Autobahn Ambition

The PORSCHE Tuner Magazine

2009 Summer Issue

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Autobahn Ambition
The PORSCHE Tuner Magazine

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2010 997 GT3 Preview

Does More Technology Dilute its Purity?

By: Kevin Sims
Photos By: Porsche Press

Porsche's spiritual successor to the purist 911, the GT3, for 2010 is promised to be a more potent *renn tool*. But, the question on most people's mind is whether the GT3 is following the direction of BMW's M3 and becoming a race car disguised yuppie-mobile. Race on Sunday, then sell to bonus check cashing race followers on Monday to drive to work. The most direct answer seems to be an astounding "Perhaps".

After reading about the upcoming GT3, it's easy to see why. New features such as dynamic engine mounts that stiffen during hard driving and soften during mundane usage is the most clear cut evidence to the GT3's soul transformation. In addition, the 2010 model is set to have the Porsche Stability Management (PSM) as standard equipment. The optional inclusion of an on-board air compressor that lifts its front-end roughly an inch to ease parking lot ingress are yet other examples of tech stuff not needed in a purist's car.

Let's not get too critical though. According to the specification sheet, all this

The 2010 997 GT3 continues as the spirtual successor to the '74 911 Carrera through its lighter weight and race-bred 3.8 liter engine. Missing from the new model is DFI.

gadgetry does not raise the car's weight. At 3,075 lbs, the new GT3 burdens its engine with the same poundage as the previous car. Impressive! What purist goodies the new GT3 does have is an extra 20 ponies that brings its power delivery to a healthy 435 hp. Torque is bumped up to 317 lbs/ft at a higher RPM of 6250 as compared to 300 lbs/ft @ 5500 RPM. All this extra exuberance is credited to a bump in displacement from 3.6 to 3.8 liters through a minor bore widening. The engine's Vario-Cam system is now pulling double duty by altering the camshaft's timing and duration for both its intake and exhaust valves. The lack of DFI is rather surprising but remember, the GT3 and 996/997s have always had engines from separate designs. Instead, the GT3 owner will be rewarded with a real dry-sump lubrication system for their DFI sacrifice. In high g-corners at the track, they will appreciate a more race worthy powerplant.

Weissach engineers were able to stiffen the GT3's spring and anti-roll bar rates thus improving stability at "crazy person" speeds and driving conditions. Advances in the Porsche Active Suspension Management (PASM) system enabled the stiffening while not making the ride bone-jarring during normal driving. Lessons learned from the 2008 GT2 enabled engineers to mirror its PSM mapping to further encourage stability and traction control. Based on the last GT3 we drove, these are welcome improvements.

Aerodynamics for the 2010 GT3 is more focused on downforce. A new front and rear end aid in this endeavor while providing a new look that actually flows easily on the eyes. The result is a slight increase in aerodynamic drag, 0.32 vs 0.29 for the old, but we are told that downforce is nearly increased by half. Not a bad trade-off – a big time grip increase with a minor slip decrease.

Porsche claims the 2010's biggest difference is its noticeable increase in mid-rpm torque. Track drivers will enjoy the resulting improvement in acceleration, 0 to 60 in 4.1 seconds, while the yuppie will like the car's superior drivability.

The GT3 still appears to be purist, but appeals to a broader market. We look forward to making the final judgment when the car is released in the fall. ***AA***

GT3 *Specs*

Engine Type
Watercooled, rear mounted, "Boxer" 6-cylinder of aluminum construction. 4 overhead camshafts with 4 valves per cylinder and VarioCam. Real Dry-Sump Lubrication

Engine Management
Motronic with 6 coils, sequential multiport injection

Displacement: 3797cc

Bore: 4.04 in **Stroke**: 3.01 in

HP: 435 @ 7600 RPM

Torque: 317 @ 6250 RPM

Compression Ratio: 12.0:1

Output per liter: 115.3 hp

Transmission: 6-speed

Curb Weight: 3,075 lbs

0-60 in 4.0 sec; 194 MPH

24 Hours of LeMans

2009 Porsche Race Preview

By: Lenny French
Photos By: Porsche Press

The 77th running of the 24 Hours of LeMans on June 13th to the 14th will see Porsche competing in three classes; LMP2, GT2 and two of their factory drivers will compete in LMP1 by hitching a ride in an Audi R15 TDI.

"With a double victory at its debut last year, the RS Spyder proved to be fast and reliable. In the GT2 class, we are even better represented than in 2008, with five 911s instead of three. Having Timo and Romain in the LMP1 car, we have two of our drivers, who are amongst the best sports car pilots in the world, who can even fight for overall victory," says Hartmut Kristen, Head of Porsche Motorsport. "With this diversity we can travel to La Sarthe with great optimism. We are aiming for class wins for the RS Spyder and the 911 GT3 RSR."

In LMP2, the customer teams of NOVI Team GOH from Japan and the Danish Essex team will represent Porsche. Factory works driver Sascha Maassen will accompany Seiji Ara, winner of the 2004 race in LMP2, and Formula 3 driver Keisuke Kunimoto for NOVI team GOH. On the Essex team, factory driver Emmanuel Collard will run with Casper Elgaard and Kristian Poulsen.

