

**SUPER-STREETER! 570HP SUBARU WRX**



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POSTER  
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THE MAGAZINE THAT PUTS GO

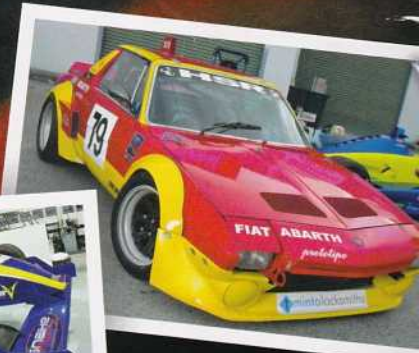
# ZOO

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*4.4 Turbo!*

# STEALTH

**500HP TIME ATTACK PORSCHE**



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# ZOOM

THE MAGAZINE THAT PUTS GO BEFORE SHOW





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# SIBLING RIVALRY





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EVOLUTION MOTORSPORT'S PORSCHE 944  
IS OUT TO REAP VENGEANCE AGAINST  
THOSE THAT THINK 911S ARE THE ONLY  
PORSCHE WORTH MENTIONING. SPOILER:  
THEY'RE NOT

WORDS BY ALAIN SHAPHONE PHOTOS BY BEN HOSKING



The Yokohama AO50's have no problem getting on these immense 11.5in wide Fiske wheels



It's a Porsche and it's not a 911, or even a Boxster. The unlikely hero from the Porsche camp is the 944 Turbo. Not with quite the same heritage as the 911, but a star in its own right. This particular 944 Turbo has big boots to fill to overcome the 'Oh-it's-not-a-911' woes and instead has become something much bigger and tougher than it once was. It's actually turned into a whole other beast. If you were at or saw coverage of the 2013 World Time Attack Challenge, you might have spotted this mean creation by Evolution Motorsport and you would know how awesome it actually is.

No hero is without a genesis story. Not born from a falling meteorite or radioactive spider bite, owner Patrick Garvan discovered this from a well-known auction website. He recalls, "Always wanted a Porsche but Bruce Buchanan of Buchanan Automotive in Balgowlah convinced me that I could achieve much greater results bang for buck vs an older naturally aspirated 911. I bought the car back in 2009 off eBay.

It was sort of a backup car to another Porsche 944 Turbo that I had already modified. Unfortunately that car was written off so all the good bits went into the current car."

"Then over the next 4 years it was transformed from a quick club car into a fully stripped out track car which while still road registered, it wasn't an option. Then that car was involved in an altercation with the outside tyre wall at T1 of Eastern Creek at pretty high speed. So the latest version was 'hatched' and here we are."

So like an understudy when it's time to shine, the current version gives it its best performance yet. At the front, the dry-sumped 2.5L 4-cylinder block has been pushed out to 3.1L, the increase in torque very welcome. With the Garrett GTX3582 turbocharger pushing 22psi of compressed air into the combustion chambers, the numbers generated are exceptional. 505whp at the rear wheels to be exact, with a torque figure of 465ft-lb. It definitely deserves a standing ovation!

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WHEELS TO BE EXACT,  
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ON custom ind

Porsche engine at the front? It works. So well.



# EVOLUTION custom ind.

It's too obvious to say this car is quite Darth Vader-ish. But it is.

The exterior features a wide-body treatment with a kit from IFD, an addition that turns up the lines and styling on the Porsche all the way to eleven. Even the normally very wide 18x11.5in Fiske Mach V wheels can barely keep up with how wide the kit is. You can tell that this car was made for one purpose and one purpose only when you see the large carbon splitter at the front. It's not your everyday street-spec carbon lip. In conjunction with the canards, louvres and gargantuan rear wing, it screams race car. Even the flip-up lights have been replaced with static items to keep the bias towards function and not form.

The interior continues the same theme. The Cobra Evo seats inside the stripped interior remind you where the driver's real focus should be: outside. A full cage adds peace-of-mind and the suede dash draws us back to the fact that when it's all said and done, this is still a Porsche. Everything on the car has been done with taste and class while still

keeping with the time attack theme. With the gloss black finish, it's like wearing a tuxedo with Nikes.

