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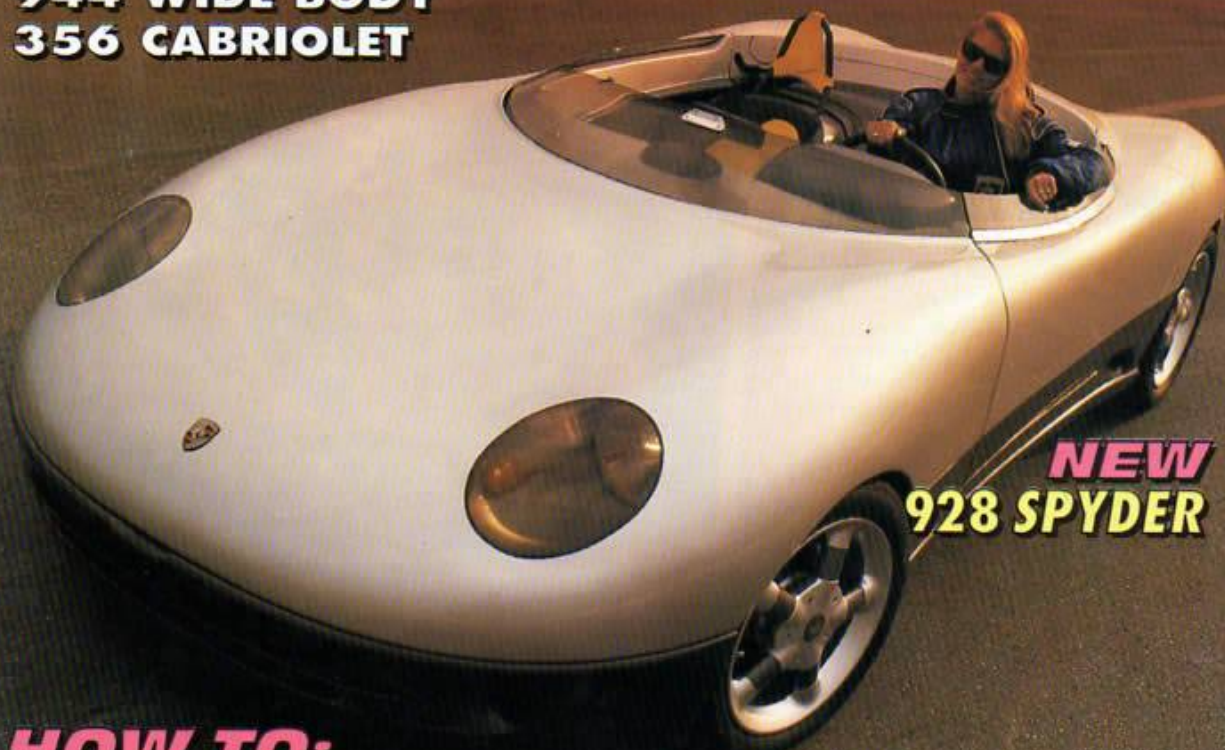
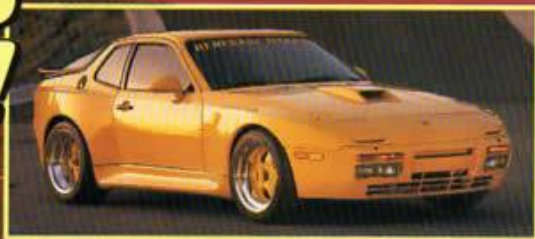
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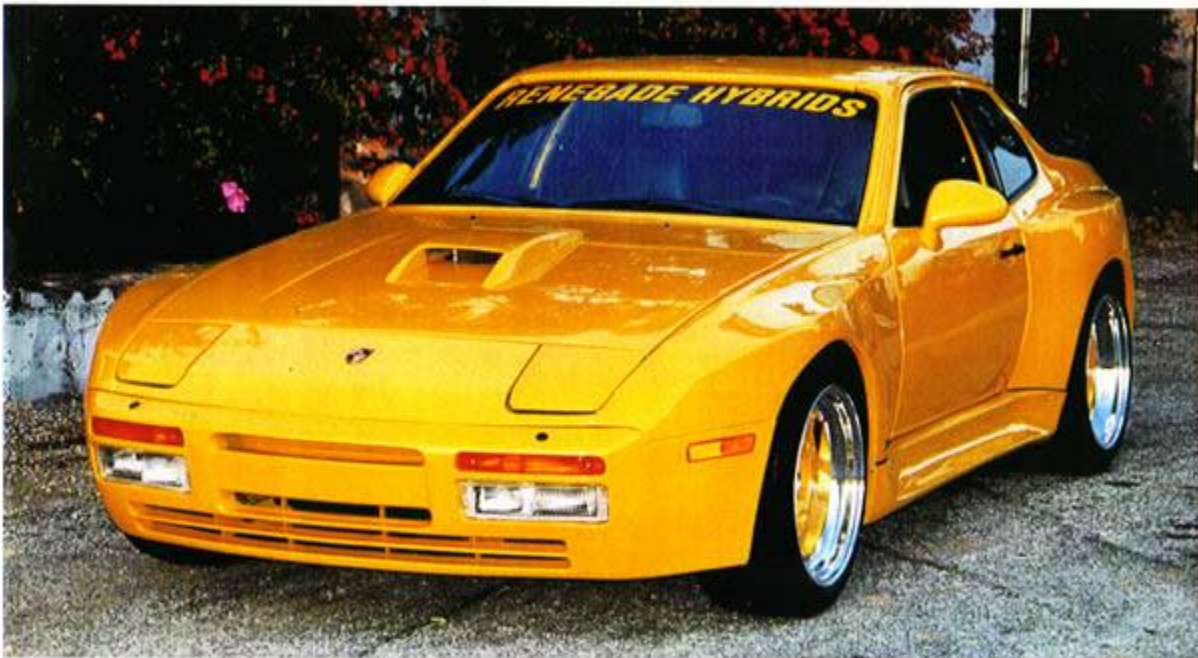


