

FS: Spec 944 - Phoenix, AZ Well sorted fresh motor

Posted by speed1969racer - 08 Aug 2015 20:01

\$11,500 or best offer will take it! \$6K just spent on fresh motor and parts!

1985 Porsche SPEC 944 with 1983 motor, Has 83k original miles on the body no wrecks, no rust. I won 1 PCA race event with it in 2011. Been actively racing it since 2008. Bought the car in 2006 was daily driver and DE car but started to convert it into full time racer. Very well sorted have over \$20k invested in it, \$6k (rebuilt Engine top end & parts!) in 2014/2015. I have had my fun and lost my interest to continue to race and restoring old classic cars now. Smooth well handling car that now has a super strong fast motor prepared by Black Forest Porsche out of San Diego, prepped NASA National Spec 944 champion car for 3 years in a row.

See Pictures, Receipts, documentation etc here:

drive.google.com/drive/folders/0B3nR5nK0...3dXFTcTUtMnlWN0ICVG8

HISTORY:

2005 -- Purchased -- Replaced with rebuilt '83 Forged piston 944 stock motor

2006 - Improved cage for full racer additional support bars & passenger side impact bars added

2008 - Gas tank, gas feed tube replaced by Auto Edge Minnesota

2011 - New factory 968 M030 Suspension work completed by Dart Auto Racing in Denver: still have 944 Turbo/S -- track & Daily drive autocross setup (springs, torision bars and front and sways)

2015: - Top End Engine rebuild, 944 Turbo Radiator, other parts see receipt from Black Forest

- Porsche OEM 968 M030 suspension

Torsion bar 31mm, Front and Rear Sways

- New 400 or 450lb springs lowered front at least 2"

- Poly suspension bushings

- New front Koni's - Have old Bilsteins still good

- New steel control arms (not reinforced)

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3 sets of Porsche ATC cookie cutter rims/tires 2 sets of RA-1 slicks & Rains (4 years old) Older Yokohama A032R

Options:

- Accusump
- Cool Suit system
- Manual steering rack out of 1983 944
- A/c delete kit
- Removed AC Evaporator in dash
- Momo quick release steering wheel
- Turbo lightweight headers
- Modified oil pan pickup feed
- Front shock tower bar
- 944 Oil Cooler sandwich plate (removed stock 944 Oil Cooler/water cooler)
- 944 Turbo bypass with Mocal 13 Row cooler and piped the oil to the front of the car
- New 944 Turbo Radiator
- Setup for Coolsuit
- (2) Kirkey racing seat fits 32-36" waist, fits a 40-42"
- FIA Belts certified until 2017
- SCCA Log book
- NASA LOG BOOK
- PCA LOG BOOK (2015 PCA Club inspection complete)
- Includes a couple of Race Gas Plastic jugs

See attached work done by Black Forest who prepped Spec 944 championship winner

SPARES:

- Complete Rebuilt 944 motor: non spec 944 compliant built by G&W motorsports in Virginia. Previous owner spent \$10k on it and it spun rod bearing due to crank is heavily modified, he got frustrated sold me the car, then I dropped a new rebuilt SPEC motor in it.
- Transmission came out of 100k mile 1983

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- Spare ECU
- Spare DME Relay
- Extra starter
- Extra Oil pan to modify for baffles and Oil pick up tubes
- Hawk Front & Rear Brake Pads (HPS Plus)
- Stock Steering wheels
- Additional Porsche OEM Sport Suspension, Springs 250lbs, Front & Rear Sways, Bilstien shocks, 26mm Torsion bar. Perfect for Street/Track/ Autocross car

Car weight with me I am 250lbs was about 2660lbs. So a 190 lb driver would had been about right at spec 944 limit.

Eric

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