

ct_nz

06-27-2007 03:54 PM

billthe3

The motor is insane. It is a stroker crank that is huge. Hence the non standard 2.25cc. The cylinder seals between the block and head are gas filled. The hotter they get the tighter they seal. They were made for nuclear power plants. No kidding. Special made aluminum cylinder heads with basically not much more than oil scrapers for seals.

Dual disc clutch plates. The faster it spins the tighter the grip. You can't even start the car from a standing stop without chirping the tires even if you try.

The guy that developed it was racing trans-am against corvettes. Originally the cylinder head was welded shut an it used two radiators. He even had the alternator attached to the rear axle. I think his redline was 9 grand! That was a lot 15 years ago.

It doesn't have adjustable values you use shims. I have a huge assortment. A real pain but rock solid.

The car is dry sumped with the oil cooler in the rear where the license plate was.

Factory 924 gt intercooler. The 931 snail gear box, the good one. Not the gtr version as it had a ring and pinion the size of montanna. I used a 3rd gear upside down for 5th. Large jump from 4th to 5th.

The fiberglass nose was cast from a leMans 924gtr Cannon car. The tach is from the 924gtr. It has a boost gauge below the tach and uses a 930 pressure sending unit.

It goes on. I spent a lot money in those days and had lots of fun. I guess that is why I haven't let the car go. Old memories. A lot of the stuff on the car was hard to get even then.

billthe3

06-27-2007 04:01 PM

Oh yeah, I have no doubts that the motor is a screamer. I was just remarking at the displacement - wouldn't it be 2.25L? 2.25 cubic centimeters of displacement is something like .13 cubic inches. Or am I thinking of a different CC than you're talking about?

The car sounds awesome. Have you been able to get it out of storage at all in the 10yrs since you've moved? That sounds like one of those cars that you should pay someone to drive for you because it doesn't deserve to sit in storage. Let me be the first to offer to drive it for you. :D

ct_nz

06-27-2007 04:02 PM

Oops. You are right. I should be shot.

billthe3

06-27-2007 04:04 PM

Hehe, just messing with ya. I think its part of the required responses to a new member posting. :thumbup:

Porschefile

06-27-2007 04:09 PM

Titanium valves on a street car is a huge waste of time, especially on a non turbo 944. ;) For a dedicated track car, and trying to squeeze every last bit of efficiency out of the motor then they could be worthwhile. Ct-nz, since they're a rare factory set (hell, I didn't even know Porsche offered those!), I'm sure you can still find someone that will pay an arm and a leg for collection purposes. As for actual use, I'd say about 99% of people out there would do just fine with the typical 21-4N stainless valves, which would be quite a bit cheaper.

ct_nz

06-27-2007 04:26 PM

5 Attachment(s)
billthe3

You made me do this! lol.

I almost forgot I ran 8's and 9's with cross drilled rotors. The rotors were great in the rain but would heat crack over time.

Here are some pics.

- side view - Those race mirrors were good for drag but you didn't see much
- down in Ensenada mexico for the LaCarrera - I actually put on windshield wipers that day
- Some underneath high speed secrets
- Front view - Those air intakes are not for looks there is extensive duct work for them
- On the track in Las Vegas - note the body roll. There isn't any.

Hope you enjoy racing from a decade ago.

billthe3

06-27-2007 04:34 PM

Awesome! Those lights and front end look sweet!

I had been thinking of making my own sheet plate for an underbody gaurd, though not to that extent.

ct_nz

06-27-2007 04:37 PM

Quote:

Originally Posted by **Porschefile**

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Porschefile

Many thanks for the informed reply. There are very few people even left running 931's much less racing them. The porsche blood runs deep and I hated to destroy some of the unique legacy. I may see if I can find them a home. it is just they have been sitting there for 10 years in my possession alone. They were made in the 80's.

Even though they are an alloy there is a good bit of titanium in those 8 valves. It is a shame it's contents is worth more than the whole.

billthe3

06-27-2007 04:38 PM

If no one will buy them for use in an engine, you should make some custom wine glasses and use them for the bases. :D

schwank

06-27-2007 04:41 PM

Sicko car! Get that bad boy back out on the road/track!

ct_nz

06-27-2007 04:47 PM

Quote:

Originally Posted by **billthe3**

Awesome! Those lights and front end look sweet!