PRIMO PORSCHE



IFC Wide Body With Renegade
Hybrids V6 Conversion

This is a 1977 924 Widebody I.F.C. style



"Powered by a 4.3 Ltr V-6 Chevy Engine



BULKING UP

How To Pump Up A 924 Porsche

By Eric Rickman
With Steve Temple



Some people called it the Porsche they loved to hate. The 924's primary virtue was its low price, but its wheezy four-banger and odd combination of components—sourced from Volkswagen's Beetle, Rabbit, Thing, and Audi Fox—condemned this "factory kit car" to an early demise. Nevertheless, it was still a Porsche, and after all, weren't the first Porsches, now fabled and replicated, merely hot-rodded Beetles? Moreover, in the specialty car industry, one man's trash is another's treasure.

That's exactly what Andy Leaney of Renegade Hybrids started with: a trashed '77 924. To give some glamour to this tired old toad, he installed Infinite Fiberworks' Wide Body panels (which, incidentally, fit just as easily on a Porsche 944). And since a tough-lokin' machine needs something under the hood to back it up, Andy worked out an engine swap using a 170hp 4.3-liter Chevy. A V8 is only 4 inches longer and should fit as well. (For details on the engine swap kit and performance figures, see "Primo Porsches" elsewhere in this issue.)

IFC's Wide Body kit sells for about \$2500, and Andy says he will install this body on your car and get it ready for primer for about \$1500 in labor charges. Andy's engine conversion package goes for \$1400. He

might part with this particular car for about \$15,000—a steal. IFC's turn-keys start at \$17,000. If you already have a 924 or 944 that looks a bit weak in the knees, you'd probably like to see the effort required to get it in shape. This is one workout you should enjoy, because nobody will kick sand in this 924's face once you're done.



1 Prior to installing the bodywork, Andy made sure the new engine would fit. The crossmember (A) had to be loosened and temporarily lowered a few inches to allow clearance for the modified oil pan (B). Also, custom engine and sway bar mounts were installed.



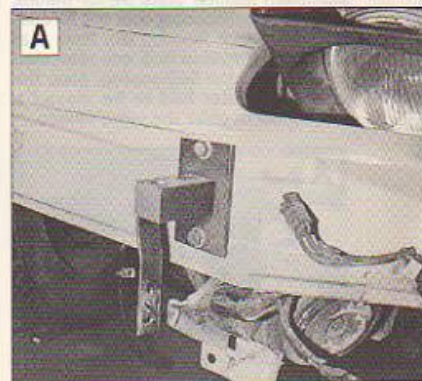
2. Another component included in Renegade's kit is a 1/4-inch thick aluminum adapter plate (A) for mating the Chevy bellhousing with the torque-tube driveshaft housing (B). Note that the clutch throwout fork was relocated to the top of the bellhousing. Also, the master cylinder had to be moved a few inches to clear the valve covers.



