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NEW 911 GT3

FIRST DRIVE OF PORSCHE'S SENSATIONAL NEW ROAD ROCKET

40 YEARS OF THE 914



PORSCHE'S ORIGINAL MID-ENGINE ROADSTER REACHES 40TH MILESTONE



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Walter Rohrl was tasked with the job of demonstrating that Cargraphic's Airlift Suspension has no adverse effect on the car's performance



raising the bar

Is it possible to have a 911 with a lower sports chassis without compromising its practicality or any of its high performance attributes? Porsche tuner Cargraphic thinks so...

Renowned Porsche tuner Cargraphic has demonstrated that its revolutionary Airlift Suspension system has no negative effects on a car's handling and dynamic ability by asking Porsche-driving God Walter Rohrl to lap the Hockenheimring in a 624hp 911 Turbo fitted with the system.

First, Rohrl lapped the former home of the German Grand Prix in Cargraphic's GT RSC 3.6, fitted with its suspension partner Bilstein's conventional B16 adjustable coilover suspension. Then the Landau-based tuning company fitted its ride-height adjustable suspension system to the twin-turbo charged Porsche 911 and asked to Rohrl to set a second lap time.

Having set an ultimate lap of 1:54.5 on fresh tyres, B16 suspension and with the morning air temperature ripe for extracting the best from Porsche's six-cylinder masterpiece, Rohrl's first official lap in the afternoon with the B16 kit fitted was 1min 55.5sec.

An hour or so later, once the Cargraphic technicians had installed the Airlift Suspension on to the 911, the former World Rally Champion and Porsche test driver once again rolled out of the pitlane and on to the hallowed Hockenheim tarmac. An installation lap later and Rohrl was ready to roll, coming in at 1min

55.7sec, just two-tenths of a second slower.

Understandably Cargraphic's Thomas and Michael Schnarr were elated with the results which revealed that there are no negative effects to fitting its Airlift Suspension system to a 911.

"We were looking for a solution to the problem of having a lowered sports car that is also useable on a daily basis – especially encountering things like car parks with steep entrances," explained Cargraphic co-founder Michael Schnarr. "However, we didn't want to compromise the car's performance. We wanted to develop a suspension system that provided maximum convenience with the smallest possible sacrifice to performance."

Cargraphic's Airlift System works by inserting an air cushion underneath the suspension camber plate of Bilstein's B16 coilover suspension leg. A miniature compressor then enables the car's ride height to be raised by up to 55mm at the touch of a button.

The system can also be fitted to cars with OE suspension and models that don't have Porsche Active Suspension Management.

For further information and details of Cargraphic's Airlift Suspension log on to www.cargraphic.de or call +49 (0) 636 488 088. Alternatively, in the UK speak to Parr Motorsport www.parr-uk.co.uk or call the company on +44 (0)1293 537911.

