

1983 944 SPEC for sale in CT \$8,000 'Dirks' motor

Posted by nkgosselin - 18 Jan 2013 06:58

Moved back East from Denver and now that I am back near family want to get into building a vintage race car with them. This needs to find a new racer first.

I built this car up over three years. 'Dirks' motor.

Chuck also helped a lot with this car.

I don't have a ton of pics. Would prefer a buyer come view it. But can take any pics necessary with my phone.

Only used #901 at 12 race weekends. So it is still very, very fresh.

Chassis:

1983

never wrecked in first life or on track

minor paint difference in front valance and driver fender(even though professionally PPG painted as I did not have them blend) as I replaced this summer with nice panels as valance was abused. And fender was backed into by me in paddock at Lime Rock(embarrassing

Sunroof with manual latches so passes tech

Suspension:

steel a-arms

6 weekend front bearings

6 weekend ball joints

all weltmeister bushings

front a-arm bushings only have 3 weekends on them

350# front springs

konis front and rear

30MM torsion bars

5 inch ride height

Basically, the max of 944 SPEC rules

welmeister front and rear sways

corner balanced with 160lb driver

mookah camber plates

Engine:

1988 engine and DME with only 8 race weekends on it.

Engine built by former national champ and engineer David Dirks. Built to rules and for reliability. Baffled oil pan. Photo proof if needed.

Mocal Oil cooler mounted and ducted to front valance

new factory radiator

VR1 20/50 changed after EVERY weekend

Straight thru exhaust with glass pack

A/C delete bracket

Trans:

new factory clutch

stock LSD

never rebuilt and shifts flawlessly at race pace

Brakes:

1 weekend front rotors and hawk blue pads

6 weekend rear rotors and hawk blue pads

stainless lines

Interior:

complete AC delete

Fire extinguisher mounted in driver reach

Fire proof shift boot

Factory gauges in bent aluminum dash

Low pressure oil light added

Oil temp gauge added

2 OMP TRS PLUS red and yellow stripes on black seats on OMP mounts(google them, that are lovely), these are touring car FIA rated seats, snug but easy to get in and out of in an emergency. I imagine someone up to 200IBS or so would find them comfy. HANS compatible seats.

Belts for driver good for 2013, belts for passenger good as most orgs have them good for five years, not the two of racing)

Window net

Driver net

Quick release OMP corsica suede wheel

wipers work

key lock removed, what a pain that was

Lights still in and working, motors removed to save weight, but lights can be wired up if you do a night endure.

Autopower roll cage with extra door bars, as needed for tech

Interior is not 'pretty' but a nice comfy, safe place to get to the business of racing.

Stock rear view mirror, I never needed more.

Exterior:

Bright green paint. It looks like a race car. Easy for spouse to spot.

Two bumpers, one green for on track, another with tow bar mounts

Vinyl graphics can easily be pulled off, but they are custom and beautiful

BRAND NEW windshield, this is a big deal when racing, only 1 weekend on it

Exterior battery cut off pull

holes cut for easy torsion bar adjustment

Two sets of race legal cookies (one set junk towing tires, one set old R888)

Weight:

2600 lbs (legal minimum) with 1/4 tank and 160 lb driver.

I am light, so lots of weight still able to be removed if you are of a larger stature (full size battery, passenger seat and belts, sound deadening, stock wiring, headlights, replace factory sunroof with aluminum panel

Summary:

A great car with no DNFs, fresh but tested. 88 engine, the best hi-comp legal engine in the lightest 83 manual steering chassis with a factory LSD. And cosmetics that put it above 80% of the 944 SPEC cars out there. I did my first four weekends on a stock motor with 130,000 miles on it, with a fresh motor you have lots of worry free racing ahead.

Since my move to CT I had the car tech'd for NASA and PCA but then only did one test and tune day at Lime Rock in 2012. What a difference being at sea level makes. Car ran beautifully.

Call Kevin 720-three-three-nine 5658 (kept my Colorado number even though I live in CT now)

Re: 1983 944 SPEC for sale in CT \$8,000 'Dirks' motor

Posted by 993inncc - 07 Mar 2013 15:34

So what's happened with this one?

Re: 1983 944 SPEC for sale in CT \$8,000 'Dirks' motor

Posted by LuisV - 14 May 2013 14:35

Is the car still for sale?

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Re: 1983 944 SPEC for sale in CT \$8,000 'Dirks' motor

Posted by Bottoz - 28 May 2013 07:05

This car is sold, and is running great!

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