

PORSCHE 968-CS



|GP INSIGHTS

MEET THE DRIVERS

Arno Albert

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As we celebrated our Track Day Premier in 2019 in Mettet, Arno was one of the first people to book - and his Porsche 968-CS straight away a highlight in the paddock!

That is why I am extremely happy that Arno is now the first guest in our new series "Meet the Drivers"! Of course it is a shame that we cannot sit together and have a chat due to the current Covid-19 pandemic.

Hi Arno! It is a pleasure to have you as our first guest for our "Meet the Drivers" premiere! It would be great if you could tell us a little bit about yourself! When did you start getting into motorsport?

It has been quite a while - I am into motorsports since 1982 to be exact, so well before your time! It all started with motorbikes - Horrex Cup and several types of endurance races.

Around 1985, I started to get into car racing.



At first, I was mostly using my De Tomaso Pantera GTS for Track Days. In 1990, I used a Porsche 911 F RS - with an RSR engine (3.2l and 290hp) specifically for Porsche Track Days as well as several different Oldtimer Rallies.

As you know. I still love to drive on Track Days with many different cars. However, my yellow Porsche 968-CS is definitely used the most!

From several talks we had (e.g. while drinking a nice bottle of wine in Dijon), I know that you participated in some professional events. I would love to know which ones and whether there are any events that you especially remember?

I participated in several AvD-Histo-Monte-Rallies (Probably one of the hardest "Winter"-Rallies for Oldtimers). A highlight was definitely 2001. Driving my 911 RS, I managed to finish 3rd in the overall ranking and 1st in our respective class which was a great success for me.



In addition, I always loved doing Porsche Days and the airport race in Mainz-Fintzen (Germany)!

Next to your yellow Porsche 968 (we will get to this in a moment), there are some other extraordinary cars in your garage. Can you give us a little overview?

It all depends on what I am doing! To relax and just enjoy a drive around the countryside, I got a Mercedes Benz Ponton 220 (from 1955) and a Ponton 190 (from 1956).



For a more sporty and focussed driving experience, I love getting into my De Tomaso Pantera, which I already own since 1984. With 6,500cm³ and around 450hp, this car just screams muscle and power - without the usual technology overload. The only driving aid is the brake servo. To me, the perfect recipe for a pure driving experience.



On top of that, there is a Porsche 944 Turbo Cup (from 1988) that I used for several Trackdays, a Porsche 928 GT (from 1989) as well as an Alpina B6 E30.

We cannot forget my Artz Porsche 928 S - a car extremely close to my heart! My Opel Artz Senator as well as Sciwago are currently being restored.

I guess that most people never heard about your Artz Porsche (Golf). Can you tell us a bit more about the car?

Only two Artz Porsche 928 S or "Nordstadt Golf" were ever built, making the car so special!

Initially, they used a crashed Porsche 928, removed the chassis and then "bolted" a Golf MKI chassis on the subframe - all handcrafted of course! At the end, they needed more than 1,500 man hours to complete the car.

The car is 21cm wider and 25cm longer than a standard Golf MKI. My car was built for racing driver Louis Krages. Porsche Factory Driver and winner Le Mans



who tragically left us in 2001.

Through targeted "advertising" and several documentaries, the car has been transformed into a true myth across the entire VW and Porsche-Scene. For me personally, the car is still as fascinating today as it was when I first bought it!

With its V8 engine without any unnecessary silencers and cats, the car offers a very special sound experience on the road. I think this [video](#) gives you a good feeling of what it feels like driving the Artz Golf.

300hp and around 400nm of torque are well enough to have a lot of fun as well. Obviously though, the car is not for Track Days!

Now we have to talk about your 968 which has joined almost all of our Track Days! Can you tell us a bit more about the history of this car?

The car was built for a client by Porsche in 1992 and optimised for Endurance-Racing.

After a catastrophic engine failure in 1994, the car has been retired and not been used or moved for around 23 years!

So after buying the car, I first had to rebuilt it completely. Since then, I have been regulary it for Track Days and other motorsport events!

