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February 2017



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PORSCHE

Old Faithful Porsche is the official newsletter of the Porsche Club of America - Yellowstone Region.

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Cover Photo Yellowstone Region PCA lines up in front of the Butte Brewing Company for a lunch break on our Summer Tour 2016





President's Message

Life's Lessons

I picture life as a series of windows, you know, the framed glass kind you can look through with the wood slats crisscrossing through the center. They open and then, after a while, they close. Sometimes they open for a long time and sometimes only for a brief moment. As I stand in the middle of my living room, I'm surrounded by windows swirling around me. They're like the chapters in my life, passing by ever so quickly, here today and gone tomorrow. It seems with every window, there is always such great opportunity. What I don't realize, however, is that those windows, even though they come with many surprises, they also come with great lessons.

In 2006, I bought my first Porsche, a 1987 speed yellow 911 C4S cabriolet. I was so happy to buy that car. It was my favorite color and looked so cool in pictures. It was a long awaited dream come true. Unfortunately, the beauty was only skin deep. I never expected it would cost me so much in repairs. Looking back, I should have taken Brian Moore's advice to sell the car before I got in too deep. But I was blind and in love and nothing could sway my infatuation. Upgrade after upgrade, I kept on, a new transmission here, a rebuild there, some coil overs and of course a new exhaust. Having spent more on the vehicle than its purchase price was certainly an eye opener. The highlight of owning the car of course was going to Red Lodge, Montana with the Yellowstone Region Porsche Club. My Billy Boat exhaust "bubbling" on the way down the mountain was the sheer pleasure I will never forget and

makes me yearn to have that car back for a repeat performance. As expensive as it was, that car inspired me in all its' bright yellow glory. What I didn't realize was that car helped me to seek happiness, fun and all the joy that life has to offer.

Just last week, I was in a local hardware store. It was 30 minutes before closing and I needed to buy some paint. I stood in line as any patron would do waiting for the paint department. I was the second person in line and thought my wait would not be long. I noticed the other employees standing around talking to each other and continued to wait patiently. Needless to say 7 minutes later, the one employee helping the only other person in line had to call for assistance before someone actually came over. I realized my patience did not help me very much that day and when I returned home, I had to vent to my friend. "You're not going to believe what happened to me today," I began. As the steam poured out my ears, I continued my rant and my friend asked me if my dog had to wait in the car. "Yes," I shouted, "a whole 7 and half minutes," as I realized and continued to explain his wait was in a \$110,000 Porsche Cayenne Turbo and wahhhh my life is so hard. Needless to say we both began laughing. That was the day I realized humility is golden but assertiveness is key.

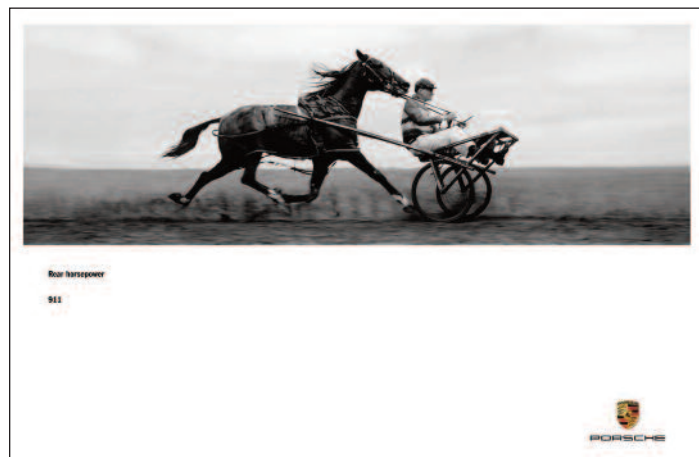
In 2007, I became the Vice President and Event Coordinator for the Yellowstone Region Porsche Club. It all started with my friend Anne Fish who wanted to put together our first road rally. As I recall it was a scavenger hunt that made for a great afternoon, finished by an after party at Dornan's. Little did I know that would lead to the next 7 years planning, executing and creating Porsche events for the club under the leadership of Ken Koop. When he stepped down in 2013, I continued in the position of Event Coordinator but also took his place as the President. The years went by faster than I care to remember, but to my enjoyment friendships were created quickly. As I have come to realize, there is safety in numbers, a car is only as good as the person behind the wheel, and with time, comes change.

