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Sold!! To the So-Cal 944 Regional Director Everett

Posted by cbuzzetti - 04 Nov 2010 16:21

For Sale or trade 1988 924s/944Spec (POC or NASA) racecar can also run GTS-1 (NASA), PTE-D (NASA), ITS (SCCA), SP-1 (PCA), DE and TT if that is what you do.

I am looking for a 87-88 944 Turbo (Guards Red) must have straight body and paint.

Has won 11 of 12 races entered in NASA So-Cal in 2010 with no break downs 944spec.org/Results-Points/SoCal ... 2010.shtml

As well as 6 new track records 944spec.org/944SPEC/component/co ... rticle/162 (BW13CW x 2, BW 14CW, BW 1CCW, WSIR and Pahrump with Porsche Owners Club)

Very well prepared, easy to drive and reliable. This is one of the top 3 cars in the Nation.

2300 lbs dry. This is a very light car. There is still 20-40 lbs that can come out of it.

Dynos at 140+ RWHP and 140 Tq.

Fresh Jon Milledge head installed 10/10 using stock 88 cam.

Engine block built by Steve Rusikof using the high compression 88 block and pistons.

Short 5th gear trans with Guards LSD and stock gear ratios.

Spare race preped head ready to be installed (used at NASA Nationals 2010, 10.5:1 compression ratio)

10 spare wheels and tires (all good condition) 14 total, 12 are powder coated

Mychron in car timer

Factory dash with additional oil pressure and water temp gauges.

Sampson 5 watt radio system with roof antennae

New cage in 2010 with petty bar and fully triangulated

Koni shocks

400lb front springs and 28mm rear torsion bars with mods for easy adjustment

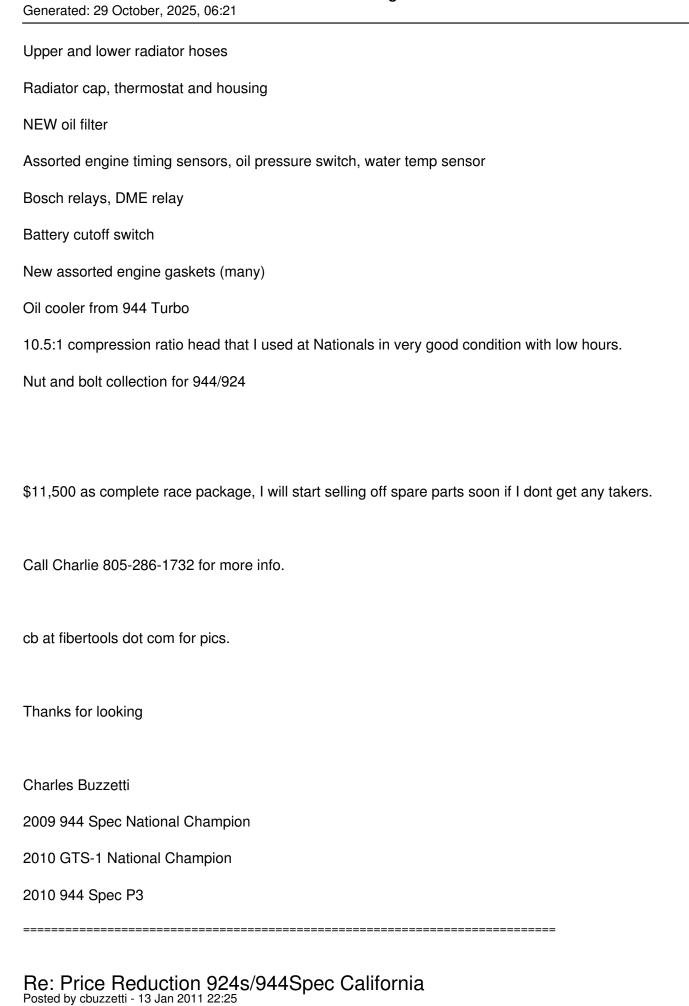
944-SPEC - 944SPEC - low cost wheel to wheel racing Generated: 29 October, 2025, 06:21 Wrightwood Racing Hi-Top camber plates Coil overs and adjustable spring perches rebuilt CV axles (9/10) 7 lb Braille dry cell racing battery new in 2010 New belts and window net 2010 Cobra XL composite racing seat Remote oil cooler New belts and hoses 2010 This is the best car on the market. Finished 3rd at 2010 NASA Nationals in 944Spec and 1st in GTS-1. Check out my youtube page for incar race videos from this car. Any video from 2010 will be from this car. Search Bajabuzz1 on youtube. I will try to post some video of this car next week on youtube. 1988 924s racecar spares: All parts are used unless listed as new!! Suspension 10 spare wheels and tires plus 4 on the car 12 of these wheels are powder coated 10 with Toyo RA-1 tires and 4 with 6 heat cycle Goodyear Eagle RS DOT race tires for GTS class NEW CV axle in the box & used hardware NEW Hawk HT-10 front and rear brake pads

Used brake calipers, rotors, wheel bearings, brake parts and hardware

NEW caliper rebuild kits

NEW front wheel bearing cap
NEW steering rack boot
Set of used tie rods with tie rod ends (L&R)
Steering shaft
(1) NEW front steel control arms with bushings and ball joints ready to go on car (L or R)
front spindle
rear swing arms with delrin bushings (L&R)
rear banana arm with rotor and bearings (L)
Weltmeister rear sway bar (stock one on car)
Engine
NEW alternator belt
NEW spark plugs
New Bosch distributor cap and rotor
Used coil, distributor cap, rotor and wires (all good)
Engine wire harness
Air flow meter
Timing belt, counter balance belt, rollers & sprockets
Spare K&N filter ready to use & cleaning kit
Spare DME (engine control box)
NEW head gasket
Alternator and starter
Very good condition SS factory header
Intake boot and hoses
1 used engine mount

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There are no lights on the car (except brake lights). It does come with the radio harness, roof antennea, PTT, radio box Etc. I do have a set of radios that I will part with but you will need your own helmet kit and ear buds.

My experience with these cars is that they burn 8-9 GPH during a sprint race. Less in an Enduro when short shifting and driving less than 100%

Maybe someone has a better idea about fuel consumption for enduros.
