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- [924/931/944/951/968 Forum](http://forums.rennlist.com/rennforums/forumdisplay.php?f=70) (<http://forums.rennlist.com/rennforums/forumdisplay.php?f=70>)

- - [931 Titanium Vavles - Is there a demand?](http://forums.rennlist.com/rennforums/showthread.php?t=361660)

(<http://forums.rennlist.com/rennforums/showthread.php?t=361660>)

Lemming

06-28-2007 02:08 PM

Perfect. I just blew my 951 tranny oil cooler. I'm replacing that tranny with one from an S2 (shorter gearing for the track). The S2 tranny does not have an oil cooler, but I have been thinking of adding a home made one using a "sandwich-plate" radiator style cooler. I like the idea of putting it in the license plate area and cooling from side window NACA ducts :thumbup:

ct_nz

06-28-2007 02:14 PM

Quote:

Originally Posted by **Lemming**

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Lemming

I didn't think that any of the stuff we did 10+ years ago had any application today and was outdated. I thought things had moved so far forward. I guess what we did still works today. Kewl.

Airflite40

06-28-2007 03:11 PM

got any more pics??? i would love to see some...

ct_nz

06-28-2007 03:15 PM

Quote:

Originally Posted by **Airflite40**

got any more pics??? i would love to see some...

Always, gimme, gimme. lol.

Let me see what I can dig up. Anything particular you want to see if I can find some?

Lemming

06-28-2007 03:19 PM

Quote:

Originally Posted by **ct_nz**
Always, gimme, gimme. lol.

Let me see what I can dig up. Anything particular you want to see if I can find some?

Engine bay!

ct_nz

06-28-2007 03:50 PM

1 Attachment(s)

Here is an older one I found. For the 924gts lovers here is the full 924gts body. It has the 924 bat wing mirrors and everything. This was taken in Ely, Nevada at the Silver State Open Road Race.

The 924 hood scoop directs air right down onto the gts intercooler. Simple bolt on mod if you can find one. You know those little red rubber O ring seals that go between the down pipe and the throttle body? 924 turbo owners will know what I am talking about. After I put the intercooler on I used to blow those left and right. They would get hot and just squeeze out just enough to cause a pressure leak. What a pain. I finally found a replacement at an industrial seal supplier. They were plastic or something. They could handle the heat and never faded. I never had another problem and were cheap. If you have a 924 turbo and have had that issue there is the fix. Don't try the auto stores go to your friendly industrial supply house. I didn't find the solutions I needed in car parts catalogs as no one else was doing what I was (they were a lot smarter and richer). Hey I heard those groans!

The car was morphed a few times. It started life as a 81' 924 turbo. For those wondering, yes, you have to take out the torque tube and other stuff to get the Porsche snail gearbox in.

The snout of the GTS looks great but is flat as a brick. Try pushing a 160mph wind against it. The new 924gtr nose is more aerodynamic and put the air where you need it. I went faster with no other mods at the time.

Some more historical info on the 924GTR. If you have ever seen photo of the 924gtr's and the aerodynamic mirrors they had. They were just a cowling or cover over the actual mirrors. They were huge but still reduced drag.

ct_nz

06-28-2007 04:37 PM

1 Attachment(s)

Quote:

Originally Posted by **Lemming**
Engine bay!

Lemming

Just for you.

If you can find a copy of Eurosport Car magazine from Summer 1994 (of course everyone keeps 13 year old car magazines forever right?) and there is a photo spread in there. Here is a page from the mag. This is the old engine not the new one so keep that in mind.

I will try to narrate it just a bit. It ain't beautiful but it works.

k&N round air filter. That black hose fitting out the left side is to water injection. I used the windshield water tank reservoir location for my water tank. I raced in the desert. I would water the k&n down before I raced, it would be long dry before the end but imagine that nice water cooled air. Damn it was sweet while it lasted. it is like driving a turbo in the cool misty morning air when you have natural intercooling. Dense cool air and turbo!

