

Beige Beginnings



MY BROTHER AND I had always liked VW scene and Porsches naturally. Whilst he had saved his pennies and bought himself a 944, which he had owned his for about twelve years when I decided to get a 924. I preferred the sleeker lines and was not worried about the stigma of a van engine. This was a car designed for VW as a flagship car but then rebranded as Porsche as you all know. I was getting a car that would be faster, less prone to rot, with more luggage capacity, excellent handling characteristics and all for less money than a VW beetle or similar age Golf, what is not to like? Porsche had decided that this car was worthy of their badge and that was good enough for me.

I decided on a post 1980 (fully galvanised)

2.0L (easy to maintain) non sunroof model (no leaks). A car turned up 25 miles away for £700 that had the added bonus of being white and spoilerless and it wasn't long before I was the owner of a Porsche. Like a lot of 924s out there I was the umpteenth owner of a car that had gone around the clock, complete with cracked dash and split seats. I owned the car for about three years, 18 months of which it was off the road with a fuel delivery issue that I never got around to sorting. I decided the extra poke of a 2.5L would be nice as would a sunroof after a run out in my brother's car. I sold the car and it has since been resold and restored to her former glory by Daznotts.

I decided on a 924S. I trawled the usual places and saw several cars in worse condition than the one I was replacing! I found one with 105K (with a bundle of history), virtually

crack free dash, split free seats about 125 miles away and went back the following week to buy it for £1,900. I replaced the belts and gave her a service and used her regularly with no issues. It was always my intention to modify her with some subtle mods. I am a fan of sleepers, cars that look stock but are actually running a bigger engine and so on, as opposed to for example the young boy racers in their Corsas with bodykits, the complete opposite, all show and no go.

I thought of a Martini replica but got hung up on wheels as my car has a five stud set up. I decided that I wanted the car to look like an earlier model, to give the appearance of a 2.0L n/a but actually having the extra poke of the 2.5L and power steering to boot. I decided on cookie cutter alloys, and found a 6j/7j staggered pair of wheels, had them