If you thought doing all this to a Porsche 944 was the only surprise, you'd be wrong. Even the team were surprised with how well the car performed. Patrick tells us, "We only just got it back in time for World Time Attack 2013 and were able to do a few test days at Wakefield Park beforehand which showed the car to be very promising with times in the 61 second region straight out of the box."

"Suddenly we realised that the car was showing potential earlier than we'd hoped for and we were re assessing where we might finish in Open class for WTAC this year. We were going quite well there on the first day even though our best laps were barked and we lost a good second due to this. This was a bit frustrating as we had been chasing some issues for a few days due to fuelling issues with E85."





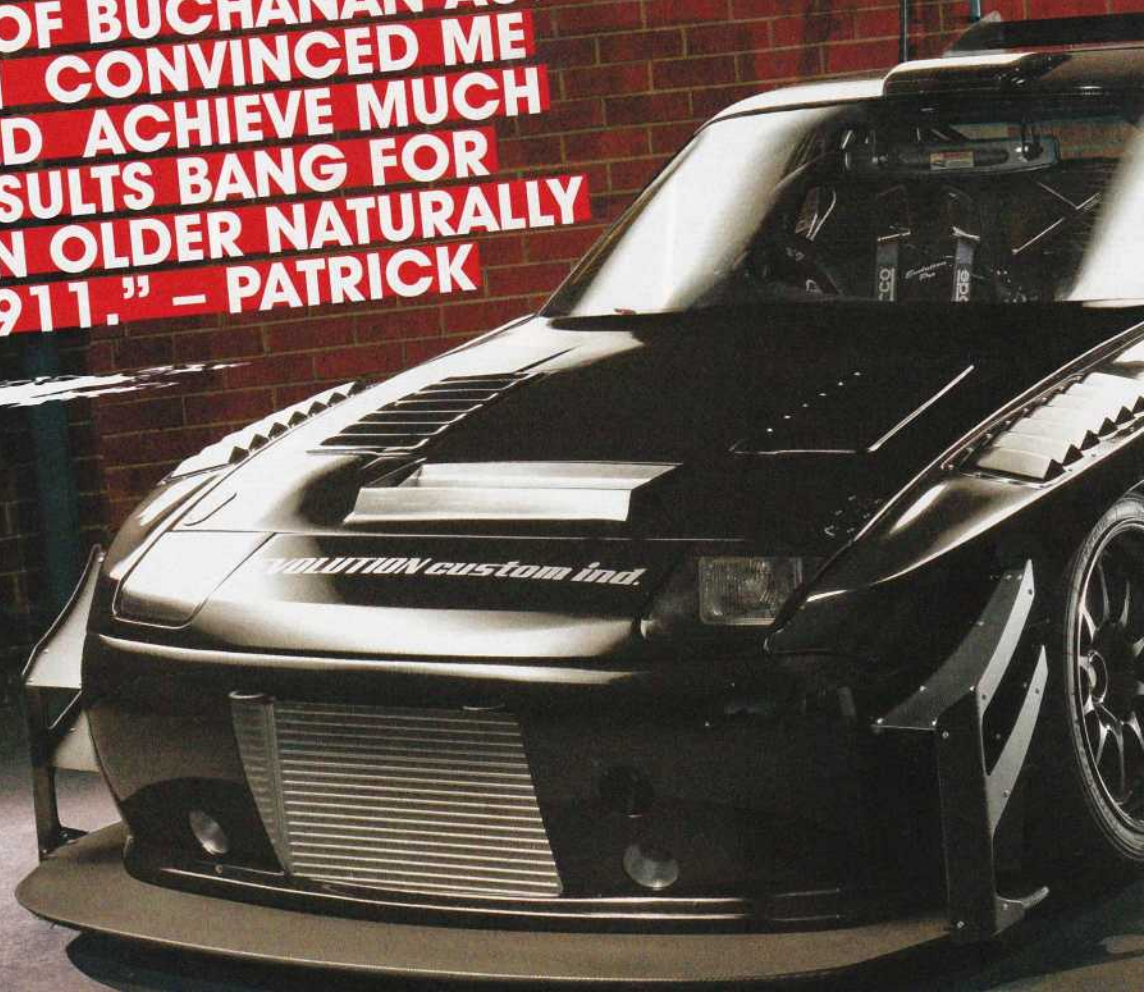
**EVEN THE NORMALLY VERY WIDE  
18X11.5IN FISKE MACH V WHEELS  
CAN BARELY KEEP UP WITH HOW  
WIDE THE KIT IS.**





Jungle gym or race car?