The red cylinder on the side of the intercooler with the two posts and a blue wire attached should be recognizable to some. it is a stock 930 boost sending unit. This went to the 924gtr boost gauge built into the tach. The is an aluminum square block it is bolted into. There is a ground wire and higher pressure kill switch I got from Andial. The black foam padding around the intercooler was to force the air through the intercooler from the hood scoop.

Did I forget to mention I had adjustable boost? I had an adjustable pressure relief valve between the plenum and the turbo waste gate. I could set the pressure valve higher and the waste gate wouldn't know it. One the preset pressure was hit it would open and allow the pressure to be sent to the waste gate.

You might notice an extra injector on the plenum as well. How else do you think I kept from blowing the sucker up? There is also 1 new bolts on each side. I intended to upgrade to two smaller injectors but never did. The unit was programmable for fuel curve via a screwdriver. more at the low or high end. We didn't have the super electronics in those days.

To the right of the intercooler you can just see a touch of blue. This is a jacobs energy pak ignition. It was brand new back then. The factory support for the unit was great at the time. In this photo you can still see the stock coil but that was later removed. The jacobs was awesome. You could just unplug it from the stock system and into the new. You could hear the difference in the motor even at idle. When you run higher boost you have to make sure you ignite the fuel or you have an instant 5 cylinder. I also had a jabocbs advance/retard on the ignition. I would often run in hot or cold. I would also run at high and low elevation. I could adjust the boost and retard for the conditions.

On the far side you will see a blue dot on the fender well. This is a fire system outlet.

This photo of the car is a bit better. You can see the block dot or plug just to the left of the right lower light. This is the towbar plug. Don't try and get the critter on a trailer without it. With a double clutch pack that would launch you when it grabbed. I don't think so unless you want the car in the back of your tow vehicle. For every good there is often a bad.

Also you will notice the electrical kill switch in the antenna hole. This was required by racing rules. Not in the antenna hold just an external kill switch.

And no the tries are not tread worn. That was a brand new set of comp-ta r1's. Flat sidewall allowed me clearance in the rear. They also gave a great contact patch.

ok, guys I am almost talked out... say you have had enough. Have mercy on me.

lemming, did this do anything for ya?

Airflite40

06-28-2007 06:11 PM

I don't see the pic.....:crying:

ct_nz

06-28-2007 06:16 PM

Quote:

Originally Posted by **Airflite40**

I don't see the pic.....:crying:

Oops my mistake. It didn't upload. It was too big and I had to shrink it down. Is should be there now.

FRporscheman

06-28-2007 06:47 PM

Man, every time I move away from 924s something amazing like this comes up. These cars have a fantastic place in history, which the 944 and 968 can't boast.

ct_nz

06-28-2007 07:12 PM

Quote:

Originally Posted by **FRporscheman**

Man, every time I move away from 924s something amazing like this comes up. These cars have a fantastic place in history, which the 944 and 968 can't boast.

The 924 came out in the late 70's. It is a classic more than 30 years old. It is also a cheap racer with a lot of fun per buck.

porshaowner

06-28-2007 09:53 PM

how much for the valves? how much for the entire car? after reading 4 pages I have to ask.

CameronKame

06-28-2007 09:57 PM

I've been interested in a 931... Too bad they seem really hard to find.

ct_nz

06-28-2007 11:58 PM

Quote:

Originally Posted by **porshaowner**

how much for the valves? how much for the entire car? after reading 4 pages I have to ask.

I haven't got a clue.

ok, here is a question for the group. Payback for the pics (if you don't mind). What is it worth? I am not looking for offers, just comments. This is moving pretty fast for me and my brain is at 4 web pages ago.

I know it is hard to know without seeing the car. I'll take any comments or estimates. I have been out of touch for 10 years. Also take into consideration I am not wanting to get rich here but am not foolish either. If I can find the right person and price ok, otherwise it sits.

