

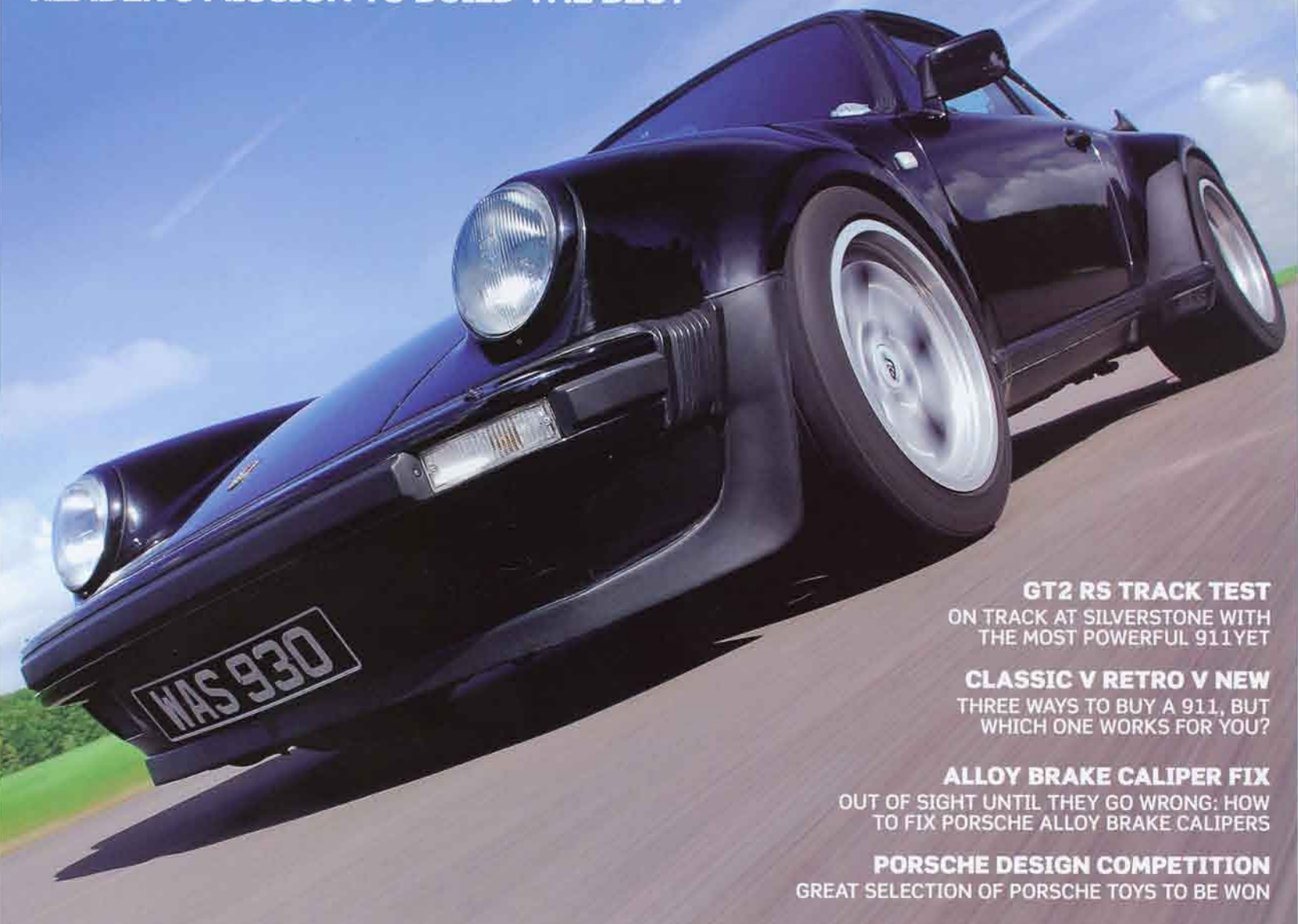
911 & Porsche

December 2010 www.g11porscheworld.com *World*

THE ULTIMATE 930 TURBO?

BACK IN BLACK

THE TRIALS AND TRIBULATIONS OF ONE READER'S MISSION TO BUILD THE BEST



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CLASSIC V RETRO V NEW
THREE WAYS TO BUY A 911, BUT WHICH ONE WORKS FOR YOU?

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OUT OF SIGHT UNTIL THEY GO WRONG: HOW TO FIX PORSCHE ALLOY BRAKE CALIPERS

PORSCHE DESIGN COMPETITION
GREAT SELECTION OF PORSCHE TOYS TO BE WON

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LEAVE WELL ALONE OR GET STUCK IN?
SPLASHING OUT ON AN EARLY 996



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CATCHING UP WITH:

BJORN STRIENING



SpeedArt owner and founder, and unreconstructed horsepower addict Björn Striening explains his passion for tuning

How old are you and where do you live, and work?

