

# Porsche 908 KH

Up until 1967, Porsche nets innumerable successes in the smaller classes of all major prototype and sports car race series with engines up to 2.2-litres. From 1968, the factory squad targets overall wins in the World Championship. For the top sports prototypes category, the new type 908 is built. The race car is powered by a newly-developed, air-cooled, three-litre flat-eight motor with two valves per cylinder and initially 350 hp. While the previous model was fitted with 13-inch wheels, the 908 is shod with a 15-inch chassis which allows for larger brakes. The tyres also grow in width. The 908 short tail – or “KH” (“Kurzheck”) in German – features suspension-activated ailerons on the rear bodywork. During cornering, shafts from the lower suspension wishbone push the aileron on the inside rear edge of the body upwards to generate increased downforce. During acceleration or on straight lines the ailerons remain flat. In 1968, the new 908 KH Coupé wins its first race, the 1,000 kilometres on the Nürburgring. After contesting just four races and scoring one further win, the career of the factory-run 908 KH Coupé ends. For 1969, Porsche develops the lighter 908/02 Spyder.

Model Year:	1968
Engine:	8-cyl. flat
Displacement:	2,997 cc
Power Output:	259 kW (350 hp)
Weight:	650 kg
Top speed:	320 km/h