Here are some of the details:

The car you have seen

Pair of 8x16 fuchs 944 offset

Pair of 9x16 930 offset

I think I have 2 spare heads. one of which is welded shut on the bottom. The guy ran 2 bar!!! Hang on, that is 29 lbs psi. I couldn't do it. That's nutz.

There is a set of plastic windows with small slider, never installed

A huge set of shims for the cam. It would cost a fortune to make those alone.

A spare set of race valve springs (pretty sure I still have those)

A terratrip 401 rally computer

The titanium valves

2 offroad intake blowers for blowing fresh air into you helmets

There is maybe a spare aluminum piston or two.

A roll of ceramic insulation tape. Heavy duty stuff. I used on my exhaust from the turbo, That is how good it is.

Can't remember what other spares at the moment.... Hmm... 10 years ago.... what did I have????

I do know a little bit. The snail box is/was like brand new, the gts intercooler was \$550 dollars 14 years ago after I hunted for years to find one, and the rims have their commercial value. And who can even find or seen a factory 924gtr dry sump pan for a 931 motor?

It has some rare bits. I won't even share how much the monster motor was. It hurts too much. Groan.

But hey I have some memories that are priceless. The most fun I ever got was passing cars like 5.0 liter mustangs at 150+mph with my little under 1980cc car. It is like slow motion at that speed. You guys know what I am talking about. You are watching 1 mile down the course because you will be there in like 20 seconds. You don't even look out the sides because it is pure blur.

I once had a fuel pump quit (bummer) in a race and coasted for over 2 miles. My navigator said why don't you pull off the track right here as they pointed to a right angle road where a track official was based. I would have flipped the car if I had done it. We will still coasting at over 100mph but felt like we were doing 30. Come on now be honest who hasn't ever been doing mach III on a cool off lap because it felt like you were standing still from just doing mach iv?

You guys!!!! Darn it. This is pure punishment in some ways but great in others.

You want the real shocker. At 160mph I was turning just over 3 grand. None of this red line stuff. You don't red line for 5 or 10 minutes straight and expect a turbo engine to live long. Talk about your TALL ass gears. I think final drive in 5th was .91 on 16 inch tires. I would lose 1000rpm from 4th to 5th. Once you got there you didn't dare slow down. it was a HUGE drop to 4th. Quick shift? I don't think so. Think of it like shifting from 5th to 3rd. It has quick change gears so you could swap them out to what you want. That setting was for flat out stuff. Totally worthless on the track.

Have you even been doing 160mph and the only thing holding you back is your tech rating? I was really close to all the players and officials so it wasn't ok to break the rules. Oh yeah and there were speed traps, Not only were you disqualified but you were banned for at least a year. If you really abused things it was longer. I won the 135mph average for the 90 miles with a perfect time at the silver state in 93. Guys notice again that wasn't top speed but average speed with 1980cc. Not the fastest for the engine size but respectable. At that point I was like the rest of you a true speed junkie. :biggulp:

Oh god! I think I just remembered where the gear charts are. I think there is other stuff there too. Noooooooooo!!!!!!!!!!!!!!!!!!!!!! It's too much. Shoooot me!! :surr: :surr: :surr: :surr: :surr: :surr: :surr:

its hard to say what the car is worth...just know that 6 months ago a genuine 924 CGTS sold for around \$50,000.

And I know that CIS injection does not like to sit around....If I had the funds I would scoop it up and track it in a heartbeat!

ct_nz

06-29-2007 12:34 AM

Quote:

Originally Posted by **Airflite40**

its hard to say what the car is worth...just know that 6 months ago a genuine 924 CGTS sold for around \$50,000.

And I know that CIS injection does not like to sit around....If I had the funds I would scoop it up and track it in a heartbeat!

50 grand, no way. That was not even in my sights.