43, in Rutesheim, Germany, located between Stuttgart-Zuffenhausen and Weissach. **What was your big break into the motor industry?** I got my driving licence when I was 17 years old and from that point on I worked with cars as a hobby.

Summarise your career

As a student I worked part time in a car workshop where I got a lot of technical background and knowledge. After my studies I worked for a Porsche tuner and in 1999 set up SpeedArt.

Are you a petrolhead?

Yes. The combination of business and a hobby gives me so much inspiration.

What was your first car?

A Volkswagen (almost a Porsche).

What was the first Porsche you ever drove?

A 911T from 1973, also the first Porsche I owned.

Which Porsche past or present do you like best?

The best is always the latest one because of the innovative technology. For me it is the 997 Turbo PDK, from the classics I like the 928 and 993 Turbo the most.

What car do you drive daily?

SpeedArt BTR-II 650 EVO.

What gets you out of bed in the morning?

To realise my dreams.

What has been the biggest challenge in your working life?

To make an almost perfect car even better, the technical requirements are getting harder every day.

What events have stood out as the best in your working life?

We keep the lap time record at Hockenheim for street legal convertibles and at the Nürburgring GP circuit for the fastest 997.

PORSCHE ACHIEVES RECORD TURNOVER

The days of stratospheric profits made as a result of Porsche's share dealings in VW are gone, but the carmaker is still doing very nicely thank you, reporting the highest turnover in its history. In the financial year ending 31st July 2010

it grew 18 per cent to €7.79bn (about £6.8bn) compared to the previous year.

Porsche has not yet revealed the actual 2009/10 profit figure but it is clear that it is fast recovering from the recession with sales up nine per cent to 81,850 and production rising 16 per cent to 89,123 (sales peaked at 98,652 in 2007/08). Chairman Matthias Mueller predicted more of the same, saying 'Porsche will also follow up the positive trend in the current business year.'

Nonetheless the figures reveal a sea change in Porsche's model mix.

The growth was driven by the Panamera, over 20,000 of which have been sold since its September 2009 launch, slightly ahead of the 911 total for the full financial year, which was 27 per cent down. Even though Cayenne sales were down 13 per cent the SUV was the most popular Porsche, with close on 30,000 sales.

Porsche continues to develop emerging markets outside the core European and North American territories. Sales in China for example were up 48 per cent to 11,724.



BEEFED UP PDK 'BOX

SpeedArt has engineered a sturdier version of Porsche's PDK automatic/sequential seven-speed gearbox for the 911 – and claims to be the first to have done so. The Stuttgart tuner has increased the number of rings in the multi-disc system from six to eight, reckoning the new setup capable of handling a third more torque.

'We realised that the normal PDK is not constructed for torque over 820Nm [605lb ft] and power uprates over 600hp,' said SpeedArt boss Björn Striening (see "Catching up with"). 'Especially when using the launch control, the multi-discs in the gearbox cannot transmit the increased power, the rings will spin and heat up too much.'

He claims of his product: 'This is a really big step forward if you like to get maximum power out of your 997 Turbo or Turbo S.' The uprated



gearbox is used in the firm's BTR-II 650 Evo, pictured here. SpeedArt UK's agent, Design 911 is based in Forest Row in Sussex, at www.design911.co.uk

* SpeedArt has devised an upgrade for the Porsche Cayenne S Hybrid. The vehicle's electric motor is left untouched, instead the SpeedHybrid 450 pack gives the V6 a rechip and a 69bhp power increase to 397bhp (443bhp when combined with electric power). This quickens the already rapid 0-62mph by half a second to six seconds dead while top speed goes up 14mph to 158mph. The electric mode is unaffected by the modification, SpeedArt says. A SpeedArt sports exhaust for the Hybrid (and Cayenne Diesel) featuring a sound switch for a sportier noise is also available.



Gemballa boss found dead



Seven months after disappearing while on a business trip to South Africa Uwe Gemballa has been found dead near Pretoria, believed murdered by a criminal gang. Gemballa, the Stuttgart-based Porsche tuning company he founded three decades ago went into receivership in 2010 following financial difficulties, and Gemballa himself was reportedly under investigation for tax evasion.

The company was relaunched in August by new owners who purchased the rights and assets from the administrators, and is operating out of Gemballa's existing premises. It declined to comment on Gemballa's death.

RETRO RADIO FOR 911

Want modern features from your classic car's sound system but also to retain a period, Porsche branded head unit? Now you can have both, with the Porsche Classic Radio Navigation System, which fits into the original radio location of older pre-1977 911s. It costs €595 (about £520) which seems reasonable for a Porsche part, and those interested should in the first instance contact an Official Porsche Centre.