Sadly, that time has come. After 11 years, I stand before you to bid you farewell. My term ends June 1st of 2017 and I want everyone to know it has been an absolute pleasure to serve each and every one of you. Hopefully, the adventures will continue and this is only a changing of the guard. However, as this window closes, it leads to the opportunity for someone else to share the joy of leadership, the surprises that come with



new creativity and ultimately the lessons that are so valuable in all that we do.

On March 15th, 2017, the Yellowstone Region Porsche Club is catering a full dinner at the Jackson Hole Roasters restaurant in Jackson from 6 PM to 9 PM. It is a "call to all members" to thank them for their participation in the club and a "call to all members" to elect a new president, as well the other positions that are available. We are also looking for a new treasurer, secretary and director. I hope each of you will consider these positions in order to continue the Club and I hope everyone will show up so that I can thank you personally for the past 11 great years.




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Classifieds

Purchased certified pre-owned at Ken Garff in SLC Nov. 2014, I am second owner. With only 27,000 miles my Red Rocket is in "like new" condition and still has the "new car" smell. In Carmine Red and Black leather interior, red seat belts, Instrument dials in Guards Red and the Porsche crest embossed on the head rests, this car has ALL the bells and whistles including an invisibra. The original sticker price, \$114,470 is listed in photo section. Purchased the Porsche 100K extended warrenty for an additional 2K(this transfers to new owner). New summer tires spring '16 on 21" rims with only 850 miles, as well as a winter set of 19" rims w Blizzak snows(like new) keeps you on the roads no matter what the conditions are. Selling to downsize to a vehicle that will take the heat and run the sandy roads in Baja. Feel free to call me for a look in person. Contact me if interested, for links / additional photos. Betsy Rudigoz 360-908-1953 Victor IDAHO.



Classifieds

2007 Cayman S \$32,750

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The Chronicles of Sebring:

by Pedro P. Bonilla Gold Coast region PCA

The Clutch, the Brakes and the Engine.

Dispelling or confirming some Porsche myths.

Sebring hates my car!

Well, maybe not just my car, but I haven't been too lucky there lately. As they say: Do you know why there's just a 12 hour race at Sebring? Because no car can last 13!

A couple of people have asked me to chronicle my recent track days there and I thought I'd also use it to dispel or confirm some popular Porsche Myths.

Last year in May I went to the third DE of the year at my favorite track: Sebring.

Because in the past I had had issues with brake fade (now that I was getting better and faster) I had decided to upgrade the brakes on my Boxster.

I found a nice set of 996 front calipers from a dismantler, rebuilt and painted them and installed them on my car together with new 996 cross-drilled rotors. I figured that since I had upgraded the fronts, in order to maintain balance I could upgrade the rears by installing my original fronts on the rear. These calipers had larger pistons and brake pads. They are a perfect drop in and I had heard from a couple of people who had already done it. Unfortunately the early Boxster's rear rotors are also used for the emergency brake, so there are not as easy to upgrade (upsized) as the fronts.



So, I'm now at Sebring and bring my car to Tech Inspection. The Chief of Tech (who is also a Boxster owner and racer) immediately looks at my brakes and says: "You upgraded your fronts! Good. But I see you put your old fronts on the rear." Then he looks at me and emphatically says: "It don't work".

I responded that my eyeballs would almost pop out of my head when I applied the brakes on my way up to the track. I told him that my car was braking better than ever and that I was sure that I could out brake the 996s because I had a lighter car with their same brakes.

He again stated: "It don't work", and went on to say: "But don't worry, it takes about a year and a half to get fast enough here at Sebring and then you'll see it don't work".

I passed Tech Inspection and when my group was called to grid, I decided that since I had a new braking system, I'd line up last so no one would be behind me.

Our group got the green flag and we all took to the track. The first couple of laps were warm up laps so they weren't that fast. We were getting reacquainted with the track and it started all coming back. The tires and the engine were now up to temp and we were now going much faster.

On lap 3, as we're heading down the front straight everything seems good. The car is planted and stable. I go wide right at the end of the straight, brake hard at the second marker, turn left and head for the blind apex on turn 1, I drift out to turn 2, which is just a kink and then to 3 pressing hard on the brakes.



continued on page 8



Porsche Club of America Yellowstone Region

Join our private Facebook group to see all the latest videos, conversations and discussions of the Yellowstone Region Porsche Club. This interactive site can now keep you up to date on all the happenings with the Porsche Club here in Jackson including real time invites and all the spontaneous get-togethers anyone could ask for.

Look for us:
Yellowstone Region Porsche Club of America.



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Wow! These brakes are great, I think to myself.

