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911 E
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TECHART PANAMERA
Super saloon gets a luxury makeover



SPEEDART PANAMERA
4-door coupé transforms into 650hp beast



911 2.7 TARGA
We take a '75 911 on the perfect coastal drive

SUPERCHARGED HYBRID

Porsche specialist, Speedart, has wasted no time in sinking its teeth into Porsche's first hybrid-powered production car, the Cayenne S Hybrid, and has created the Cayenne speedHYBRID.

Perhaps wisely, Speedart has left the Cayenne's electric motors well alone, but it has set about the car's 3.0-litre supercharged V6 petrol engine, tweaking its induction and exhaust system as well as diving into the ECU. The result is an additional 70hp added to the standard 333hp output, which – when combined with the electric motor's 47hp – provides 450hp, which isn't to be sniffed at. The engine's torque output is also

increased to 420lb ft when using just the petrol engine (up from 324lb ft), and a whopping 523lb ft when combining both electric and fossil fuel power.

As with the rest of the Cayenne range, Speedart also offers a range of interior and exterior styling packages, wheel upgrades and exhaust packages for Porsche's latest SUV. And the company has also developed an electronic lowering kit for the car's optional PASM air suspension, which is available now.

Further information regarding cost and fitting details are available from Speedart direct at www.speedart.de or by calling +49 (0) 7152 901100.



FUCHS LOOK FROM PS AUTOART

Porsche specialist, Paul Stephens, has released a new range of classic Fuchs-style three-piece alloy wheels for its PS Autoart range. The wheels are the result of nearly two years of careful development and are designed to recreate the style of the classic 911 Fuchs wheel but are made using the latest processes and materials to create a motorsport-spec wheel that is both light and exceptionally strong.

Stephens comments: "There are a number of classic-style wheels already on the market, but our wheels are unique. The centres are precision-machined from solid billet and the

rims are aluminium. The three-piece design means they are available in a massive range of fitments, with diameters from 15- to 22-inches mated to any width and any offset you need. We can individually make them to fit any five-stud Porsche, from the 1965 911 right up to all current new models, but also other five-stud cars, so they could also be made to fit classic and modern VW group cars, among others.

The centres can be painted in any shade you choose, stove enamelled or finished in the classic style with the spokes anodised. The rims are

anodised too, rather than machine-polished, to ensure a better resistance to corrosion and a more authentic appearance, as well."

A set of 15-inch wheels will typically cost £1795 (plus VAT), with four 19-inch wheels costing typically £2995 (plus VAT), and each set is absolutely bespoke to each customer.

The wheels work perfectly on older models and would be particularly suitable for models needing wider rims with

deeper offsets, such as RSRs or STs, but also offer a real retro twist to a modern 911.

Further information, call 01440 714884 or visit www.psautoart.com.



Speedart has taken Porsche's grown-up executive express and turned it into a head-turning big-power missile.

Story: Dominic Holtam Photography: Max Earey

The Panamera can look understated in certain colours, and it can look a bit formless when running smaller wheel diameters. I'm sure that's appealing to some business users – they might want all the go but none of the show. They might want to blend in while enjoying the effortless performance and luxurious interior. But some people don't do discreet and for them Speedart really has obliged.

This latest offering from the Leonberg

concern is a real transformation. We're used to seeing lairy 911s but somehow the effect when applied to the Panamera is more shocking. In fact, it looks pretty bloody spectacular.

The PS9 AeroKit consists of a front chin spoiler, side skirts, rear diffuser, rear air vent and rear spoiler. Tucked into the arches are 22-inch LSC forged three-piece wheels. The matt black spokes are set off nicely by the polished rim and wheel bolts, while the massive (standard) anchors and red callipers show clearly through.

Rubberwear comes in the form of 265/30 and 305/25 section Continental SportContact 3s. The kit does add some definition to the slippery profile, seeming to extend the long bonnet and muscle up the haunches

And if you thought the craziness ended with the aero, wait until you open the door. The guys appear to have heavily over-ordered the red carbon fibre. I'm kidding, of course; this machine is a show-stopper – designed to offer eye-popping visual clout at motor shows and in

This machine is a show-stopper – designed to offer eye-popping visual clout at motor shows and in the showroom. And it works



the showroom. And it works. The rich, lustrous finish to the trim oozes quality, while there are alloy accents with the steering wheel and pedals. Rich, soft black leather is given a bit of a zing with red contrast stitching and that same shade is used for the dials. Fit and finish is factory standard, as you would expect. Oh, and talking of the steering wheel, the 365mm sport job can be ordered to include the paddle-shift in aluminium and leather for PDK-equipped cars.

Performance-wise, this car is only running a uprated induction and exhaust system at the time of our test, so while the noise of the V8 through the quad 100mm tailpipes is fruitier than a bag of apples, there is negligible increase in thrust. But by the time you read this however, the company is hoping to have an array of internal improvements, culminating in a 650hp monster signed off for production.

In fact, popping the bonnet reveals that the cosmetic upgrades for the engine are already complete. The PS9-650 badging for the cam

covers and plenum, along with more funky red carbon fibre, offers aesthetic enticements.

The hardware will add modified turbochargers and bigger intercoolers to the induction exhaust system (with high-flow catalysis) to offer up 650bhp and 656lb ft (890Nm) of torque. That represents gains of 150bhp and 140lb ft over the stock Panamera Turbo – a car already capable of 0-62mph in 4.2 seconds and a top speed of almost 190mph.

As a consequence, this machine feels immense on the road even without the added clout. There's plenty of weight through the steering wheel and you are grateful for the adaptive suspension. You need to have it softened right off to retain calm in the cabin. The massive wheels do compromise the ride comfort significantly, adding a bit of jiggle and shake over anything less than a perfect road surface. Of course, if you are going to take this route with your Panamera, that's really not going to be a great concern I shouldn't imagine.

The upgrades aren't cheap. The aero kit comes in at €10,360 (plus any local taxes) and the engine-work will set you back under €30,000. Those 22-inch rims are the best part of €8500, while the interior carbon option adds another €9000 to the bill. That's before you start totting up the carbon vents, mirror caps, the Speedart wheel, the custom dials – or the small matter of a Panamera Turbo upon which to put everything. The butcher's bill, once you have added VAT, comes to a very hefty £190,000 (€231,000).

Lotto-winner price tag aside, I have to say I rather enjoyed my time with the Speedart Panamera. I'm a sucker for high-performance luxobarges and the Panamera is a new breed of sports-limo. But the extra racket and the lairy looks make the Speedart PS9 a total head-turner everywhere it goes. I can't wait to try it once the full engine upgrade has been installed – it should be an extremely quick car indeed. As my old chairman used to always say: if you're gonna be a bear, be a grizzly ☺