Last year mostly in Mettet, Bilster Berg and of course on the beautiful circuit in Dijon - luckily only with very few technical issues. For its age and especially the beating that it regulary takes on track, the car is extremely reliable! At the moment and after the intial rebuilt, the car has just

around 10,000km on the clock.



We are not fighting for the win or trying to set new lap-records after all!

You can look back at many years of active motorsport. Have you every experience some critical situations on track? Or did anything go well so far?

If you do not push yourself to the limit, you will usually not experience many critical situations. It is how you deal with the aftermath and whether you truly analyse the situation after something has happend. Nevertheless, fear has no place on a racetrack - it is respect you need to have.

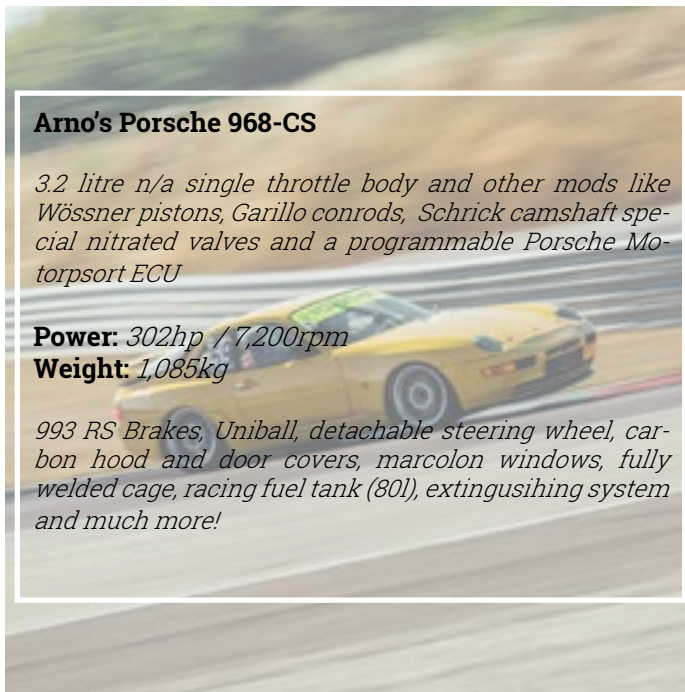
In more than 35 years of motorsport I never experienced a heavy crash. It seems like my guardian angel is a quick one!

During our last Track Day at Bilster Berg, you had the chance to try the new Porsche Cayman GT4 Competition. How does a car like this compare to a "classic" racecar? What do you prefer?

The Porsche Cayman GT 4 is a great car and drives beautifully! I have to admit that while having more oumpf, the car feels a lot heavier compared to the 968. In the end, modern race cars are a bit "too perfect". With lots of intrusion and warning lights flickering here and there.

I love the unfiltered sound and pure driving experience of old cars without any interference - the only driving aid I really like is a well configured anti-lock system.

The 968 is definitely less refined but the fun-factor is unrivalled. For me and especially for Trackdays, the feelings and emotions are most important things.



Arno's Porsche 968-CS

3.2 litre n/a single throttle body and other mods like Wössner pistons, Garillo conrods, Schrick camshaft special nitrated valves and a programmable Porsche Motorsport ECU

Power: 302hp / 7,200rpm
Weight: 1,085kg

993 RS Brakes, Uniball, detachable steering wheel, carbon hood and door covers, marcolon windows, fully welded cage, racing fuel tank (80l), extinguishing system and much more!

Of course you can always suffer some technical issues. For example during the last Track Day in Dijon, where I had a problem with the venting of the fuel system which ultimately led to a spin. Luckily nothing happend and a few broken parts can always be fixed!

One last question before we come to the end. If you could choose any car to drive on any track, what would you do?

I would either take a Porsche 956 to Spa or a Ford GT 40 to Dijon!

Arno, thanks a lot for your time! I am already looking forward to meet you on track during the next season!

[Here you will find an onboard lap of Arno in his 968 during our last Track Day in Dijon Prenois!](#)

