

944 TURBO
TRACK CAR

There's probably no shortage of 944 Turbo track day cars around, but very few are of the quality of Jim Wilkinson's superb machine

is still 30kgs lighter than, say, a 996 GT3).

So shedding weight was top of Jim's agenda. In Mk1 form the 944 Turbo featured steel wings and bonnet, but just days after it was finished a van managed to wipe the front end off, so Jim opted for a rethink during the enforced, highly frustrating, rebuild and fitted fibreglass wings and bonnet from Club Autosport in Halesowen. The 924 Carrera GTS-look lights and nose are also fibreglass and lexan and come from transaxle specialists Deutsch Nine, as did the heat removing louvers set into the bonnet. So that's a lot of steel removed from the front.

And if the front of a 944 features a lot of steel, then the rear features a lot of glass. Even with the assistance of gas struts, lifting the tailgate of a 944 you know there's a lot of weight there. Try removing one altogether and it's a two-man job or a knackered back (as your editor can confirm). So an impressively translucent and plastic rear hatch was supplied by GT Racing from the States and the adjustable 968 Turbo S spoiler was another Deutsch Nine addition. Completing the bodyshell is a seriously robust cage from Safety Devices.

Jim resisted the temptation to completely strip the interior, retaining the dash and door cards, which does make it relatively civilised. Roll cage is a solid Safety Devices construction

Jim's 944 Turbo rolls on 17in 993 'Turbo Twist' alloys and making the connection between bodyshell and wheels is a KW Variant 3 coilover set up which dispenses with the rear torsion bar. An M030 rear anti roll bar and standard 944 Turbo roll bar are also fitted. Powerflex bushes all round keep the suspension tight and even the gearbox and engine are semi solid-mounted with mounts from Lyndsey Racing – the go-to 944 folk across the pond. More from them

Turbos left the factory with 2.5-litres and 8-valves, much the same as the base 944 Lux, but with steel rods and forged pistons. Standard they delivered between 220bhp and 250bhp, but as with any turbo, more power is a tweak away. Jim's engine remains standard in terms of internals, but the stock factory turbo and ancillaries have all been uprated. A Lyndsey Racing 'Widefire' headgasket takes care of any potential combustion issues, while a

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later. Hiding under the rims are 993 Turbo calipers, which clamp onto standard 944 Turbo discs, with Pagid brake pads.

Of course you want to know how much power it's got so we'll move on to the engine. It's a comparatively simple unit, Porsche famously eschewing complication where it's not required, and so all 944

Lyndsey dual boost wastegate and baffled sump take care of boost pressure and keeping the oil in place under cornering. And finally Lyndsey supplied the balance shaft delete kit, which restores the few bhp the balance shafts absorb.

The 944 Turbo was typical of an early turbo installation in that it had a fair amount