I pick up speed again through 4, 5 and 6 and head for the hairpin (7). The car still feels good. I'm into triple digits and again I hit the brakes hard. The car slows down perfectly I make the right hander and get set for the back part of the track.

No problems with 8, 9, 10, 11, 12 or 13. I'm going for it!

To me, a good lap at Sebring is going through Bishop's Bend (14) without lifting.

I hit Bishop's flat out. 15 is coming up fast! I stomp on the brakes but I'm still carrying too much speed. I don't worry because I can trail brake. I've done it before, no big deal. But, just before the apex I felt the back end of my car break loose and I knew what would happen next. Both feet in and I went for a spin.

Since I was the last car on that lap I wasn't in any danger of being hit from behind. I was able to keep the car on the track, but since I had spun I made my mandatory trip to pit lane to talk to the Marshall.

Lo and behold, it's our Chief of Tech, now acting as Marshall. I put my head down as I come up to him, expecting to get a lecture, but he just said: "Holy cow! That's the fastest year and a half I ever saw". "Were did you spin? on 15?" "I told you those brakes don't work".

MYTH #1

If you upgrade your Boxster's front brakes with 996 brakes, put your old front calipers on the rear.

We busted that myth. The simple reason is that because the Boxster is so well balanced when you trail brake, if the rears lock up even for a fraction of a second before the ABS kicks in, it may be too late to save it.

I have since then replaced my old (smaller) rear calipers and left the 996 fronts and the car is perfect.

On the last session of the day, after having run without any other issues, I lost my clutch just before 16. Luckily there's a lot of runoff there and I limped back to the pits without a clutch.

I had towed my little track trailer with my track

tires and tools to Sebring, so my question was whether I could make it back home without a clutch and towing a trailer. I thought about it for a while and decided to give it a try. I live 120 miles due south of the track, just off US 27 and I figured that there were maybe 5 or 6 stop lights and if I timed them right by slowing down when they were red, I could clear them all.

It turns out that there are 17 traffic lights between the track and my house. I was able to time it right for most of them but on 2 of them I had to come to a complete stop.

So, I shut the engine down, shifted into 1st gear and waited for the light to turn green. When it did I turned the ignition switch and the car started and lurched forward immediately. I was then able to up and downshift by rev matching without any issues.



MYTH #2

If you have no clutch you have to flatbed your car.

I guess that one's busted too. If you're careful and rev match you can drive safely some distance. I would not recommend city driving with no clutch, but on a highway it was fine.

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Take Two

By Scot Anderson

The Porsche 924. Using Volkswagen suspension, brakes and steering, Porsche's second attempt at making an affordable car for the masses started as a very valiant effort. Unlike the 356, 911, 912 and 914 with an air cooled mid or rear placed engine, the 924 had a front water cooled unit, however, it didn't have the Porsche feel enthusiasts loved.



The 924 was designed by Porsche to be a Volkswagen, unlike the 914 that was embodied by Karmann, designed from Volkswagens "big car" the 411 and designed to be a Porsche. The idea for the 924 started in 1970 when Rudolf Leiding took over Volkswagen. Having just acquired Audi /NSU from Mercedes, Volkswagen was strapped for cash. In addition to the Beetles waning profits, and the lack of success of the 914, Rudolph needed a new car design and readily handed over the developmental engineering to Porsche.

With continued cost saving strategies, Rudolf set Volkswagen on Baukastenprinzip – which means a "building block principle." This new strategy was a first for VW that set out to use a relative handful of components for a number of different vehicles.



It was also Dean Batchelor, managing partner for the Volkswagen-Porsche joint venture, who decided the new project, code named EA425, would be the beginning of the 924 and would be labelled as a Volkswagen. However, Herr Batchelor had some requirements, eight to be exact. He insisted the new sports car have interior space similar to the 911's, have 2+2 seating, a "useful" trunk exist within the vehicle, have greater comfort than what was offered by the 914, sit on independent suspension at all four corners, have a maximum use of high-volume VW components, and be a front engine design similar to Porsche's 928 that was currently being developed.

The engine for the 924 was a Volkswagen design built by Audi that was also destined for the upcoming Audi 100. Plans for the vehicle continued into 1973 when the VW-Porsche Marketing firm had disbanded. As Volkswagen footed the bill for the development of the vehicle, it was only fair that the 70 million dollar



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A Call to All Members...

