

POWER STRUGGLE?

Standard GT2 not quick enough for you? Well here's what Germany's leading Porsche tuners have to offer. **Words: Richard Middleton**

Power. In the wrong hands it can breed corruption; used properly it can yield extraordinary results. For those who believe that nothing exceeds like excess, here's what the Porsche tuners can offer to make your GT2 even quicker. The latest GT2 is an example of absolute power. Power that can, and does, corrupt. 530 savage Stuttgart horses sent through the rear wheels produces a sensation of acceleration that is as highly addictive as it is vivid. But the

very fact that the new 3.6-litre twin-turbocharged six is capable of even more has enticed the usual suspects from the Porsche tuning world to stake their claim in developing the ultimate incarnation of the beast. And, though we find it hard to fathom what your archetypal GT2 customer's motivations are behind wanting more from the 997 GT2's already blistering pace, there is obviously a viable market for such a product, so here's a taste of what's on offer ◊

CARGRAPHIC

Had circumstances proved different this may well have been the car you might have seen run in this year's closely contested sport Auto Tuner GP. Over the years we've driven quite a few offerings from the German-based Tuner, Cargraphic, and it has yet to disappoint. Hundreds of hours spent meticulously testing (as you may have read in last month's issue as we followed their progress up to, and including, the Tuner GP), translates into a final product that is usually nothing short of exemplary. We're yet to go over and test the latest in Cargraphic's line-up so, until we do, here's a teaser to whet your appetite.

Dubbed the 997 GT2 RSC 3.8, it's immediately obvious it's not just been a case of winding up the boost and fit a free breathing exhaust system to eek out extra zing from the GT2's already tarmac-scorching ability. Utilising Cargraphic's RS-Tuning power kit 6, the reworked engine produces a mightily impressive 670bhp, developed at 6750rpm, backed up by a thumping 639lb ft of torque available at 4000rpm, thus, eclipsing the standard car's power output of 530bhp and 501lb ft torque. It's common knowledge that a key stage in liberating more power from an engine is letting it breathe as efficiently as possible, which the RSC 3.8 does through the use of a high-flow sports exhaust system with a bespoke manifold and a sports air filter helping the GT2 gulp in vast amounts of air, enveloping the horizon in a manner that the standard car already achieves with staggering ease. With the increased volume of air and fuel circulating the engine's internals the ECU has to think and process data quicker. Consequently, Cargraphic has created a modified unit and a special new intercooler developed side-by-side with RS-Tuning, which reduces intake temperatures by up to 40 per cent. As well as an additional fuel pump kit, the turbochargers are modified items, available in either exchange or new outright sale. Larger 3.8-litre piston sets, con rods and modified valves and



cylinder heads complete the engine's extensive modifications. Cargraphic claims 0-62mph is dealt within 3.1 seconds and 125mph passes by in just under 10 seconds, with a maximum top speed, as academic as it may or may not be to the power-hungry customer, of 223mph.

With performance in mind, Cargraphic's creation is dressed in weight-saving carbon fibre. The bonnet, doors, mirrors, air vents and rear wings are all carbon items; wider front wings provide the necessary bodywork to accommodate wider front wheels and tyres. The aerodynamic enhancements of the front lip spoiler and splitters provide a useful 10kg of extra downforce – pretty handy with a top speed over 200mph. Riding on either 19-inch wheels or Cargraphic's Racing three-piece 20-inch items with fat 325/25/20 tyres on completely modified suspension at Cargraphic's Tuner Grandprix setting, it really looks the part. Other nice touches are the custom pedal set, lightweight interior carpet and lightweight seats with lowering kit. All these efforts go towards keeping the GT2's weight down as low as possible, making this the ultimate performance weapon.

Cargraphic can supply 590bhp and 615bhp power kits to the customer in a box, however the 636bhp and 670bhp 3.8-litre are in-house jobs as every engine is individually dyno'd.

Check out www.cargraphic.de for more information