I had been thinking of making my own sheet plate for an underbody gaurd, though not to that extent.

That is how the factory did the lights on the 924 race cars. The lights are the actual ones used in racing. My god you can see a mile away. No joke. There is thin plastic cover that was cut by hand and fit in a slot. One rock and they would crack. They weighed nothing but were easy to replace. A little history for ya.

Also on those lights you couldn't use the standard fuse box. Too much amperage. I had to add a separate fuse direct from the battery just for those lights.

The actual race cars used the fixed headlights as well. The clear fixed plastic headlights you may have seen before. They were light and looked cool but for night driving they left a LOT to be desired. You only got half a headlight. The lowers gave off more light.

When I was pushing 160mph with a 1980cc motor every big of drag was a big deal. When you hit around 100mph the drag begins to square. Reducing drag can get you more than adding hp's. It takes a while to get there though.

Wow. the memories are flowing now. I apologize for all my reminiscing of days gone by.

Lemming

06-27-2007 04:49 PM

Fantastic car :thumbup: I'm more that willing to race it, even 15 years later :biggulp:

ct_nz

06-27-2007 04:50 PM

Quote:

Originally Posted by **billthe3**

If no one will buy them for use in an engine, you should make some custom wine glasses and

use them for the bases. :D

I couldn't. The guilt would be too much for me. I would look at those valves and know where they really belong. It would be like a kid smiling up at you wanting something and you just melt.

ct_nz

06-27-2007 04:54 PM

Quote:

Originally Posted by **schwank**
Sicko car! Get that bad boy back out on the road/track!

schwank

I am getting on in years now. My reactions aren't what they were. They faster you go they better they need to be. I couldn't even race at 7 10th's today much less 10 10th's.

I would suffer either brain fade or a heart attack on the first turn in point. Either would result in the same thing. However..... not a bad way to go... Hmmmm... Let me ponder this further.

ct_nz

06-27-2007 04:56 PM

Quote:

Originally Posted by **Lemming**
Fantastic car :thumbup: I'm more that willing to race it, even 15 years later :biggulp:

Lemming

Looks like you have a sweet ride as well.Thanks for the comments.

Lemming

06-27-2007 05:01 PM

Quote:

Originally Posted by **ct_nz**
Lemming

Looks like you have a sweet ride as well.Thanks for the comments.

I agree on the aerodynamics, my new setup doesn't use external mirrors :burnout:

I like the undertray, I may have to borrow that design. After my last NASA TT in October, the car is going under the knife to be turned into a GTR at sub 2200lbs.

ct_nz

06-27-2007 05:07 PM

Quote:

Originally Posted by **billthe3**

*The car sounds awesome. Have you been able to get it out of storage at all in the 10yrs since you've moved? That sounds like one of those cars that you should pay someone to drive for you because it doesn't deserve to sit in storage. Let me be the first to offer to drive it for you.
:D*

No, the new motor wasn't really even broken in. I was slowly seating it in raising the rpm's each drive when I moved here 10 years ago. The storage isn't costing me anything. Long story.

My mechanic has offered but not sure I want get it bent into a different shape. Commercially it isn't worth much but I have to agree it is not fair to the car. It served me well and deserves better than to just sit. It is a Porsche and was built to race, not to sit in the stall.

Maybe my post wasn't such a good idea after all. I have opened Pandora's box I think.

924RACR

06-27-2007 05:10 PM

Very very cool.

Don't worry, there's plenty of '24s out there, even 931's! I'm a hoarder, actually have two running street cars... one will eventually be evolving closer to yours, perhaps minus the stroker kit (since it'd be easier to drop in a 3.0L!).

We're all hiding out over at www.924board.org and a good portion of our guys are Down Under - you should get in touch! Actually, the board itself is based in Oz... and John H (in NZ) might very well be able to use those valves in his racecar, as much as I'd love to have them myself! LOL

Here's a pic of John's car:



924RACR

06-27-2007 05:12 PM

Quote:

Originally Posted by **ct_nz**

Maybe my post wasn't such a good idea after all. I have opened Pandora's box I think.

