

TECHNICAL SPECIFICATIONS Porsche 924 D Production Racer

ENGINE	4-cylinder in-line	BODY	Fiberglass fender flares, Plexiglass side and rear windows
Bore	86.5 mm (3.41 in.)		Front, rear spoilers
Stroke	84.4 mm (3.32 in.)	SUSPENSION	Independent, ride height adjustable, Bilstein gas pressure shock absorbers, adjustable sway bars
Displacement	1984 cc (121 cu. in.)	Front	MacPherson Struts
Compression ratio	11.9:1	Rear	Diagonal arms
Horsepower (DIN Net)	185 at 7500 rpm	BRAKES	4-wheel vented disc brakes, adjustable brake bias
Engine block	Cast iron	WHEELS	BBS forged alloy, 7"x15"
Crankshaft	Forged steel, 5 main bearings	TIRES	Goodyear 22.5 x 7.5 x 15; 23.0 x 8.5 x 15; 24.0 x 8.5 x 15
Pistons	Aluminum alloy	DIMENSIONS/CAPACITIES	
Cylinder head	Aluminum alloy	Wheelbase	2400 mm (94.5 in.)
Valve train	Overhead cam, spur belt-driven	Track: Front	1469 ± 3 mm (57.8 ± .1 in.)
Induction system	Bosch/Kugel-Fischer mechanical injection	Rear	1443 ± 3 mm (56.8 ± .1 in.)
Lubrication system	Dry sump	Length	4320 mm (170 in.)
		Width	1817 (71.5 in.)
TRANSMISSION	5-speed with Porsche synchromesh, limited slip differential; individual gear ratios to suit track conditions	Height	1210 (47.6 in.)
Clutch	Single dry plate with metallic friction "pads"	Weight	1900 lbs.
CHASSIS	unitized body, reinforced with welded-in roll cage	Fuel tank	17.4 gallons
		Oil system	10-12 liters (2.6 - 3.2 gallons)

LATE NEWS LATE NEWS

"Instant Legend"

Forgive the hand clapping. They had earned the right, that begrimed band hanging on the pit straight rail in the gathering Road Atlanta twilight. All were listening to the crisp notes produced by throttle pressure nuances and gear changes as Tom Brennan guided the scruffy Porsche 924 D Production coupe through the coming darkness.

Twenty-four hours earlier, here at the site of the 1980 Champion Classic, Brennan's car was a collection of un-assembled kit pieces, parts of the standard package 924 that Porsche sells to those D Production entrants wanting off-the-shelf technology.

Indeed, the "racing car kit" concept had been proven during the course of the regular 1980 National Championship season, with the home-assembled Porsche coupes copping 15 victories and 17 second places in 70 starts.

No one, however, anticipated the test to which the kit building idea would be put at this year's Champion Spark Plug Road Racing Classic—certainly not Brennan whose Herman + Miller dealer team 924 was considered one of the favorites to win the D Production title.

The Danville, Ill., driver's hopes of competing, much less vying for that honor, however, seemingly took a permanent vacation on Wednesday afternoon when he crashed—and totaled—the racer against the bank at the start/finish line.

"I called home," he said sadly, "to let them know I wouldn't be running." At the time it was a prediction to take to a bank. After all, there was little



Jeff Zwart Photos

more than 48 hours to the DP title finale and there were no spare 924 coupes in the Porsche garage.

There were, however, two un-assembled 924 kits at the Holbert Racing shops just outside of Philadelphia and there was Porsche + Audi's Special Vehicles Manager Josef Hoppen.

"I asked his crew if they wanted to try and build him a car," reported Hoppen. "And, when they said 'yes,' I ordered one of those kits shipped to Atlanta."

On Thursday afternoon Hoppen and several other Porsche factory officials watched as the crates unloaded



what everybody hoped would be a running 924 DP machine by Saturday.

Those hopes were factored on the stamina of Brennan's band of merry

men and their friends on the other 924 teams present at Atlanta. In something which approached time-lapse photography, the unpainted 924 tub grew through the night and the next day into a duplicate of the team's original racer. By 3 p.m. Friday, the 924 was on its own wheels for the first time. By 5:30 p.m. the crew was on pit lane as Brennan took his exploratory laps. By 7 p.m. the car was at the bodyshop being sprayed black. And by midnight it was back at the track garage ready for a final alignment and other minor adjustments.

When Brennan buckled up Satur-



day afternoon, his mount was in every way the equal of the car he had brought down to the CSPRRC, a fact proven not only by his eventual fourth-place finish but by his wistful comment afterward on what might have been. "I think I could have won," said he, "if I didn't have to start from the rear of the field."

But, winning would not have changed the record Brennan and the Herman + Miller crew achieved in building a complete racing car in a single day—an exercise which even the Porsche factory admits should take a minimum of two weeks. It was truly the stuff of legends. **-Bill Oursler**