

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

Posted by cbuzzetti - 04 Nov 2010 16:21

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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](http://944spec.org/Results-Points/SoCal...2010.shtml)

As well as 6 new track records [944spec.org/944SPEC/component/co ... rticle/162](http://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

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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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Upper and lower radiator hoses

Radiator cap, thermostat and housing

NEW oil filter

Assorted engine timing sensors, oil pressure switch, water temp sensor

Bosch relays, DME relay

Battery cutoff switch

New assorted engine gaskets (many)

Oil cooler from 944 Turbo

10.5:1 compression ratio head that I used at Nationals in very good condition with low hours.

Nut and bolt collection for 944/924

\$11,500 as complete race package, I will start selling off spare parts soon if I dont get any takers.

Call Charlie 805-286-1732 for more info.

cb at fibertools dot com for pics.

Thanks for looking

Charles Buzzetti

2009 944 Spec National Champion

2010 GTS-1 National Champion

2010 944 Spec P3

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**Re: Price Reduction 924s/944Spec California**

Posted by cbuzzetti - 13 Jan 2011 22:25

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No issues with exhaust smell in this car.

Erik do you know if there is a difference between steel and plastic tanks as far as capacity goes?

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**Re: Price Reduction 924s/944Spec California**

Posted by Sterling Doc - 14 Jan 2011 07:54

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Early 944's (through 85.0), and 924S's used the steel takes, which are the smaller of the two - 17.5 vs 21.1. This 924S would have the 17.5 gal steel tank, then.

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**Re: Price Reduction 924s/944Spec California**

Posted by cbuzzetti - 14 Jan 2011 09:13

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Thanks Erik, do you know if the tanks are interchangeable?

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**Re: Price Reduction 924s/944Spec California**

Posted by Fooshe - 14 Jan 2011 09:24

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**cbuzzetti wrote:**

Thanks Erik, do you know if the tanks are interchangeable?

I was just going to ask the same question.

Also, I am thinking of running enduro's, too. Is this car set up for sprints, enduros, both?

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**Re: Price Reduction 924s/944Spec California**

Posted by cbuzzetti - 14 Jan 2011 09:59

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There are no lights on the car (except brake lights). It does come with the radio harness, roof antennae, 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.

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