LOL... you don't know the half of it! :biggulp:

schwank

06-27-2007 05:17 PM

If you decide to get rid of the whole car, you know us lister's want to know about it first!

I'm sure we could give her the flogging she's been lacking!

yieldsign2

06-27-2007 05:19 PM

Wow.. Amazing vehicle.

Not many around here (rennlist) that post anyway, who have that kind of built machine.

ct_nz

06-27-2007 05:22 PM

Quote:

Originally Posted by **yieldsign2**

Wow.. Amazing vehicle.

Not many around here (rennlist) that post anyway, who have that kind of built machine.

Tis' true. Most people have more brains than me. lol.

ct_nz

06-27-2007 05:26 PM

Quote:

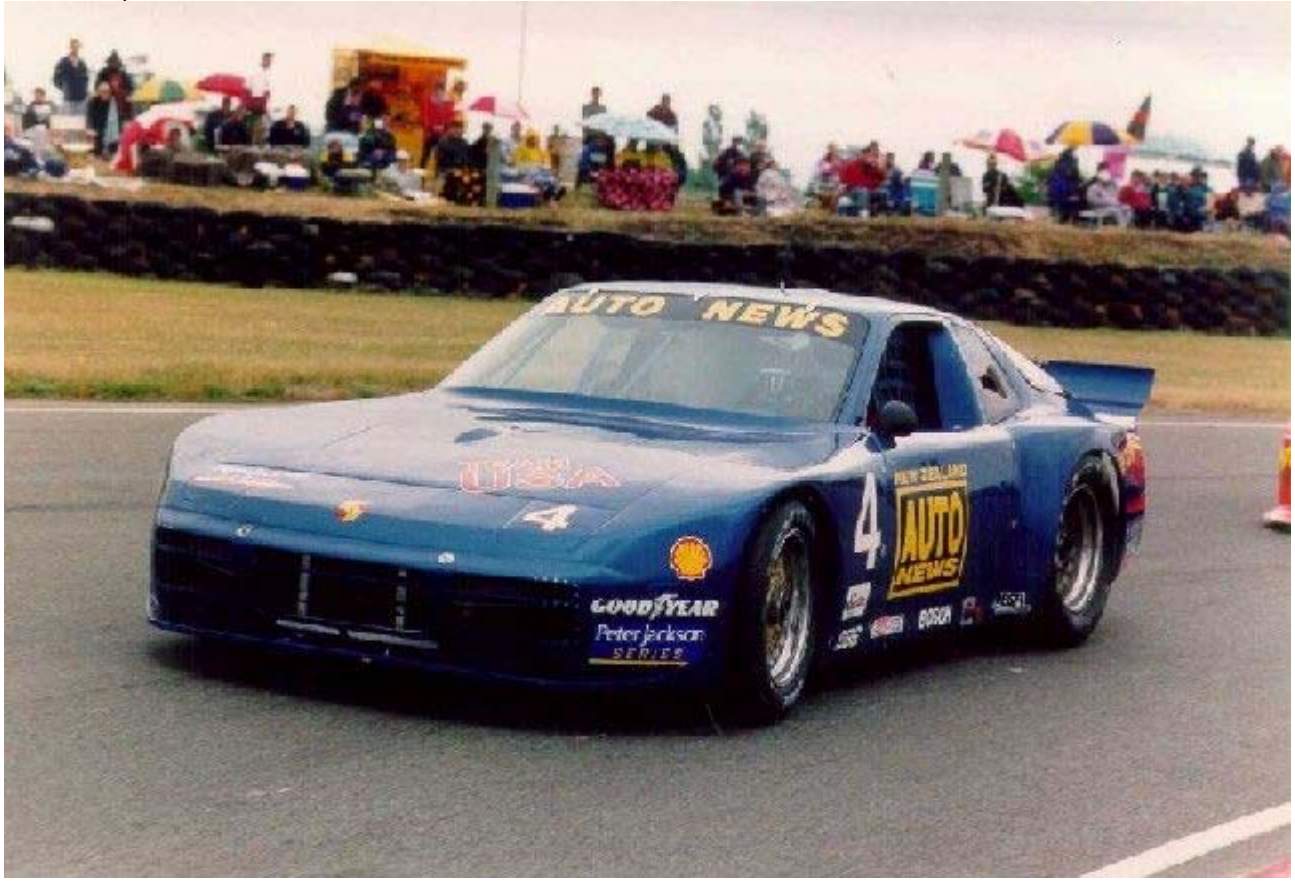
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Here's a pic of John's car:



