

SOLD - #518 SP1 - Utah - \$12k

Posted by GT944 - 20 Jan 2018 19:16

Price drop to \$12k

For sale is my 944-Spec/SP-1 race car. I've owned it in various iterations since 2012. It's been a solid car that I've had a blast with, put plenty of blood/sweat/tears/money into. After five fun years, it's time for me to move to a different platform - not sure where I'm headed next, but the first step is to sell the current car! Here are the details - please reply here or email me at gregt1732[at]gmail.com

Greg

1986 Porsche 944 – SP1/944-Spec – #518

1986 Chassis, 1988 Suspension & Drivetrain

Pictures: <https://1drv.ms/f/s!AjVtLrdY5Lstlwa9jIUTcmWap3Vf>

Chassis/Body

- 2016 – retubbed w/ fresh paint inside and out, Clear Bra on entire front of car (except bumper) – 1/4 of the way up the hood and fenders
- 2016 – New windshield w/ tear-offs (2 intact)
- 2016 – winner of IRPCA “Best Prepared Porsche” award
- 2017 – Fresh paint on both sides, quarter panels, and air dam
- 2017 – New OEM air dam
- 2017 – Lexan quarter windows installed – NASA Legal

Body Etc.

- Hood pins
- Glass hatch does not leak!
- Windshield wiper motor intact w/ wiring – includes OEM wiper controller

Drivetrain

- 2012 – '88 Motor, injection, electronics – rebuilt by Motorsport
- 1.5 full race seasons on the motor since built - 3-5 DE weekends on it prior to that
- Cross-drilled crankshaft
- Lindsey Racing oil pan baffle kit
- 951 Oil Filter Console & Cooler, ducted from fog light hole (tested this – saw 10-degree improvement over placing this in the bumper)
- 2.5" Exhaust from stock headers – straight-pipe to muffler
- 2018-legal ram-air intake w/ K&N filter
- 2013 – New Sachs clutch kit in 2014 – all components replaced
- New flywheel
- New T/O bearing, rear main seal, clutch fork bearings, slave cylinder
- 2013 – rebuilt transmission by RSR Motorsports
- 924S transmission, short 5th gear
- Factory Limited Slip
- Always run with Swepco fluid – shifts great!
- 2016 – Torque tube bearings replaced, balanced the torque tube rod - \$500 in parts/labor, excluding what it takes to pull the tube itself (~30 hours to R&R, as you all know!)

Suspension / Brakes

1988 Suspension setup – 944 Spec Legal

- 400# Front Springs, 30mm Rear Torsions
- Koni Yellows front and rear
- 951 M030 Swaybars, rear is adjustable[/u]
- 2016 – NEW Porsche OEM A-Arms
- 2016 – New LF spindle
- 2016 – Corner balance and alignment setup work w/ Tatum Racing

Brake ducting to both fronts

- Hawk DTC-60 Fronts
- Hawk DTC-70 Rears
- 2017 - Cross-drilled rotors on the front (less than half a season on them)
- Solid rotors on the rear

Safety / Interior

- 1.5" Hanksville Hotrods weld-in cage
- Nascar bars on driver's side, straight bars passenger side
- Painted with car in 2016
- Helicopter-taped the bars to avoid scuffing paint, tearing suit on driver ingress-egress
- Sparco Pro-Racer Hans XL seat w/ back brace & sliders
- GForce camlock belts – Expire in 2020
- Handheld fire extinguisher
- Wired for CoolShirt
- Radio harness included – need to buy your own base-station or handheld
- Detachable steering wheel w/ PTT button (radio)
- Dash lights wired
- Kill Switch - Electronic solenoid-style - Kills all power w/ a low-voltage switch, saving battery from parasitic drain. Switches on interior and exterior
 - OEM Dashboard +Added Oil Temp Gauge – space for two more aftermarket gauges if you'd like. Custom-fabricated aluminum gauge panel

Spares & Extras

- 1 Extra set of 15" Phone Dials w/ a good set of practice Toyo RRs
- '88 Engine – mostly complete – spun rod bearing in 2012, haven't disassembled yet
- A-Arms (left & right)

Awards & Accolades

- 2017 NASA Utah Season Points – 3rd Place, mostly 2nd place finishes
- 2017 Utah 6-hour Enduro – 3rd Place – E3 Class
- 2016 – Best Prepared Porsche – Porsche Club of America, September race

Track records

- Spring Mountain "Mansell D" – Porsche Owners Club
- Utah Motorsports Campus "West" – NASA Utah (knocked off by a few tenths this year)

- Utah Motorsports Campus “Outer Loop” – Porsche Club of America

Pictures: <https://1drv.ms/f/s!AjVtLrdY5Lstlwa9jIUTcmWap3Vf>

Re: FS: #518 SP1 - Utah - \$13k

Posted by Lucid Moments - 21 Jan 2018 19:21

How much are you asking for it?

Re: FS: #518 SP1 - Utah - \$13k

Posted by GT944 - 21 Jan 2018 19:33

\$13,000

Re: FS: #518 SP1 - Utah - \$13k

Posted by Lucid Moments - 21 Jan 2018 21:02

Doh! Sorry didn't see it in the title until just now. Linked from your facebook post directly. Also didn't see that you are in Utah. A little far for me in Georgia. Sorry.

Re: FS: #518 SP1 - Utah - \$13k

Posted by GT944 - 21 Jan 2018 21:26

Haha no worries! Good luck with your build!

Re: FS: #518 SP1 - Utah - \$12k

Posted by GT944 - 23 Feb 2018 13:16

Price drop to \$12k!

=====