3. IFC's Wide Body consists of 11 major panels. The rear quarters (A) fit over the existing bodywork, but the front fenders replace the original units and may require some grinding (B) and test-fitting with clamps (C).

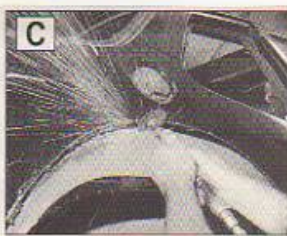
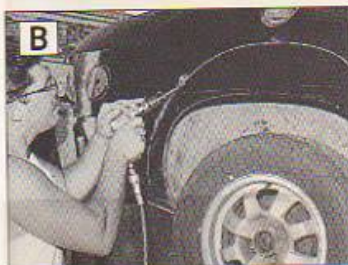


4. Once the fender lined up with the door, Andy drilled holes in the fiberglass and bolted on the fender using the stock holes.



5. IFC's kit includes brackets (A) to provide additional support to the front nose piece. Andy later decided to switch nose pieces and go with IFC's 944 Turbo front piece and header panel (B), which have a different grille and driving lights. (The installation procedure is the same for both sets of panels.)

6. IFC's kit includes stick-on cutting templates (A) for enlarging the rear fenderwell openings. A chalk outline of the template served as a (B) guide to help Andy cut out the wheelwell opening with the air-powered cold-chisel gun. An air-powered die grinder fitted with a small circular saw is used to cut away the inner wheelwell tubs (C). Normally IFC's fiberglass replacement tubs are installed at this point, but they were not available during this phase of the assembly and were spliced in afterwards.



7. After the original doorsill molding was removed, the rocker-panel piece was dry-fitted and aligned with the edges of the fender openings. At this point, sheetmetal screws temporarily secured the rocker panel to the doorsill.



8 Andy then aligned the rear quarter-panel and fender unit with the end of the rocker panel (A). Small C-clamps can hold the fender in place for a check of the fit with the rear panel and hatch edge (B). Be sure that the body lines are straight and in alignment. Some trimming around the taillights may be needed. Again, use sheetmetal screws to temporarily fasten the dry-fit and also to serve as guides during final installation.



9 After Andy aligned the rear and rocker panels, he removed them and prepared the body for cementing by grinding the contact area down to bare metal. The corresponding mating surfaces of the fiberglass paneling must also be ground smooth to assure a good bond. When grinding the mating portions of the fiberglass panel, be sure that the thicknesses of the edges are even because the panel edges will have to be feathered flush with the steel body.



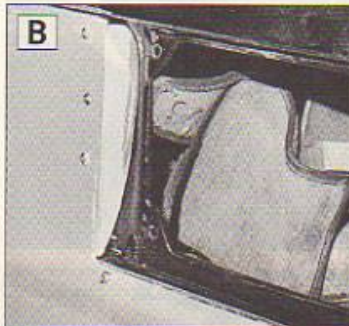
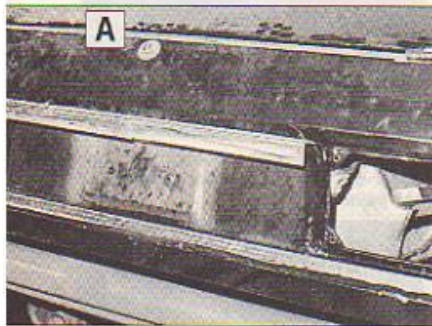
10 The fiberglass panel contact area is coated with a generous application of Hexcel Epolite cement (818/882-3022). It comes in a pair of 2-pound cans, which is enough for this job.



11 With the cemented panel in place and located by the previously installed sheetmetal screws (used when dry-fitting the panel), Andy installed more screws along the contact area to ensure a good bond. The screws were removed about 24 hours later, and the panel was skim-coated with Dynalite filler (a mixture of resin and microspheres) to cover all the screw holes.

