



This 1980 Porsche 924 GTS Lightweight is one of fewer than 50. (Below) A two-tone paint job makes this 1980 924 Turbo quite rare.

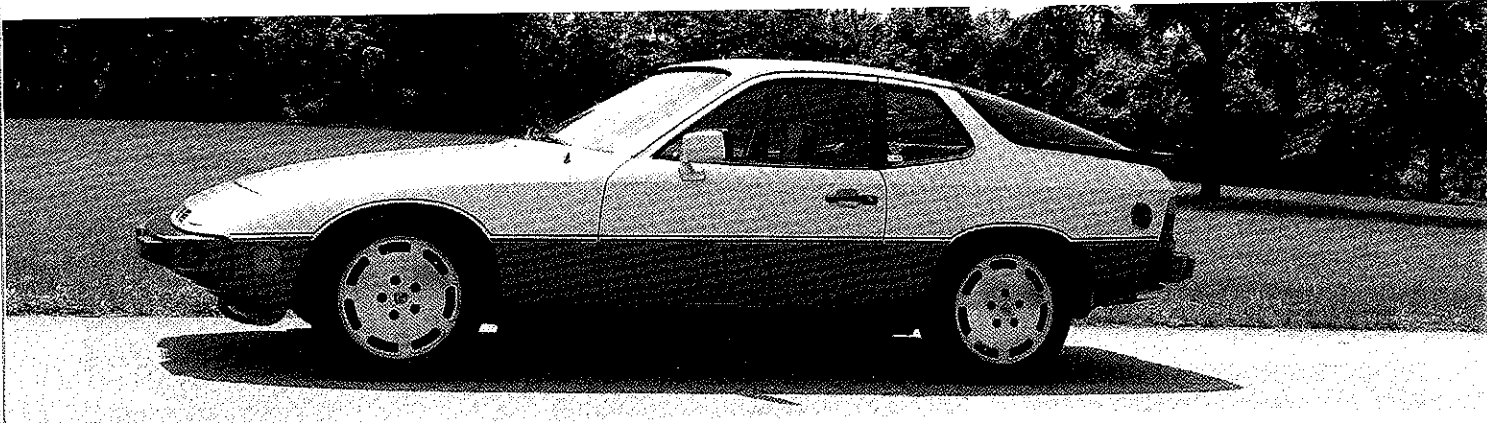
JUST ADD WATER

Front-engined, water-cooled Porsches provide performance, value and good looks. **BY DAVE KINNEY**

QUICK, THINK OF A PORSCHE. If you are a collector car guy or gal, it's an almost certain bet that your first Porsche thought is of a 356 or 911 series car. Both are rear engined, and until just a few years ago, the 911 and its variants were air cooled, as were all production 356s.

Porsche has also extended its brand into a successful line of SUVs and now four-door cars with the introduction of the Panamera. But for many years Porsche also built front-engined sports cars, starting with the 924 that first appeared on American shores in 1977 and followed quickly by the 928, a car that it should be noted is stickered for \$7,725 more than the top-of-the-line 911 SC Targa. The 928, 928 S and 928 S4 were V-8 powered cars; the 924 and 944 cars and the later 968 were all four-cylinder cars.

As the front-engined 924s, 928s, 944s and 968s move into the collector car market space, it might be time to consider the purchase of a Porsche with a motor up front. The downside? As the "cheap" Porsche, many of them got abused and misused by their early owners. You can find the upside in well-maintained, coddled and even babied examples that come to the marketplace.



**1 | 1980 Porsche 924 Turbo
SOLD AT \$7,000**

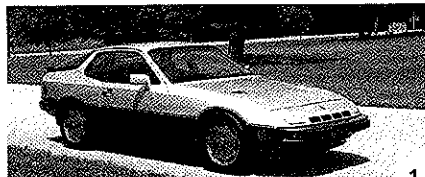
Bought from a Craigslist ad, April 2011

Any 924 Turbo is rare to see these days, but they're even rarer in two-tone paint, which was offered in 1980 and 1981 only. This one is finished in Inari Silver and Onyx and fitted with the 1985cc inline four, rated at 143 bhp and equipped with a five-speed manual transmission. Showing 28,000 miles, it wears its original paint, which has lasted well, albeit with some stone chips to the front bumper. Only the (expected) hairline cracks in the dash keep the interior from being indistinguishable from new. You could fill many garages with high-mile, unhappy \$2,500 924s, and some will be turbos. Finding nice, well-kept cars with extremely low miles such as this is far from easy.