Track cars and collector cars are two different animals.

cis is cool because it will automatically adjust to any engine displacement you change to. However you need to know what you are doing on the fuel distributor. very fine adjustments is all it takes or run way too rich or way to lean.

Did you view that pic ok?

MPD47

06-29-2007 12:36 AM

Awesome looking car. To be honest, I'm not interested in buying, but I will be in Vegas in about a week and a half and would love to arrange a look and some photos.

ct_nz

06-29-2007 12:42 AM

Quote:

Originally Posted by **MPD47**

Awesome looking car. To be honest, I'm not interested in buying, but I will be in Vegas in about a week and a half and would love to arrange a look and some photos.

I will find my mechanics email and send it to you. You two can work it out. He is not far from the airport if that helps.

Give me a day or so to get it. It is on a pc that I need to recover it from. I have been dreading it but got to do it sometime. Per microsloth I did something and it trashed the registry.

MPD47

06-29-2007 01:12 AM

Thanks :) I'm actually driving out, probably going to meet up with Dfastest also while I'm there. Should be an interesting day or two in Vegas.

elzergone

06-29-2007 01:29 AM

Cliff, thank you so much for this thread; the pictures and stories are priceless! :bowdown:

If its not too much trouble, I'd love to see scans of the rest of that Eurosport article on your car!

flosho

06-29-2007 01:34 AM

amazing car..! Looks like it has had a well travel past and really has some character.

I would say if it was still in its prime, 10,000+ however today, probably 1/2 to 3/4 of that price would be fair.

Airflite40

06-29-2007 01:58 AM

Quote:

Originally Posted by **ct_nz**

50 grand, no way. That was not even in my sights.

Track cars and collector cars are two different animals.

cis is cool because it will automatically adjust to any engine displacement you change to. However you need to know what you are doing on the fuel distributor. very fine adjustments is all it takes or run way too rich or way to lean.

Did you view that pic ok?

yeah, I saw the pic thanks!

I am completely aware that collector and track cars are way different, but I just wanted to put that in here....

Lemming

06-29-2007 08:31 AM

Cliff,

Thanks for posting the mag page, would love to read the rest if you can post it.

924RACR

06-29-2007 08:41 AM

Very nice stuff!! Yes, very hard to price due to it's uniqueness. There's the GTS price point as mentioned, think that was for a Club Sport... GTR's definitely are more, though the old black IMSA car (Holbert car? Don't recall the #) didn't seem to sell at \$65k IIRC. Baseline, a CGT should be in the \$22-30k range depending on condition.

Since this one is based on a regular 931, not a 937, it's hard to argue that it's still even worth as much as a street CGT for collector value - in spite of the mods, sad to say. That said, I do think it should be able to clear 10-15k - think it's worth that much. I mean hell, \$5k will get you a nice stock 931!!! If the cosmetics on my '82 DD were up to par with the mechanicals (which are 9/10ths), I

wouldn't consider less than \$6k for it.

I'd say the best place to sell it would be Pano, if you're (still?) a PCA member...

alordofchaos

06-29-2007 09:31 AM

Quote:

Originally Posted by **elzergone**

Cliff, thank you so much for this thread; the pictures and stories are priceless!

+1

It's been great reading about this car... makes me miss my 924 with PO installed KKK turbo.

Quote:

You are watching 1 mile down the course because you will be there in like 20 seconds. You don't even look out the sides because it is pure blur.

Yep, miss them days. I'm older now, with kids and a mortgage, so I drive at the speed limit on the public roads and don't track, but it's nice to remember

5speed300

06-29-2007 10:22 AM

This amazing. Reading about this stuff is so interesting and neat. I love hearing about old racing stories and old racing cars, the ingenuity put into this thing is mind boggling. Your car needs to have someone take pictures of every square inch and then write a book about it!! I am thoroughly fascinated

elf89

06-29-2007 11:14 AM

This car needs a permanent website dedicated to it.