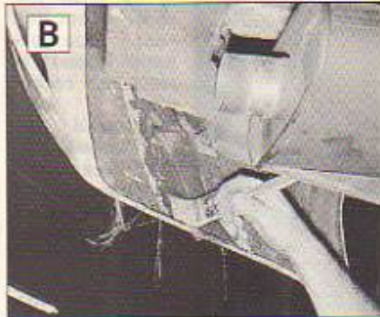
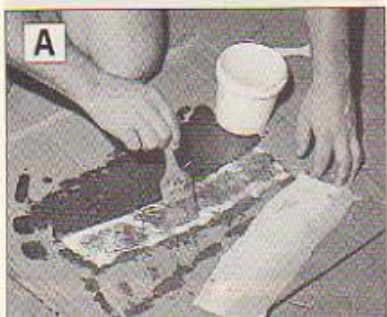


12 With the front and rear quarter-panel fenders in place, the rocker panel was cemented for final installation. Here again, the panel was located by the previously installed sheetmetal screw holes that were used when the panel was first fitted.



13 For the rear section, Andy added some custom-fabricated aluminum angle-brackets to provide a sturdier mounting surface (A) and to fill some of the gaps next to the taillights (B).

14 After applying a coat of cement along the upper edge of the rear section, Andy slipped the rear panel in place (A). Sheetmetal screws secured the upper edge to the aluminum angle until the cement dried. Note the small tabs along the edge of the panel to align it with the fenders. Even with careful prefitting, some gaps are inevitable (B) and require filling.



15. Andy saturated short strips of fiberglass cloth and matting them with resin and catalyst (A) and then sandwiched them together behind the rear panel to cover the fender gap (B). When you do this yourself, be sure to press out all the air, and clamp the lower edges of the panel and fender together (C) to ensure a flush alignment while the joining patch cures.



16. After the inner patch hardened, the outer edges of the gap were ground clean (A) to prepare for the application of Dynalite filler (B). Once dry, the edges were feather-sanded into the body contours (C).



17. Andy also used Dynalite to blend the plastic panels into the sheet-metal body and fill any screw holes and low spots. Block-sanding by hand is also necessary for a smooth finish.



18 After several sandings, the panels were ready for primer (A) and paint (B).



19 After all the bodywork and painting was completed, Andy reinstalled the V6 (A). Note how neatly the engine fits in the compartment (B). He cut an opening into the hood for the taller air cleaner, and IFC provided a hood scoop. **KC**

SOURCES

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IFC Wide Body/Renegade Hybrids

Give Me Power, More Power—And Some Bulges To Boot

For those who are in need of an easy, low-buck bodybuilding course for the wimpy 924, Infinite Fiberworks has a \$1000 reskin kit that transforms this 98-pound weakling into the more muscular 944. But what if you want to pack on even more beef? With an additional 4 inches of shoulder width, IFC's newer Wide Body looks almost musclebound in comparison to the skinny 924 and will intimidate a stock 944. Priced at \$2495, this conversion will work on either the cheap and plentiful 924 or the better-performing 944. (Note that older 944s are now dropping in price.)



Renegade Hybrid's engine conversion kit allows you to swap the 924's stock 115hp four-banger with a 170hp Chevy V6.



The exaggerated fender flares of IFC's Wide Body create a more menacing look for either a 924 or 944 Porsche.

IFC also offers completed turn-key cars for \$17,000.

If you would like your 924 donor to run as strong as it looks with a Wide Body conversion, Porsche engine-transplant expert Andy Leaney of Renegade Hybrids is the specialist to see. Some Porsche purists consider his V8 conversion for 911s and 914s a sacrilege, but you'll become a believer when that Detroit torque plants you back in the seat. Andy's latest project is the screaming yellow rebody-and-repower shown here. He started with a dogged-out 924, yanked the anemic four-banger, and replaced it with a 4.3-liter Chevy V6 rated at 170 hp. The effect is astounding. On the original 115hp stock 924, you really had to flog it to get from 0-60 mph in 11.5 seconds, and that's with a diesel Rabbit in hot pursuit. But Andy's bad-boy hybrid willingly scampers to 60 in 6.8 seconds—that's 1.5 seconds quicker than a



944! The Vericom computer also recorded a quarter-mile time of 14.7 seconds at 94.5 mph. Andy says there's plenty of room for a V8, but we were impressed with the V6 setup as is.

What makes this conversion especially attractive is that the 924 is a four-seater that really handles great, with a chassis that's as tight as a drum. If you jump on it in a hard turn, it will corner flatly and smoothly, with minimal body roll and a balanced feel. The extra weight up front didn't seem to interfere with the taut cornering, but just to make sure, Andy installed a new set of Toyo 600-F1 tires (235/45ZR17