

Dear Mr. Stout,

In reference to your "Is Eight Enough" article in the October 2007 issue, I have some observations. A couple of years ago I sold my dual purpose '77 911. It was upgraded with a 3.2 liter Carrera engine which proved to be very reliable. The replacement was a track prepared '86 951 which was PCA club raced in the GT3-S classification by the prior owner.

Long story short, after a number of engine related failures from March of 2006 to April 7, 2007, I was ready to scrap the car and go to a track prepared 911. I loved the 951 handling, but hated the lack of engine reliability. I had been accepted into the June 9-10 DE with PCA - Peachstate at Road Atlanta, just prior to April 7. It was to be my first visit to that venue, and an opportunity that I did not want to give up.

While looking for alternatives, I came across Renegade Hybrids. I contacted Renegade and spoke with Scott Mann. Everything about the kit, and the options that were applicable to my car, sounded good. I explained my time frame, and specifically that I needed everything in hand by the Friday before Memorial Day weekend because the car needed to be teched the following weekend.

The short history is provided for background and as a prelude to addressing the article. It appears as if Mr. Eagan's information is somewhat dated, and that certain information seems to suggest that Renegade Hybrid's LS1 products are less than adequate.

First, I am not affiliated with Renegade Hybrids in any manner what so ever, and live on the east coast, far from Renegade's home in Nevada.

Second, the commentary about the oil pan and spacers is misleading. The current oil pan supplied by Renegade with the basic kit is a work of art. The pan is welded and reinforced beautifully. On the inside the sump has swinging door baffles covered by a splash plate. No corners were cut here. With regard to the spacers, while it is true that the chassis is raised about one-half of an inch, that increase can be reduced by lowering the car by way of the front suspension. If one is really concerned about track handling, a corner balance is in order after the conversion due to the change in weight bias, so the spacers are really a non-issue.

Third, the article concludes that the conversion requires "a lot of fabrication" and that the fabrication "would be costly were a professional shop doing the work." These statements intimate that Renegade's kit is somehow deficient. Renegade's LS1 kit is well conceived and works without any fabrication, except for mounting the engine computer, and connecting an exhaust system to the headers. There are two places that require grinding, but it is minimal, and I did have to drill a few holes to mount brackets for the number 7 coil pack and the oil filter relocation plate. All of the optional parts installed easily, and have worked perfectly. ANY questions that I had about installation (no matter how trivial) were answered on the spot.

As an aside, fellow hybriders have installed two different power brake systems on the Renegade conversion kit, both of which have worked. One is an electric after market master cylinder made for custom Hot Rods, and the other is based on the BMW hydroboost system. However, I have now driven at Road Atlanta and the Shenandoah Circuit at Summit Point, West Virginia without power assistance, and the car still stops as it did before. All that is required is a bit more foot pressure.

I worked in my garage at home in the evenings and on weekends with out any special tools except an engine crane. My day job is not car related and I do not work from home! Here are pictures before and after the conversion. <http://mysite.verizon.net/vzequy5m/marcscars/id4.html>

Thanks to the promises kept by the folks at Renegade Hybrids, my conversion was finished on May 26, 2007, forty-one days after I placed the initial order.

Nothing needed to be cobbled or jury rigged, and sixteen checkered flags later I finally have a reliable track dedicated 951. The conversion can be done “right” including a low milage stock LS1 for under \$10,000.00.

Thank you for considering the above commentary. I was just a bit miffed at those portions of the article that seemed to slight Renegade as my recent experience seemed to differ with that of Mr. Eagan’s past experience.

Sincerely,

Marc Astore  
PCA-Schattenbaum