

OUR CARS



Above: On the road, Bennett's 944 is much improved, but then it should be! Most noticeable is the extra power from the engine, closely followed by the suspension, thanks to new Koni dampers

as recommended by Augment, we're running them fully soft and I suspect that is how they will stay.

So it's all mounting up, and that's not the half of it. I knew the clutch was on its way out. Last time the car was up on the ramps at Autowerke in Norwich, a good 18-months ago, we had a peek at the clutch through the little inspection hole in the bell housing. It was showing three quarters worn back then and more recently the biting point had been getting higher and higher. Time to bite the bullet and get it done which, as every 944 owner knows, is an expensive job, mainly because so many large and heavy parts of the car have to be removed to just get to it.

It was just in the nick of time, too. The clutch was original and the friction material was starting to break up. Well, I like to get

my money's worth – can't complain at 27-years and nearly 100,000 miles!

Of course it didn't end there. Whilst the clutch was out Augment replaced the clutch fork and the clutch fork bearings, plus the crankshaft oil seal, which was leaking slightly. Anything else? Well, it will come as no surprise that the torque tube bearings were past their best, so they were replaced too. Look out for a 'How to' on that job in the not too distant future.

So there are the complications that face 944 owners. The above procedures don't need to be done very often (every 27-years in this case), but when they do it's all major work. But then if you've driven a 944 with rattly torque tube bearings, a wheezing clutch fork bearing and a worn out clutch, you'll know it's not very pleasant. Labour for all that amounted to 19

hours! Ouch!

Anything else? Oh, yes. Finally, after months of bleating on about 944 engine mounts, I've had the O/E mounts that I've had squirreled away fitted. What's the big deal here? Well only the Porsche O/E mounts are fluid filled, and so can be legitimately called hydro mounts. This was one of the measures that Porsche took to combat the vibrations inherent from a large four-cylinder engine. The other, of course, was the use of balance shafts.

There is much mystery surrounding 944 engine mounts and even David was sceptical as to whether the O/E mounts really were fluid filled, having been told by Porsche a couple of times that they weren't (I should add that David knows a bit about rubber things, being the world's only manufacturer and supplier of rubber suspension

donuts for the original Mini). However, he recently chopped an O/E mount in half while stripping a 944 S2 and low and behold, the mount did contain a fluid filled chamber. So there you are. The O/E mounts are expensive at £300+ but they are the real deal. Anything else is effectively solid rubber and will not filter out the bad vibes as effectively.

Nearly there? Yes, nearly. The brakes have been frankly a bit rubbish for some time and so it was no surprise that the front discs and pads needed changing. The rears need doing too, but they can wait for a while. Oh, and finally Augment fitted a short-shift kit, which works really well.

So now you can see why the car has been holidaying in Gloucester for so long, although most of the time was spent puzzling over the injector conundrum. So, what is it

Below: New front discs and pads have improved the braking. Rears next. Rear Konis in situ attached to the swing arms. No springs? No, the 944 uses torsion bars at the rear like the pre '89 911s. Gearbox and everything else removed for clutch swap

