

944 TURBO  
TRACK CAR

K26 turbo rushes to pump air into the cylinders with that trademark fat surge that only forced induction can achieve. On the track's longest straight, Jim's Turbo launches from 100mph to 130mph in fifth with casual ease and then drops speed with equal conviction as the big 993 Turbo calipers grab hold of the discs. So it goes and it stops, but how does it handle?

Well, the 944 is a pretty good starting

drive car). Engine in the front, gearbox at the back, coilover suspension, 50/50 weight distribution, all the basic essentials for ultimate handling as we know it, tweaked, honed and meticulously refined by masters of the art. It should be good, it should be amazing and isn't it just.

The figures suggest a very neutral handling machine and it is. You can sense and feel the balance, with neither the front

attacking, track driving mode it simply goes where it's pointed. If that sounds like a cop out it isn't. In many respects it would be easier to describe using the weight of the rear to influence the turn in, or frontal weight induced understeer, but Jim's 944 Turbo just doesn't have these traits. Imagine balancing a pole with two equal weights at either end? That's what you have here, and allied to that are the four corners that are weight adjusted to match. Rarely have four tyres had an easier workout.

If we were to have an award for 'Modified car of the Year' this would walk it easily. It is easily the sum of its well-considered parts. It would be tempting to stop here. Sure, Jim could lose some more weight from it, give it some more power, but would he then start to spoil what is a giant-killing track day machine? And no, it hasn't been cheap: Jim mutters something that sounds like £50k, but hell, there are people spending many thousands more than that to get around the 'Ring in under 8 mins. Above all, though, it's different. **PW**

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point. Not for nothing was the 944 and then the 968 hailed as 'best handling' in many contemporary end of year round-ups. Equally, I well remember one Lotus chassis engineer confiding in me that the 968 Club Sport was his favourite handling drivers' car (imagine if Lotus built a front-engined, rear

or the rear trying to work against the other, or throwing their mass around by means of weight transfer. It neither understeers or oversteers unless provoked, and even then it takes a massive lift and a boot of throttle to unstick the rear. A gentle lift mid-corner will induce a mild understeer, but in

