

Power Ranger



**THE SPEC SHEET:
CARGRAPHIC GT RSC 3.6**

ENGINE >> Six-cylinder, 24-valve, petrol, twin-turbocharged CAPACITY >> 3600cc MAX POWER >> 615bhp @ 6500rpm MAX TORQUE >> 623lb ft @ 2500-4750rpm 0-60mph >> 3.6 seconds TOP SPEED >> 200+mph WEIGHT >> 1435kg PRICE >> £35,000 (engine conversion)

WE LIKE >> 0-100mph in 7.1 seconds
WE DISLIKE >> Speed limits. Why does power have to be so expensive?
VERDICT >> Buy a secondhand 911 Turbo and this engine conversion. You won't regret it

911 Turbo not quick enough for you? Perhaps we could suggest the Cargraphic GT RSC 3.6. All 615bhp of it. Words: Stuart Gallagher Photography: Max Earey

They do things differently in Germany. Where it's perfectly safe to do so they'll let you drive as fast as your brave trousers will allow. They serve beer in the correct glass. Mullets and stone washed denim are seen as the latest fashionable styles. And when they tune a performance car they do it with a level of precision and professionalism that's unparalleled. This carbon fibre-clad 911 Turbo is a perfect example.

It's been built by Porsche specialist Cargraphic for its entry into the 2008 Tuner Grand Prix (where it finished second), but to demonstrate that this is no circuit queen the German tuner has driven it from its base near Stuttgart all the way to Bedfordshire for us to have a go.

A brief run through the spec shows a number of juicy highlights: 150 kilos lighter than a regular 997 Turbo; carbon fibre front bonnet and wings (which are wider, too), carbon doors complete with the factory side impact protection system, carbon wing mirror housings... oh, and a 3.6-litre twin-turbocharged flat-six that now delivers a monster

615bhp thanks to a pair of a modified VTG turbochargers, stainless steel exhaust, new intake and a suitable remap to control it all. That peak power is punched out at 6500rpm and complemented by 623lb ft of torque from 2500 through to 4750rpm. To save you the maths, that works out at over 400bhp-per-ton. It's delivered through the 911 Turbo's standard six-speed gearbox and Porsche's four-wheel-drive system, the only modification being a racing clutch.

The extent of the weight saving diet Cargraphic has put the 997 Turbo on is evident the moment you clap eyes on the carbon weave in the front wings and nearly pull the lighter door off its hinges. But just how fast is this thing?

4500rpm, first gear and with a smattering of wheelspin and wiggle from the hips the RSC is off. Grab second gear quick enough and you'll hit 60mph in 3.6 seconds, which may be identical to a time we've achieved with a stock 911 Turbo but today the conditions aren't perfect. Anyway, it's when the big numbers appear that the full force of

Cargraphic's efforts make themselves felt. You'll hit 100mph in 7.1 seconds (0.8 seconds quicker than a GT2, 1.3 faster than a Turbo) and continue through to 160mph in just 18.4 seconds – 4.6 seconds before a stock 911 Turbo reaches the same speed.

In-gear times are equally mind bending. From 70-90mph in third takes a mere 1.5 seconds, from 90-110mph in fifth 2.3. Our advice is don't pick a fight with Cargraphic's GT RSC...

Thankfully this is not just a car that relies on its straight-line speed to grab your attention. The chassis has been honed under the watchful eye of Bilstein (dampers) and H&R (springs) and has resulted in a big power 911 that remains as compliant and controllable at the limit as any factory car with nearly half the go-go juice. The ride won't shatter your spine, either, and within a short time behind the wheel your confidence builds sufficiently to start to play with the power on hand and make use of an engine that delivers over double the power output of the first 996 Carrera. Can you tell we think it is really rather good? 🏁