**“ALWAYS WANTED A PORSCHE BUT BRUCE BUCHANAN OF BUCHANAN AUTOMOTIVE IN BALGOWLAH CONVINCED ME THAT I COULD ACHIEVE MUCH GREATER RESULTS BANG FOR BUCK VS AN OLDER NATURALLY ASPIRATED 911.” – PATRICK**



So far this 944 has run a 1:34.8 at Sydney Motorsport Park with the GP layout on medium R-spec scrubs in practice, and a 1:03.0 on softs around the North layout. The latter time also happens to be the Porsche Club of NSW's track record. The 944 also runs a 1:01.2 around Wakefield Park Raceway on Medium R tyres. Saying this car is quick is an understatement.

As much as it's been a welcome rollercoaster ride for Patrick and the team, he says he'd definitely do a few things differently had he the chance to do it all again such as not wasting time with the street car phase the car went through, and just drive into the deep end and give it the race treatment from the start. For the future, Patrick hopes to attract more sponsors and cracking times on the track. Seeing this has definitely changed how we see Porsches, and now no longer is the 911 the only Porsche on our minds. ■



## SPEC CHECK

### OWNER

Patrick Garvan

### VEHICLE

1986 Porsche 944 Turbo

### ENGINE

3.1L four-cylinder turbo

### HARDWARE

Deck plated, line bored, pinned girdle, Bigger 9/16 ARP head studs, custom 60-2 flywheel by Custom Engineered Performance (C.E.P.) USA, 3L crank knifed and balanced, Arrow H beam rods, CP forged pistons, ported alloy race heads flowed to 246cfm by Performance Developments California, Ferrera 49mm intake valve, 40mm outlet valve, titanium valve springs and retainers, C.P.E hydraulic camshaft .537" / .502" lift, 114 lobe separation, Petersons 3-way dry sump oil pump, Garrett GTX3582 turbocharger, Bosch HEC 716 CDI sequential ignition, Motec M400 engine management system, complete car rewiring with Millspec,

2 x Bosch 044's out. 1 x Bosch 044 in. fuel pumps, Evolution surge tank, 3in turbo back 316 stainless steel exhaust by Evolution Industries, 4-into-1 stainless steel headers by C.E.P

### DRIVELINE:

6-speed manual Porsche H Pattern Syncromesh, custom Jim Berry 5-puck single plate race clutch, transmission cooling custom billet side plates by California Motorsports USA, KAAZ limited-slip differential

### SUSPENSION & BRAKES:

F: McPherson front suspension with Eibach springs (65mm lower) and Moton 2-way shocks, Tarrett sway bar, 330mm brake discs, Porsche Brembo 4-pot callipers and PFC 01 brake pads R: Trailing arm rear suspension with Eibach springs (65mm lower), Moton 2-way shocks, Tarrett sway bar, 298mm rear brake discs, Porsche Brembo 4-pot callipers and PFC 97 brake pads

### WHEELS AND TYRES:

18x11.5in Fiske Mach V in anodized black with Yokohama A0050 295/30 tyres all around

### BODYWORK:

Wide body by I.F.C., front splitter, custom wheel tubs by Evolution, fully ducted cores through bonnet, rear stock diff Engineering wing spoiler, gloss black Motographics

### INTERIOR

Cobra Evo front seats, full cage, su dash, RPM steering wheel, Sparco Motec SDL gauges and shift lights

### PERFORMANCE

505whp/ 465ft-lb @ 22psi

### THANKS

- Paul McKinnon - Evolution Industries 02 9907 2248
  - Buchanan Automotive 02 9948
  - Dave McGrath at Custom Engineered Performance
  - Neil Harvey at Performance Dr
  - Mike Warner I.F.C. USA
  - Simon McBeath Aerodynamic
- Definitely some friends and family. Most importantly my long suffering Helen without whom this just wouldn't have happened!