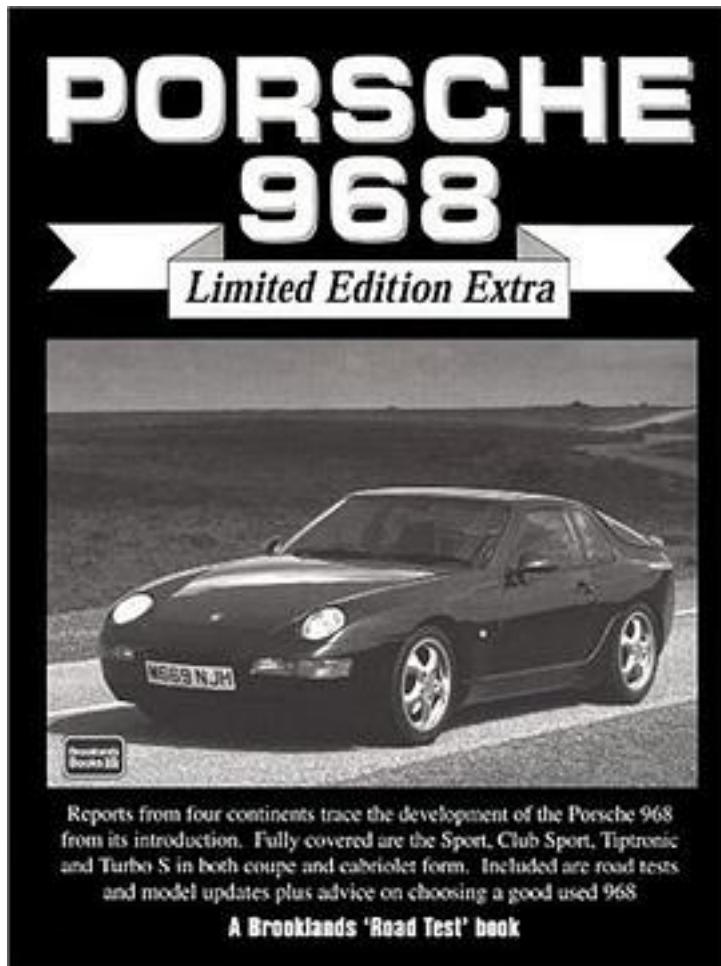


Porsche 968



Reports from four continents trace the development of the Porsche 968 from its introduction. Fully covered are the Sport, Club Sport, Tiptronic and Turbo S in both coupe and cabriolet form. Included are road tests and model updates plus advice on choosing a good used 968.

A Brooklands 'Road Test' book

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The 968 was introduced to replace the 944. It came with only one engine option, two body styles (coup\142 and cabriolet), and manual or tripomatic transmission. Coming in

as the cheapest Porsche to rival the Renault Alpine and Audi S2, it still had a superbly balanced chassis. The Club Sport was introduced to bring Porsche ownership to a wider market. Several items were deleted, notably the rear seats, and decals on the side distinguish it from its more expensive brother. It was also lighter, which banished the excess body roll and the oversteer was controllable. With falling sales in 1993, a short-run Turbo S was produced with a rear wing, bonnet scoops and front spoiler. 0-60 was under 5 secs, the 3-litre engine produced 305bhp and had a 6-speed manual gearbox. The 968 Sport slotted between the CS and standard 968, a little less basic than the CS. These cars helped pull Porsche from the doldrums. This is a book of contemporary road and comparison tests, specification and technical data, new model introductions, driver's reports, buying used and history. Models covered include Sport, Club Sport, Tiptronic, Turbo S. Coup\142, Turbo S. Cabrio.

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