**The Yellowstone Region Porsche Club
Spring Fling is on us.**

Wednesday at 6 to 9 PM

March 15, 2017

Jackson Hole Roasters

(across from the Silver Dollar bar & Wort Hotel)

**Join us for an appreciation dinner
and to seek new board members!!!**

FOOD AND DRINK PROVIDED



investment belong to VW and soon the 924 became a Volkswagen project. It made sense also, as VW had 2000 West German Dealers and VW-Porsche had only 200 outlets, that the vehicle be labeled a Volkswagen and be sold via it's dealership network.

However, that all changed in 1974 when Rudolf Leiding suddenly stepped down from the company. His replacement was Tony Schmucker, a former Ford Europe Executive, who decided the 924 would be shelved as the OPEC oil embargo of the 70's was killing the sports car market. However, Porsche didn't like that option with all the time they spent to design the car and ended up buying the production rights for 60 million dollars. Porsche sweetened the deal by allowing the Audi/NSU plant in Neckarsulm to build the car.

The final development of the vehicle was to determine the placement of the transmission. It was engineer Jochen Freund that designed a rear transaxle within the EA425's cost constraints. With his design, Freund created the front engine, rear wheel drive design that the vehicle would be known for. In addition, to the liking of Porsche themselves, a rear transaxle allowed a more even front to rear weight balance that minimized the dangerous oversteer of typical front engine, front drive cars.

The manual transmission offered had four forward ratios driving through a single plate clutch. The engine used was an overhead-cam inline four cylinder with aluminum heads and a cast iron block. Total output was 1984 cubic centimeters (121.1 cubic inches) and sipped fuel via Bosch's K-Jetronic injection system. Installation was at a 40 degree tilt making it a "slant four." When the vehicle came to America, it had 95 hp (down slightly from Europe's 125 DIN). Powered

remained the same for all 50 states. The vehicle used a catalytic converter to meet the California emissions standards.



Porsche continued with VW's building block principle Baukastenprinzip. As was part of the deal in taking over the production rights, Porsche used chassis pieces from the VW corporate parts bin. The front suspension, comprised of lower A-arms, came from Volkswagen's Golf and Rabbit models and the coil spring MacPherson struts came from the Super Beetle. At the back end of the vehicle were torsion bars and semi trailing arms that also came from the Beetle and half shafts that came from Volkswagens utility vehicle "The Thing." Steering came from the Golf/Rabbit pair as a rack and pinion system. Brakes were front discs from the Beetle and rear drums were picked up from Volkswagens K70 sedan.



The variety of parts seemed to work together well. At least according to Car and Driver, who declared the 924 was "still a non-conformist in the best Porsche tradition." The 924 was rather distinct for the times. The grille-less nose, typical of Porsche styling, arched to the rear of the vehicle. The large rear glass that tied the vehicle together allowed for a hatchback design giving access to the luggage compartment. All 924's had color matched bumpers. The American versions had 5 mile per hour bumpers that extended further from the body on hydraulic struts. The 924 was ten inches



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It turned out that the clutch slave cylinder was the part that failed. I decided to fix it but also I wanted to do a few more things to my car because the next track event would be in September, again at Sebring and I wanted to be there as well.

Since my car had just turned 196,000 miles I decided to drop the transmission, take a look at my original clutch and take care of the Rear Main Seal (RMS) that had been leaking for a while. I also wanted to look at my Intermediate Shaft Bearing (IMS) which is one of the weak points of the M96 engine which most Porsches from 1997 through 2009 share.

So, the tranny comes down, we pull the clutch and flywheel and find the expected RMS leak, and an unexpected IMS Bearing leak.

So, it's now time to also install the IMS Bearing Retrofit. Ouch! The original bearing, once pulled, already showed signs of wear and had substantial play that could be easily felt.

MYTH #3.

Our M96 engines are doomed and they will all explode.

Another one busted. With close to 200,000 miles on the original IMS bearing, we were able to catch it in time and replace it with LNE's Retrofit. It can be done without removing the engine from the car, just the transmission.

With the retrofit in place, we also replaced the RMS and took a look at the clutch, which, with 196K miles, was by now paper thin. So, a new clutch kit was also in order. When we went to install the Dual Mass Flywheel, we found a problem.

The elastometer (rubber portion) which dampens excessive vibration had been completely damaged by the many years of oil from the RMS leak. Time for a new flywheel as well. Ouch, ouch!

MYTH #4

If you have a rear Main Seal leak, don't worry, it cant hurt anything but your garage floor.

Left unattended, a RMS leak will damage your Dual Mass Flywheel (which is not inexpensive).

Now the car was perfect again and I was looking forward to the next DE at Sebring in September,

which was a two day event

Come back next issue and you can find out ... "the rest of the story".

