

## Radiator Fans - Better Ones

Posted by jaje - 27 Jul 2009 22:36

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10 - 12 blade " Slimline fans are lighter and thinner, pull significantly more air through than stock Porsche radiator fans, and use much less electricity.

Right now I run the early 3 blade OEM fans and they just do enough to keep the car cool (Plus I've had to replace both fans already - they do burn out being 20 years old). For reliability purposes I would recommend we allow aftermarket slim fans that can mount directly to the radiator. There wouldn't be any performance affect outside of some weight reduction from the heavy factory unit and mounts.

The aftermarket fans run \$20 new and are found everywhere. They mount directly to the radiator itself making them very easy to install and provide much better cooling by pulling more CFM through using less power. They can run off the current relay setup or you can hardwire them in - or even get a custom unit to turn on the fans at a specific temperature.

Here's a link to eBay - \$20 for fan with all mounting hardware. Pretty cheap, yet I think it is effective in giving our cars a little more cooling capacity (especially those with the internal bath oil coolers).

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## Re:Radiator Fans - Better Ones

Posted by jaje - 31 Jul 2009 01:30

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**Weston wrote:**

**cbuzzetti wrote:**

Fans!!!! why are you running fans?

- Higher elevations have thin dry air
- Driving nose-to-tail with no airflow to the radiator
- Sitting in grid or impound

- In case additional cooling is needed for hot days or other variables

Fans make almost no difference when moving but we often sit in impound or on grid and that is where the car has potential to run hot.

I don't see in the rules you are required to have fans in the car - just that if you do they have to be oem (whole structure).

This is a very cheap way to allow our cars to run cooler when the car isn't moving. It should not add any performance advantage and if we can delete the fans altogether then it will make no difference at all - just help with reliability of the car which is important.

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**Re:Radiator Fans - Better Ones**

Posted by Sterling Doc - 31 Jul 2009 02:57

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Seems reasonable if we're having fairly frequent trouble with the stock fans. We'll add it to the list of considerations for the 2010 rules.

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**Re:Radiator Fans - Better Ones**

Posted by Weston - 31 Jul 2009 03:46

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**jaje wrote:**

Fans make almost no difference when moving

The wussy fans from the early cars don't, but the much higher CFM ones from the later cars can make a noticeable difference on track. I only have one of the good fans on my car, and experience has repeatedly shown that there's no doubt that it helps. Not so much on the straights, but mostly when in corners or in traffic. A lot of us up here in Colorado still run hot though, even with the fans on.

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**Re:Radiator Fans - Better Ones**

Posted by DrLudlow - 18 Aug 2009 11:44

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don't be fooled by the hype of aftermarket fans, they are the wimps, OE fans far exceed them and shrouds pull air from all corners of the rad. late six blade units are better of course and drop in. It would take 7 \$20 pancake fans to come even close! BTDT

Todd

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## Re:Radiator Fans - Better Ones

Posted by joepaluch - 18 Aug 2009 22:48

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One of the thing the Az guys did many years ago was to cut the center bar out of the spoiler. This helps airflow to the radiator and is allowed by rules. Look at a front end shot of my car to see this.

Remember we run in temps of over 100 degrees in May and September so cooling is an concern for is. The other nice thing is that external oil coolers allow the water temp to run lower since that heat is not going into the radiator.

I do run the later 6 blade fans directly wired to the battery and each on their own switch. This allows me to better determine what fans I want to use when.

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