

# PROJECTS

WE DON'T JUST WRITE ABOUT PORSCHEs, WE DRIVE AND LIVE WITH THEM, TOO

## THE TEAM

### KEITH SEUME

#### 912/6 EL CHUCHO

Well, El Chucho is almost there! We made it to Classics at the Castle last month - on a trailer - and the response from visitors seemed pretty positive. All that's left is the wiring, fuel lines, hydraulics, suspension geometry (so another year then? Ed)... Hmm, maybe I'd better stop writing and get back in the workshop.



### PETER SIMPSON

#### CARRERA 3.4 TARGA

Project Targa is moving forward slowly, which is frustrating, but having more than one project on the go uses up a lot of time. Plus the fact I've just found out I'm going to be a dad for the first time is making my present time very important and I need to make the most of it. Get out the tools, it's gonna go fast. I've been told!



### CHRIS HORTON

#### 944, 924S

Fortune favours the brave. Or maybe I was just taking an unnecessary gamble. Either way, the 924S not only made it to Silverstone and back for a Porsche Cars GB media event in August, but also managed several laps of the Experience Centre circuit without a single significant fault. And I hadn't even checked the tyre pressures...



### STEVE BENNETT

#### 944 LUX

Not sure I've got anything to add to the saga opposite, save perhaps to say that in the space of three days after picking the 944 up from Augment Automotive, I went on a 1000+ mile trip taking in various family events and culminating with the 911&PW Picnic. Despite the usual traffic issues, the car ran pretty much faultlessly.



### BRETT FRASER

#### BOXSTER 3.2S

Awoke one morning recently to find the boot lid of my previously sparkling Boxster besmirched with moss and mud - clearly the pigeons had been knocking the stuff off the roof of the house. But no... The grime was deposited by a falling roof tile; it didn't hit metalwork, but did gouge paint off the bumper. Bugger.



## PROJECT 944

It's been quite a few months for Bennett's 944 and, after what seems like a full rebuild, it's back on the road. Worth it? Well he seems to think so!

Project cars, eh? Don't you just love 'em? We start off with best

intentions but inevitably life gets in the way and that tight schedule of work starts to slip and before you know it the whole thing is on hold. Well in the case of my 944, that's not strictly true, but there has certainly been a severe case of 'mission creep.' However, regardless of that, the car is now back in my garage and it's 95% sorted, mainly thanks to David and Tom Barker at Augment Automotive.

Now there are plenty of folk who would say that there was absolutely nothing wrong with my 944 in the first place, and they'd be kind of right. Aside from the normal wear and tear associated with 27-years on the road, my 944 was a lovely, low-mileage example, so why start to fiddle around with it? Well, those with long memories will recall that I was rather taken with Augment Automotive's electronic wizardry with the 944's engine management system

which, compared to modern systems, is rather primitive and relies on the rather woolly information provided by the restrictive air flow meter.

Yes, it works, and compared to carbs it's a wonder of modern science, albeit 1980s science. Things have moved on and Augment Auto's system replaces much of the electronics within the Bosch ECU, retaining just the injector driving software, and does away with the air flow meter all together. That takes out a major blockage *en route* to the inlet manifold and allows the engine to breathe more efficiently and use the air/fuel mixture to better effect. This modification on its own is worth around 15bhp at the top end and up to 15lb ft of torque across the rev range. Augment Automotive also replace the standard distributor and coil feed to the spark plugs with a wasted spark set up, which sends a consistently bigger charge to the plugs and so a better burn to the air fuel mixture. Finally, a modified air box replaces the

### STEVE BENNETT

#### 944 LUX

**Occupation:** Editor, 911 & Porsche World  
**Home town:** Hoxne, Suffolk  
**Previous Porsches owned:** 7  
**Car:** 944 Lux  
**Year:** 1986  
**Mileage:** 98,500  
**Owned for:** 18 months  
**Mods/options:** Modified ECU, injection and ignition system

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#### THIS MONTH IN BRIEF:

Just managed to stop short of a full rebuild! Well that's what it seems like!

restrictive square outlet with a circular one, further improving air-flow.

And so this is what my engine received around a year ago and I was mightily impressed, with not only the power and torque increase, but also the fuel economy gains, too. To recap, we started with 144bhp and ended up with 157bhp and more torque everywhere. Maybe we should have left it at that, because the next phase is where the development curve hit a spike. I was keen to further improve the efficiency of the engine and envisaged a win-win situation with ASNU's new Performance Injectors, with their improved spray patterns designed to more efficiently fill the combustion chamber. Augment were very keen

