1985 Porsche 944 SP1/GTS1 Race Car
Posted by Das86Turbo - 26 Jun 2011 09:39

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General

• Owned the cars 14 yrs. Moving on to a faster class

• Car built originally by AutoEdge in Minnesota. One of the top Porsche race car builders in the country.

• Competitive in NASA and PCA. Two pro drivers from World Challenge have driven the car on track and are available for comments on how well prepped this car is. Needs nothing.

• 2630 lbs with driver (185 lbs, w/gear and ~1/8 tank of fuel)

• Known weak points to the 944 have been corrected: Replaced left front spindle (early 85 - hard to find) with solid spindle (late 85). Earlier spindles were prone to catastrophic failure due.

• Updated oil pressure bypass/relief valve.

Engine/Drive train

• A/C delete kit with bracket

• Newer head

• Turbo exhaust w/ open muffler

• Newer rollers and belt

• Turbo oil cooler

• Updated oil pressure relief/bypass valve (a must)

• Turbo radiator.

• Fans wire to manual switch

• New turbo starter

• Newer clutch

• 968 Oil pan - baffled to prevent starvation

• DME – adjustable pots

• Extra performance chip by Andial

• Exhaust temperature gauge

Transmission

• Fresh / <u>zero hours</u> (May 2011) Tranny by Autobahn. Short 5th gear and LSD

• Synthetic lube

Suspension

• Reinforced/boxed control arms

• Front Strut Brace

• Adjustable Camber Plates

• Koni adjustable sport shocks front and rear

• Front coil-over with 400 lbs springs

• 30mm torsion bars

• 30mm cup car front swaybar -adjustable

• Weltmeister Bushings

• Manual steering

Brakes

• 968 cooling ducts

• ATE Front slotted rotors

Interior/Safety

• 5 pt harness dated 2013

• Removable steering wheel

• Brey-Krause Seat back brace

• RaceTec 6 pt cage. 2 bars on driver side. One bar removable

• Window net

• Right side net

• Fire extinguisher

• 4-pole Kill switch

• Ignition lock removed

• Sparco Evo Seat

• 4 panel Wink mirror

Exterior/Aero

• Tow hooks

• Lexan side windows for towing. Remove for racing

Wheels/Tires

• 4 - 7x15 Cookie Cutters w/ R888

• 3 – 7x15 phone dial

• 4 – 7x15 Cookie Cutters w/Goodyear Eagle slicks

• 8 – Goodyear GS-CS DOT race tires

PRICE DROP TO $8500. I have 2 World Challange Series drivers that have driven this car on track that can speak to how well prepared it is. The car can win in both PCA and NASA. Loads of misc spares included with car; filters, brake pads, hoses, used clutch (still well within spec), bearings, Various sizes of sway bars, springs. See also my separate listing for spares. Car is located outside Denver Colo. Pics available on request,

Call: Rob Bernard @ 303-503-7486,   email:

 This e-mail address is being protected from spambots. You need JavaScript enabled to view it

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Re: 1985 Porsche 944 SP1/GTS1 Race Car
Posted by porsche911 - 11 Feb 2012 13:46

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Sounds like a great car for the price. I hope you are successful in selling it

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Re: 1985 Porsche 944 SP1/GTS1 Race Car
Posted by Das86Turbo - 11 Feb 2012 16:06

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A few things missing from the narrative, but important in your assessment follow. The cage is RaceTec. Probably the best bolt in cage out there. It fits tight against the pillars. We welded in additional reinforement plates to the frame rails, and body. The cage is bolted to those plates. These could easily be welded together. This should not be a concern comparing it to a full welded in cage. I have dyno sheets. The motor is built to 88 specs with KS Pistons (100.5mm) bringing the compression to 10.2:1. The car is putting out ~135-136 Hp at the rear wheels. This puts it at the top of the 944 Spec class. Oil analysis has been done every few oil changes. Belts adjusted very few events.

If you're wondering why I am selling it, I promised my wife I'd sell the 944 to finance my M3 build. Before buying the M3 I bought another 944 for spares. Consequently, I have a ton of spares.

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Re: 1985 Porsche 944 SP1/GTS1 Race Car
Posted by Sterling Doc - 11 Feb 2012 20:28

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Unfortunately, the 100.5 mm pistons are not legal in Spec racing. They area ok in GTS, though.

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Re: 1985 Porsche 944 SP1/GTS1 Race Car
Posted by Das86Turbo - 11 Feb 2012 20:43

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Thanks! I didn't know that.

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