

**Torque Driver**

# Calum Lockie

With a few straightforward upgrades, a four-cylinder transaxle can be just as enjoyable to drive on the track as the latest RS, argues three-time British Endurance Championship winner, Calum Lockie...

I've been lucky enough to drive a variety of Porsches in various motorsport events over the years. My first competitive experience behind the wheel of a Stuttgart-crested car was in 1998, when I campaigned a privateer 993 GT2 in the British GT Championship.

The following year, I was lucky enough to race a year-old, factory-built GT2 in the same series. The model's twin-turbocharged flat-six propelled me down straights like a bullet out of a gun. Brilliant fun!

Later, I raced a 996 GT3 in the 24 Hours of Silverstone. This newer 911 may have been lesser-powered than the 993 I'd driven beforehand, but its naturally aspirated engine delivered a smoother torque curve. It was a lovely car to be in charge of, even if I felt I was beating the crap out of it in order to climb in the direction of the performances I was able to deliver by closely stroking the 993!


A 997 Cup ferried me around three successive 24 Hours of Nürburgring. Lap times of well under nine minutes (around an extended circuit taking in the Nordschleife and GP sections) and being fully airborne at regular intervals – no matter the weather – made the driving the car a thrilling affair, but don't be fooled into thinking I'm only interested in racing 911s. Porsche has much more in its back catalogue than Neunelfers!

Take my 968 Club Sport, for example. It's a rare right-hand drive example I've owned and hammered at the track for many years. Originally specified in white and without a sunroof, it's a transaxle I've developed through the appointment of bolt-on upgrades; Turbo brakes, M030 anti-roll bars, GAZ dampers and a lightweight single-mass flywheel contribute to significant performance advantages bolstered by a ride height drop of two-inches and wider-track encouraged by 235-profile Dunlop rubber.

One of the biggest improvements to the car's behaviour is the installation of a Quaife limited-slip differential. I'm no mechanic, but even I can fit one of the company's ATB units in half a day (providing I don't get too distracted by the



kettle!). The part is lubricated by gearbox fluid and requires zero maintenance, which is ideal for anyone who wants to punish their Porsche without worrying about the effect of aggressive driving on hardworking transmission upgrades.

Feeling torque transfer across my 968's rear axle when one of the driven wheels begins to lose traction is a reassuring sensation, and one which ensures the oversteer I'd previously experienced from the car is all but eliminated. Truth be told, I've got no fewer than four 968s (including a second Club Sport) and my experience with an ATB differential has proved to me that Porsches with or without the famous factory M030 handling package benefit greatly from the addition of Quaife kit. As if to prove the point, my Clubsport can now match the pace of a Gen 2 991 GT3 RS in corners. See, I told you there was more to racing Porsches than 911s! 

**Above** Calum owns four 968s, including two Club Sports

**Twitter** @CalumLockie  
www.calumlockie.com



***Being fully airborne at regular intervals made driving the car a thrilling affair***