Thanks for sharing your pics and stories about this car. Sounds like you had a blast with it!

V2Rocket_aka944

06-29-2007 05:53 PM

This thing is

BAD

ASS.

I love the valence/bumper mods.

ct_nz

07-03-2007 01:32 AM

1 Attachment(s)

Sorry for the delay in my posting. For some reason I stopped getting new reply messages and I thought there weren't any new replies.

Attached is the scan of the second and last page of the magazine article per multiple requests.

On the inside you can see a few things if you try. The steering wheel was removable like a NASCAR. I am 6" and needed to move the steering wheel back a bit anyway. You can see the round gizmo next to the ashtray. That was the adjustable boost. I had a boost gauge on the tach. All you needed was a few hard starts up the nearest hill to set it where you wanted. The square box on the side of the console was the timing retard/advance. The block box just above the console is the terratrip rally computer. Where the radio went was the intercom. I replaced one of the 3 top gauges on the console with an exhaust temp gauge to know if I was cooking the exhaust or turbo. The tubing is to the fire system.

You can't see it but there is a set of race pedals with the brake slightly bent to the right to help heel toe. On the track you would sometimes press both the brake and accelerator to keep the turbo spun up. Not exactly the best for brake pad life but good for maybe 2/10'ths of a second.

Did I forget to mention there was nitrogen in the tires? It has no oxygen so the tire pressure didn't change when the tires heated up. You would start a race and be near freezing and 100 degrees on the finish line. You really pumped up the tire pressure for high speed running and needed something to be constant.

Ok so I didn't mention the GTS racing transmission, the 3 inch stainless borla exhaust, the cat pipe, upgraded steering rack, braided stainless brake lines. The mahle pistons and ceramic coated pistons were in the old engine. I still have the extrude honed head.

I have a guy in lost wages that looks interested at 18k. I guess I will let it go.

I appreciate everyones feedback. It brought back a lot of old memories.

I can talk forever but this forum needs to get back to its main purpose. I will however leave you with a few scenes from the past.

Going 135mph during a race in the driving rain. Not just rain but pouring cats and dogs. On yeah and no windshield wipers (too much drag). You had to go that fast or you couldn't see. Thank god for rain-x.

Open road racing outside Ensenada, Mexico and not knowing if Pedro got the message the road was closed and there was a race on that day. You never knew what might be coming around the next blind turn. Can you say laaate apex. Trust me it did happen and it wasn't a joke.

Having a frozen open throttle body in a race because you pressed so hard on the accelerator. I sat the boost a bit low that day. Oops. The pressure relief valve got moved to inside the car next race.

Having a right rear tire blowout at 130mph during some pre run testing. I was lucky because I had slowed down just prior due to seeing a "dust level" at the base in the center of the road of the hill I was going down. I didn't want to be pushed off the road or the car to be unsettled. What ever you do don't hit the brakes. Just let it takes it time and try to keep it on the road. I have to admit I did have a wet streak down my back after that. I didn't see my life flash in front of me as I didn't have time. I was too busy. Thank you race training 101.

You would never believe one of my best go fast mods. My roll cage. To this day I feel naked without a roll cage and 5 point harness. I bet I am not alone on that one.

Guys I really appreciate the commentary and feedback. Glad you enjoyed my reminiscing the good old times of race years past. I have been around the globe 18 times (on 18 tickets) but have to say

my time in the seat during a single race tops that. I spent a ton of money but I have some great memories at least until Alzheimer's sets in. It was fun, it was an adrenaline rush, it was dangerous, and people did get killed doing it. You smelled the roses a bit deeper then.

With this I leave you but one piece of wisdom. Get your ass off the couch and get on the track while you can!

To the racers of the group I say keep the wheel side down.

Regards

Cliff Thompson

Paraparaumu, New Zealand

Formally of Las Vegas (PCA LV region); Reno, Nevada; Springfield, Ohio; Woodbridge, New Jersey; Memphis, Tennessee; Sydney, Australia; and more hotel rooms all around the USA and globe than you can shake a stick at.