**2 | 1980 Porsche 924 GTS Lightweight
SOLD, "BUY IT NOW" PRICE WAS \$75,000**

Bought from an eBay listing, buyer found it on BringATrailer.com, September 2010

When most people think of a red Porsche with well over 200 horsepower, they don't think of a 924. No.14



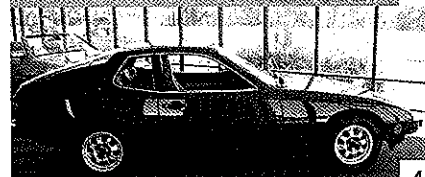
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of a production run of fewer than 50, this 924 Lightweight is finished in Guards Red with a grey cloth interior. The same basic Audi-derived 1984cc inline four seen in other 924s is fuel injected and turbocharged to yield 245 bhp, which heads aft through a five-speed manual. Lightweight features include fixed headlights under plexiglass covers, sliding side and hatchback windows glazed with plexiglass and lightweight aluminum doors and hood. Inside, there is room for two in a pair of sports seats as seen in the 935. Basically a street-legal racecar, this should be enough to change anyone's opinion of the 924 as an afterthought in the Porsche world.

**3 | 1987 Porsche 928 S4 Coupe
SOLD AT \$22,000**

Lot 19.2, Barrett-Jackson, Palm Beach, April 7-9, 2011

This Porsche was finished in Grand Prix White with Mahogany leather



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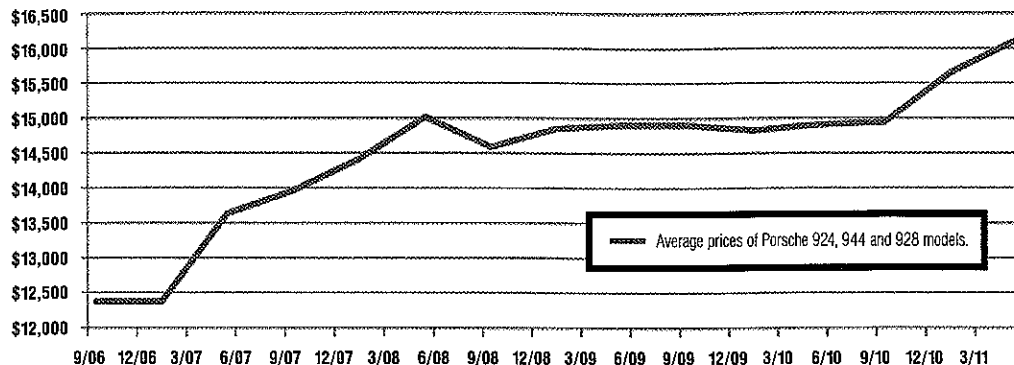
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FRONT-ENGINEED PORSCHE INDEX



PORSCHE PRICES BLOOMING

As rear-engined Porsches have risen in value, front-engined cars are being reevaluated. Many have aged better than contemporary road tests predicted, and some models actually offer prodigious performance relative to the dollar. After all, a turbo 944 or a 928 S4 can easily out-dash many of today's new cars, all while costing less than a 2012 Kia.

For a long time, maintenance costs kept resale values low -- a seemingly innocuous trip to the garage could easily cost as much as the car itself. Sheer expense meant deferred maintenance for those seeking a cheap thrill, and well-looked-after examples are rare.

Front-engined Porsches have performed well during the past five years. Hagerty Price Guide's index of water-cooled Porsches shows an increase of 30 percent since September 2006, and an uptick of 8 percent during the past 12 months. As 911s increase in value and later-production cars still remain relatively expensive, demand and price for front-engined Porsches should continue to rise.

interior and equipped with the 5.0-liter 316-bhp V-8 and an automatic. It showed just 49,882 miles on the odometer. This sunroof-equipped S4 has excellent paint and blackout trim. Even the compound rubber spoiler is nice; they go bad fast with exposure to the sun. Inside is quite tidy; the leather looks like it should in a car with half its miles and half its age. More than just a bit expensive for an automatic-equipped car, nice always brings a premium over nasty.

This Malaga Red 924 sports a tan vinyl interior and is powered by the normally aspirated 1985cc inline four producing 110 bhp and shifting through a manual transmission. Said to be show quality and described as "pristine" in the sales posting, it is from the estate of Bob Snodgrass of Brumos Porsche and was in the Brumos Museum for 10 years. The interior is unmarked and the paint is great. Under hood is best described as near concours condition, with everything as new. How good a deal was this? Just hours after the sale, it was reported back on the market in Canada with an asking price of \$12,900 Canadian.

4 | 1978 Porsche 924

SOLD AT A REPORTED \$7,500

Bought from a BringATrailer.com listing, December 2010

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