For more information on these and other Porsche issues, please visit my website at www.PedrosGarage.com

Happy Porsche-ing,

Pedro

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longer than the 911 and had 2+2 seating, another Porsche trait. The vehicle was sleek in its design and sat low in typical sports car style. Although aerodynamics was not a big concern in the 70's, the 924 had a drag coefficient of 0.36. At that time, it was the lowest coefficient in the world for a production vehicle.

The interior of the vehicle was also in Porsche style. The dash housed a large central speedometer, a tachometer on the right, and a fuel level and coolant temperature dial on the left. And in Porsche form, bucket seats with great side



bolstering were standard.

On its US debut in 1977, the 924 carried a base price of just \$9395, versus \$15000 for the 911. However, the base 924 had fewer standard features than the 911, and hard to believe, more options as well. Checking the boxes can give you air conditioning (\$548), leather upholstery, an automatic transmission, stereo radio, metallic paint (\$295), a removable sunroof (\$330), front and



rear antiroll bars (\$105), headlamp washers, rear window wiper, tinted glass, the radio prep



package that included three speakers and an antenna (\$105).

There were also two option groups that were available. Touring Package I upgraded the tires from 165/70HR14 with 5.5 inch wide allow wheels to 185/70HR14 and 6 inch wide allow wheels, the radio prep kit and a leather rimmed steering wheel for \$345. Touring package II added to Touring Package I the headlamp washers, a right door mirror and a rear wiper for \$240.

Road tests for the 924 showed zero to 60 mph times of 11 to 12 seconds and a top speed of 110 mph. Fuel economy for the vehicle was in the 20 to 22 mile per gallon range. Road and Track gave the thumbs up to the Porsche compared to the leading competition the Alfa Romeo Alfetta GT and the Datsun 280z. The editors of Road and Track praised the Touring Package II and the fully optioned 924 on the track for its balance, stability



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*Suggested 1977 retail price \$9995 P.D.E. Transportation, local taxes, and dealer delivery charges additional. Automatic Transmission, sunroof, metallic paint, radio and special wheels optional.

in cornering and light steering.

Road and Track was not as keen on the base 924, however, as it didn't handle as well as the fully optioned vehicle. Obviously the wider tires and anti-roll bars went a long way to improve the vehicle. Road and Track did have two negatives for the vehicle, the first being a rather loud engine and bouncy ride over rough surfaces.

Porsche responded quickly with updates. By mid-1977, Porsche bumped up the horsepower to 110 bhp via a higher lift cam, larger intake valves, modified pistons, advanced timing and higher compression on the automatic transmission equipped vehicle of 8.5:1. In 1978, Porsche introduced a 5 speed Getrag transmission for the manual equipped 924. Porsche also continued to require the 91 Octane for the car.

Road and Track still complained about the engine noise and mediocre performance in the 1978 model. The editors believed middle of the road performance was unacceptable for \$10,000 sports

car, especially a Porsche. A later comparison confirmed Road and Tracks analysis when comparing the 924 to its competition, the Datsun 280zx, the Mazda Rx7, and the Chevrolet Corvette. Although the 924 won six first place awards, more specifically braking, handling, visibility, exterior fit and finish, interior styling and exterior design, the 924 took third place ahead of the Vette for performance. Road and Track wrapped it up by stating, "When it's good, it's very good, but when it's bad, watch out."

Porsche heard those reviews and responded quickly. In 1979, they introduced a 924 Turbo for the European market, and in 1980, brought the vehicle to America. With the intent to quell the critics, Porsche retained the Volkswagen 2.0 liter block, but decided to rebuild it. Installing a new Porsche cast aluminum cylinder head with bigger valves, hemispherical combustion chambers and new water seals made from copper gaskets and silicon rings, platinum tip spark plugs, and a new starter, the car and the engine would soon become a true Porsche.

The turbo was designed by Kuhnle, Kopp and Kausch, a German company. Compression was lowered to 7.5:1 and the K Jetronic injection system was recalibrated to match. Two fuel pumps were used to assure fuel supply at all times and an oil cooler was installed to contend with the extra heat from the turbo. Porsche fitted a wastegate to prevent boost from exceeding a recommended output and also installed a blow off valve as a secondary safety measure.

To handle the extra power, Porsche enlarged the driveshaft to 25 mm, rear shafts were strengthened, and the rims were widened to 15 by 6 inches with the tires upgraded to 185/70's. The gear ratios were shortened, the spring and shock rates stiffened, the anti-roll bars were enlarged,



and the servo was increased to aid in braking power. The only gearbox allowed for the new car was the Getrag 5 speed transmission.

