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25 years of pushing the limits

In its anniversary year, Cargraphic is looking in the rear-view mirror

The car tuner **Cargraphic** has been keeping its entrepreneurial foot on the accelerator for 25 years. Over this period, the lights in the management office of the company founders Michael and Thomas Schnarr have often only been switched off long after closing time. Both brothers are, however, convinced that the hard work has been worth it: since 1985 it has been their goal to tune vehicles in such a way, that they don't just look faster, but also represent a real increase in performance. And as the normal supplier market was not sufficient to meet their needs, the tradition-rich company from Landau has been constructing its own stainless steel exhaust units since 1990. Eight years later the independent production of one and three-piece light metal alloys begun: in the tuning market dominated by license and external production, this represented a real USP. Can so much expensive attention to detail be worthwhile, while others are able to simply replace the company label with their own? Anyone who has looked in the rear-view mirror of the last twelve months would soon be in no doubt.

100 km/h in just three seconds: one of the fastest acceleration times of a road car was achieved in 2009 by a 624 HP **Cargraphic 997 Turbo GT RSC 3.6**. In the high-quality sprint competition with the imperious title "0-300-0" which comprised some vehicles that were more powerful, the aim was to go from zero to 300 km/h and back. Even up to a speed of 200 km/h (in 9.1 seconds) neither a competitive Porsche nor a Koenigsegg CCX-R was able to keep up with the car from **Cargraphic**. But there is one small piece of bad news: between 200 and 300 km/h a Geiger-Ford-GT was able to pull away from it slightly, after all it does have 166 HP more under the bonnet. On the other hand intelligent light construction is able, to compensate the extra power of an opponent to a certain extent. The above-mentioned **Cargraphic** vehicle proved this in a comparison of tuned Porsche Turbo cars by the English magazine Porsche World (4/09). At over 150 kilos lighter than

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the series standard, the Landau car accelerated faster than almost all other Porsche cars. Only one competitor, which had over 100 HP more, was at the end able to gain a slight advantage in the acceleration test. On the other hand a **Cargraphic Porsche Turbo** clearly outscored a corresponding competitive vehicle in the Swiss Auto Illustrierte magazine (11/09). The fact that fast cars are about more than just figures, was demonstrated by their extremely emotional conclusion about the bolt from Germany: "The masterpiece, which leaves a taste of motorsport in the air, captivates and stimulates our nervous system." The comment would have also suited last-year's Tuner Grand Prix, where **Cargraphic** has been a fix presence for years and has enjoyed many overall wins. In 2009 the company sent a **Porsche GT3 RSC 4.0** to the race, which pulverised the times of all competition in the GT naturally aspirated class with a time of 1:09.748. In addition a **Cargraphic 997 Turbo GT RSC 3.6** achieved the best time for a Porsche turbo with 4WD with 1:08.641 and the second best time in the top level category.

Even rally god Walter Röhrl was impressed by so much speed. In 2009 he took a seat in a **Cargraphic 997 Turbo GT RSC 3.6**, in order to check the performance of the pneumatic height compensation **Airlift Suspension**, which was developed and applied together with a **Bilstein coil-over suspension**. The conclusion of the transparent test was: the everyday usability is considerably improved, without even losing one tenth on the race track. The sports performance potential of a car has always been one of the most important driving forces at **Cargraphic**, which is why motorsports customers are some of their main clients. It is therefore no wonder that the customizer is also known as "The Performance Company". In 2009 equipment from **Cargraphic** was not just used in the Porsche Sports Cup and the Porsche Club Historic Challenge, but also in the legendary 24-hour race on the Nürburgring. With a final position of 16 out of 178 participants and 3rd place in the private classification, the **RDM-Cargraphic-Logwin Racing** team was able to cause a real surprise at the Porsche 997 GT3 Cup. The benchmark for the anniversary year is therefore set high, but this is no reason for Thomas and Michael to let up. After all, passion wants to be fuelled.

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