Thanks for the reply. The crank would be almost impossible to develop today. It was a pure piece of beauty. I can't find the pics. I had to mill the block for it to clear. It has a himilaya cam shaft.

Will maybe contact John H.

Real sweet ride you have there.

Airflite40

06-27-2007 05:44 PM

Your car looks amazing! So its just sitting in a warehouse for the last 10 years? :crying:

944kid

06-27-2007 06:03 PM

Cliff,

Your story is amazing, and I'm in awe looking at the history on these two pages! Keep it coming, I know I'm not the only one when I say that you could bring a lot of good information to the table.

Regards,

ct_nz

06-27-2007 06:12 PM

4 Attachment(s)
Lemming

Maybe these additional photos will help a little more on the under tray.

A large part of my car is fiberglass. Fenders, hood, and rear quarter panels. The rears are 924gt carrera panels molded in to be smooth (no drag).

931f and 931g give you a closer look underneath. Close fit and airflow are important.

931h and 931i give a view of the snout. The original car the casting was taken from had 11 inch front wheels so the sides had to be trimmed/refitted to fit standard 944 fenders.

Nice touch on the recessed hood badge don't you think? The factory used decals.

The top hood scoop forced air through the GT intercooler. Rare as hounds teeth those suckers.

It you look at the lower center hole on the snout you will see some of the duct work. Some was forced to the turrbo charger intake side, The exhaust manifold was ceramic coated so wasn't concerned about boost loss from cool air. Also the pipes were ceramic tape coated. This was the best technology you could buy at the time.

The top 4 front holes. 3 to the top the radiator (your hottest point) and then trough it. Took 1 port and ducted to a k&N round air intake.

The whole nose you could take off in a minute to get at things if you needed to. It came from racing so you could quickly replace a damaged nose in seconds during a pit stop.

There is a tiny plug you can't maybe see in the photos. It is for a towbar to be screwed in and just like a 928. Racing is great but there has to be a practical side as well.

On the undertray. it is only good for high speed stuff. It won't do much on a twisty track. You can see I had a rubber skirt. I added little fingers to hold it down otherwise the wind pushed it back. Sometime I would hit something (like a quarter or dime) and would simply bend them back in place.

For it to really help you must deflect the air from getting underneath you. If you don't it acts like an airfoil and you can get lift. Bad, very bad. If you can deflect the air you get a vacuum effect from the rest of the car. This helps hold the car down like down force but different. You get vacuum/suction and elimination of drag and buffeting.

Use your ducting to put cool air where you want and need it. Don't just let it free flow. You need to size you primary inlet as to what you need. Too big is excess drag. Too little and it overheats. Then give it a smooth place to exit the engine compartment towards the back (not the sides) of the car. Then do something creative on the tail to eliminate the vortex created behind the car. I had the exit from my rear end oil cooler from the air ducts in the rear windows. If you don't you get a tornado effect in essence pulling the car back. You can even do something like the 951 rear lower

valence/spoiler.

On the last photo you will notice an indentation on the side. This is where you would slide the plastic cover into place. You would screw it on the end to hold it in place. Simple, cheap, and very light.

There may be new knowledge or technology on this area. This is what we did way back when.

I hope this help you.

ct_nz

06-27-2007 06:15 PM

Quote:

Originally Posted by **944kid**

Cliff,

Your story is amazing, and I'm in awe looking at the history on these two pages! Keep it coming, I know I'm not the only one when I say that you could bring a lot of good information to the table.