The result of Porsche's tinkering was an American version 924 Turbo rated at 143 bhp at 5500 rpm and 147 foot pounds of torque at 3000. At just over 2780 pounds, the turbo, although heavier than the original 924, had a huge performance advantage. It was 4 seconds quicker in the 0 to 60 run at about 7.8 seconds total and a top speed 20 mph faster than the original at 130.

Turbo lag was evident in most early turbo charged vehicles, but in the Porsche, it was not as severe as others. Boost in the US version of the car began at a low 1600 rpm (1800 in the European model) and



peaked at 2800 rpm. Car and Driver liked how the 924 created its power, stating "As the turbo comes in, you can feel the zooming wheel! Of the crossover point and, with it, the character change in propulsion... The boost is right there, coming aboard quickly with a firm punch that rushes you forward, picking off normal traffic and predictably defining the correct arc through every corner."

Aesthetically, the Turbo differentiated itself from the standard 924 with "spider web" alloy wheels, a fully functioning hood scoop, four cooling slots under the nose, the word "Turbo" inscribed on the rear tail gate, and mini-spoiler surrounding the back window. The new detailing decreased wind disturbance to a pleasant 0.35 cd, the lowest cd for any vehicle in the US for the 80's.

On the inside of the vehicle, there was a Turbo Steering wheel wrapped in leather and unique shift boot cover. The biggest hint of the 924's new power was a speedometer that went up to 160 mph and later changed to 85 per the federal government's 1974 "National Speed limit law"

that attempted curbing oil consumption just post the 1973 oil crisis.

The 924 Turbo was remarkably fuel efficient returning 25 miles per gallon. However, the car was listed just under \$21,000 in 1980. Not cheap for the time, however, with the upgraded model, it was exactly the boost the vehicle needed. Autocar reported, "Here is another real Porsche, a superb high performer."

As the car developed, so did the handling, ride quality and comfort. In 1979, the space saver spare was introduced to save weight, pressure cast alloy wheels were added, tinted glass, passenger visor vanity mirror and stereo speakers. Three way catalytic converters were added improving emission control and making the vehicle 50 state legal. Porsche also tightened driveline tolerances to quell the judder and axle hop of previous 924's. With revised rear suspension mounts and new hydraulic transaxle mounts, the car was also quieter. An altered cam and revised ignition timing, and lower final drive ratio's helped improve performance to 115 horsepower and a 0 to 60 time of 10.5 seconds, all while maintaining the mileage numbers.

For 1981, halogen headlamps were added, along with rear seatbelts and rear disc brakes. As Porsche continued to develop the vehicle, they ended production in the United States in 1982 and gave the vehicle a 4 year hiatus. The vehicle continued to sell in other markets, more specifically Europe and the United Kingdom. Porsche brought the 924 back to the US for two final years in 1987 and 1988. They also pondered producing another low budget vehicle that they internally called a 914 / 924 style "cocktail." However, as they were selling every 924 they could produce, even as prices of the vehicle continued to escalate, they decided against it and instead chose to produce a successor to the vehicle.

With critics still complaining that the 2.0 liter block used in the vehicle was just a pumped up Volkswagen engine, the bean counters in Zuffenhausen chose once and for all to end the debate. Taking the all-aluminum 4.5 liter slant V8 engine from their 928 automobile, Porsche cut it in half and created a true Porsche built 4 cylinder, which was the start to the successor automobile, the 944.



1987 and 1988 US versions, even though they will garner top dollar, they will give you the biggest bang for the buck. As it was, the Turbo model with the updated suspension was the real contender to high speed, enthralling performance and those happy "ear to ear" grins we have all learned to love.

In today's world, however, the 924 still maintains its share of the marketplace. The three leading internet websites, Autotrader, Cars.com and Ebaymotors, list approximately twenty 924's for sale ranging in price from \$2,600 to \$14,000, some needing work and others being worth the price. Looking at the December 2016 issue of PCA's Panorama magazine there are five 924's listed for sale, ranging in price from \$4,750 on up to \$17,500. I can only assume the vehicles in Panorama are well maintained as it has been known that PCA enthusiasts can have a very Germanic "anal" side (myself included).

The sweet spot for the vehicle is the later years. If you can find a 1982 to 1988 924, or even better the



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Rusty Brown
Membership Chair

Willkommen

"Please welcome our newest members"

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