:bigbye: :bigbye: :bigbye: :bigbye: :bigbye:

ct_nz

07-03-2007 01:34 AM

Quote:

Originally Posted by **elf89**

This car needs a permanent website dedicated to it.

Thanks for sharing your pics and stories about this car. Sounds like you had a blast with it!

I am just one of many. There are many more deserving than my car.

ct_nz

07-03-2007 01:36 AM

Quote:

Originally Posted by **924RACR**

Very nice stuff!! Yes, very hard to price due to it's uniqueness. There's the GTS price point as mentioned, think that was for a Club Sport... GTR's definitely are more, though the old black IMSA car (Holbert car? Don't recall the #) didn't seem to sell at \$65k IIRC. Baseline, a CGT should be in the \$22-30k range depending on condition.

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I'd say the best place to sell it would be Pano, if you're (still?) a PCA member...

No I am not a pca member since I moved to NZ. Thanks for the feedback.

If you know what a 937 is then you know your 924 history very well. Most people would say "937, a what?".

For those not familiar with 924 history a 937 is a 924 Carrera GT.

ct_nz

07-03-2007 01:37 AM

Quote:

Originally Posted by **Lemming**
Cliff,

Thanks for posting the mag page, would love to read the rest if you can post it.

You want it Lemming, you got it.

ct_nz

07-03-2007 01:40 AM

Quote:

Originally Posted by **elzergone**
Cliff, thank you so much for this thread; the pictures and stories are priceless! :bowdown:

If its not too much trouble, I'd love to see scans of the rest of that Eurosport article on your car!

Done, You and Lemming both requested it.

first500

07-03-2007 04:01 AM

WOW, I love this thread. reading your thread lets me remember my Grandfather that was a big time drag racer in the 60's-70's and I would love to hear the stories he would tell me. He always had a car that was amazing, even until he died at the age of 87 he still had a project car. If it wasn't a 89 Taurus station wagon that looked almost stock until you looked under the hood and found a 347/aod/shortened 9" and all the rollcage/chassis that allowed for it to be RWD. It would be a crown vic with a 460 shoehorned in. I still have his 68 stang that he built custom while working on the ford assembly line, it still only has 24K miles on it!

Thank you for sharing a part of Porsche history and reminding me to reminisce my own families racing legend.

Jeremy Hughes

Lemming

07-03-2007 08:02 AM

Thanks Cliff, even more motivation for working on my 924S? I've torn into my first transmission this past weekend, cool stuff: now I just need a machine shop in my basement.

Airflite40

07-03-2007 10:46 AM

wow I really like the body work, it looks like a smoothed down CGT.....thanks for sharing your memories!!!

ausgeflippt951

07-03-2007 04:11 PM

Quote:

Originally Posted by **ct_nz***Here are some of the details:*

...

There is maybe a spare aluminum piston or two.

...

Just wondering, were you serious about this? Perhaps an alloy might make sense, but pure aluminum doesn't make any sense to me at all...

That said, this truly is a magnificent car. Absolutely beautiful, and it's a shame it's sat around in hiding for 10 years! To whomever buys it: drive, drive, drive!

So yeah -- interested in building another racecar and having me drive it? Yeah, I know others have posted the same thing, but I'm *special*

ct_nz

07-03-2007 04:59 PM

Quote:

Originally Posted by **ausgeflippt951***Just wondering, were you serious about this? Perhaps an alloy might make sense, but pure aluminum doesn't make any sense to me at all...*

Yes, they are an alloy.

ideola

08-27-2007 06:46 AM

Dibs on the titanium valves. PM sent. Please contact me. Too bad we didn't see you show up over at 924board.org! I would have been all over it! Hope it's not too late...

All times are GMT -5. The time now is 09:47 AM.

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