Regards,

Thanks. A lot of what I am posting is about the old Porsche 924gtr cars. It is Porsche history that might otherwise be lost.

The titanium valves were created because the 924 gtr had a propensity to burn the exhaust valves during the 24 hours of LeMans. It was to the extremes.

Steel melts at 1500 degrees Fahrenheit. Titanium melts at 3034 degrees. Hard as diamonds and lighter than aluminum. That is why they use it in the space shuttle.

ct_nz

06-27-2007 06:19 PM

Quote:

Originally Posted by **Airflite40**

Your car looks amazing! So its just sitting in a warehouse for the last 10 years? :crying:

Yep. In a garage in Las Vegas, Nevada. I loaned a guy some money to build a garage so he could work on cars from home. The deal was I get free storage until repaid. He has been more than a little slow in repayment but in turn I have managed to store the car inside with no additional cost. it wasn't the plan but that is how it worked out. He was my mechanic and knows the complete history of the car including all the wild stuff.

I am sure I not the only one to have ever done this. Often it is a project car and not a ready to race car.

ct_nz

06-27-2007 06:43 PM

If anyone is really interested in buying the car (no tire kickers please) and will be in the Lost Wages

area. Pop me an e-mail and I can help schedule a look for you.

You can most likely pick up a real deal but has to be a good home. Porscephile race fanatic is a plus. It sounds like I am treating it like a pet animal but in some ways it is. it is more emotional than financial.

You don't hook a race horse to a wagon and you don't turn race cars into garage queens. It just isn't right. I appologize for this post and it may get deleted but I didn't start this post as an ad, honest i didn't.

I think we got way off track from my original post.

reno808

06-27-2007 09:25 PM

DAm if i only lived in the west coast

ct_nz

06-27-2007 09:34 PM

16lbs of boost. wow. You do realize you are driving a hand grenade. lol.

FRporscheman

06-27-2007 10:06 PM

www.924board.org

those guys will be all over it!

alordofchaos

06-28-2007 09:41 AM

Quote:

Originally Posted by **ct_nz**
I apologize for all my reminiscing of days gone by.

No, No, NO!

Thank you for posting :bowdown: especially the pics and history.

The *sheer awesomeness* of the car and the history has me near tears...

Lemming

06-28-2007 09:59 AM

CT - thanks for the info and photos. Do you have any photos of the rear of the car? Also, are you saying that you had naca ducts in the rear side windows and then vented that through the rear floor to an oil cooler? Or did you have the air going through the cooler and then up and out a rear window vent?

Although my car is being built for track purposes, one day I would really like to head out to NV and run the Silverstate classic :burnout:

ct_nz

06-28-2007 01:50 PM

Quote:

Originally Posted by **Lemming**

CT - thanks for the info and photos. Do you have any photos of the rear of the car? Also, are you saying that you had naca ducts in the rear side windows and then vented that through the rear floor to an oil cooler? Or did you have the air going through the cooler and then up and out a rear window vent?

Although my car is being built for track purposes, one day I would really like to head out to NV and run the Silverstate classic :burnout:

Lemming

Sorry I don't have any tail shots. Yes it has plastic naca ducts in the rear windows with hoses that lead the air intake to a box or closed off section in the tail where the dry sump oil tank, oil filter, and oil cooler are. The oil cooler is mounted inside where the rear license plate would normally be. The dry sump oil tower sits in the spare tire well. It doesn't go through the floor.

There is an oil hoses that leads under the car kind of like a 911 from the sump up front to the tail. The oil pump will pump zero weight oil and is high volume low pressure so it doesn't heat the oil. Maybe common now but was hot stuff 10+ years ago. A tall tank allows less foaming plus it is kinda tight back there. I think it is an 8 quart tank plus what is in the line. In Nevada and Mexico it could get very warm so you needed to keep that monster cooled down. It also help remove some front weight and move it to the tail. By no means a 50/50 but did move some weight and heat.

The photos don't show the naca ducts as they went in with the new motor.

Hope this makes sense.

All times are GMT -5. The time now is 09:46 AM.

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