



of turbo lag. Modern electronics and turbos themselves have greatly reduced this restriction and Jim's 944 has been uprated accordingly with a hybrid version of the standard 220bhp turbo and electronics from Augment Automotive, who will need no introduction to *911&PW* readers, specialising as they do in 944s of all flavours. Augment Automotive also dispense with the restrictive airflow meter allowing more air into the engine. A much-improved intercooler is employed and, in

Gloucestershire.

So output from this little lot? At the moment 300bhp, but with the potential for a lot more as and when Jim gets the power bug again. He's already talking about a different cam and an increase to 350bhp, but at the moment the temptation to stick with a bullet proof 300bhp must be quite tempting. And in these days of 300bhp hatchbacks it's worth bearing in mind that, with all the associated weight savings, Jim's track 944 Turbo has shed 100kgs,

He's retained the standard dash, and door cards, but has reverted to 968 Club Sport manual windows. Look closely and attention to detail abounds. Continuing the exterior white and yellow striped colour scheme to the backs of the seats and the centre console is a neat touch, but there's other stuff too which take a keen eye to spot. The door cards have been trimmed to blank off the speaker cut-outs and the door bins have been removed. Yes, Jim could have just removed the door cards altogether and replaced them with a sheet of aluminium, but he wanted the interior to remain relatively civilised and stock looking, something a sheet of aluminium vibrating away emphatically doesn't achieve. He has, though, done away with the air-conditioning, but has removed the outer dash air vents for a more concentrated rush of cooling air from the large centre dash vents.

Talking of the dash, Jim could have removed this for extra weight saving, but it's handy to have a full complement of gauges and again it adds a dash of civility, which when you're driving to the Nürburgring, or using the car on a daily basis – which Jim is because his van is off the road – really does matter. Or maybe I'm just getting old? Oh, and talking of the 'Ring, Jim has lapped gantry-to-gantry in 7m 50s, which is pretty impressive you'll agree and puts Jim in the mix, with all sorts of well-driven and heavily

There's a lot of weight in the tailgate of a 944, which is why Jim's is all lightweight plastic. Adjustable rear wing is modelled on 968 Turbo S item

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order to keep up with the extra fuelling requirements, bigger injectors have been fitted, while a three-inch exhaust system deals with the rush of exhaust gases.

The basic engine build was carried out by renowned Porsche specialist, Charles Marsland, who flies under the radar when it comes to PR, but of whom Jim can't speak of highly enough, likewise Augment Automotive's skills for the turbo install. Charles is based in West Malling, Kent, while Augment are in Cinderford,

and now weighs in at a svelte 1250kgs, giving it a similar power to weight ratio to the current 991.

Surprisingly, perhaps, the gearbox and transaxle remain stock, each being happy to handle the extra power, but Jim is seriously considering a Quaife limited slip diff. A short-shifter does, however, reduce the standard throw of the shift, which on a 944 is a little ponderous.

Inside Jim has fitted two Sparco fixed back race seats and four-point harnesses.