Porsche GT2 teams span the globe. From Germany, the Felbermayr Proton team will be the top team with Marc Lieb, Richard Lietz and Wolf Henzler. Next up is the French team of IMSA Performance Matmut with two 911 GT3 RSRs. One car will have the driver line up of Raymond Narac and factory drivers Patrick Long and Patrick Pilet. IMSA's next car will have the skills of Horst Felbermayr Jr., Horst Felbermayr Sr. and Michel Lecourt. Flying Lizard from the USA will campaign a GT3 RSR with Darren Law, Seth Neiman, and Jörg Bergmeister. Lastly, the Endurance Asia team from China, a first in LeMans history, will be piloted by Darryl O'Young, Philippe Hesnault and Plamen Kralev. *AA*

Hamann Stallion

German Thoroughbred Strutting with 630 HP

By: George Kaplan
Photos By: Hamann

Hamann Motorsports releases their interpretation of the 911 Turbo featuring style and performance indented for the "individualist" customer. Mostly known for their handiwork on Lamborghinis, Ferraris, and BMWs, Hamann provides their customers with race-inspired technology that transcends the purest track car concept into an autobahn cruiser with distinction. A Hamann is as eccentric in its design details as is its owner's tastes for the finer things in life. According to the Laupheim based firm, personality is as important as performance.

The Hamann Stallion is named after Arabian stallions for their reputation as having "Hot Blooded" temperaments and individualistic attitudes. The 997 Turbo based machine is said to cater to the same clientele as

the breed of horse - for those who like an adventure. Featuring a Hamann modified 3.6 liter boxer engine, the car packs a motivating 630 HP to the flywheel through the additions of two larger VNT (Variable Nozzle Turbo) turbochargers, a sport air strainer, a stainless steel exhaust system with metal catalytic converters and an entirely new engine management system. Customers are able to order a less powerful 480 HP engine, but what would be the point. More is always better.

The car breaks out from the gate to 62 MPH in a "derby" winning 3.3 seconds on its way to a maximum gallop of 223 MPH. Hamann points out that the car's performance is six tenth of a second quicker and roughly 30 MPH faster than a production 911 Turbo.

The source of the Stallion's enhanced "giddy-up and go" is not engine tuning alone. Hamann has lowered their car's roofline by reducing its windows and A-pillars height by 3.26 inches. According to their engineers, the nip/tuck is not a mere cosmetic alteration - rather a move to diminish the car's frontal aero-

The upward-swinging gullwing doors give the Stallion its exotic stance.

dynamic resistance allowing less strain on the engine's brute force. Reducing the numbers on the resistance side of the aero balance sheet gave Hamann room to focus on the car's overall stability at speed, while maintaining a lower than stock drag coefficient. They have employed an internally designed aerodynamic package that includes a front and rear skirt, a roof spoiler, an altered rear wing, and side spoilers between the axles to provide a claimed improvement in road grip. The package also provides the eyes with enhanced visual stimulation. The outcome is a car that stands out, but doesn't scream "Tuner Car." However, the press car's display of its "Stallion" nomenclature is up to personal taste.

Mechanical enhancements are made to further improve the car's handling and road holding prowess. Hamann incorporated its aluminum Edition Race wheels with the Stallion. The three-part wheels feature a black lacquered center with titan bolting and a gloss polished rim. In the front, the 8.5 x 20 size wheels boast 245/30 ZR 20 tires. Out back, the 12 x 20

Hamann Stallion Specs

Exterior / Aerodynamic

8cm lowered roof that includes the re-alignment of windows and the A-pillar to decrease air resistance and fuel consumption

Diagonally from the body of the car outward swinging gull-wing doors captivates by its extravagant design a particular stability

Additional downforce by front apron with included carbon cup-wings, rear apron with integrated diffuser, modified rear spoiler section, roof spoiler and roof air-scoop

Interior

Exclusive upholstery

Aluminium pedals and footrest

Exclusive floor-mat set in threaded perl velours

Interior-set clear-coated carbon

Technical Data

Engine: 3.6 L, flat-6 cylinder, bi-turbo

Power: 630 hp at 6,300 rpm

Torque: 597 lb/ft at 2,800 rpm

Acceleration: 0-62 mph in 3.3 sec

Maximum speed: 359 km/h

Engine Upgrades

HM630 Sportkit: variable turbos, sport air strainer, stainless steel exhaust with performance catalytic converters and optimized ECU

Performance

Lowered springs with special set-up

EDITION RACE forged 3-piece alloy wheels with titanium screw design

Front: 8.5 J x 20 w/ 245/30ZR20 tires
Rear:12.0 J x 20 w/ 325/25ZR20 tires

rims ride on massive 325/25 ZR 20 tires. Hankook provides the rubber for the car with their S1 EVO series tires. Hamann has designed its own sport chassis, but has not released specifics on the system.

The car's most distinctive styling attribute is its swinging gull-wing doors. Hamann has applied its proprietary gull-wings to a number of other cars, such as the new Lamborghini Gallardo LP560-4, with great success. With the Stallion, the swinging doors add an exotic element missing in the production 911 Turbo. Their diagonally outward motion distinguishes itself from the traditional Lamborghini "upward" scissor arrangement. During fuel stops, one can easily imagine the affect the doors will have on people. They will be a source of conversation everywhere the car is taken. The individualist will relish in such eccentricity. Hamann knows this and has executed it brilliantly.

The Stallion's interior provides its customers with selected leathers and sport seats that create an environment of sporting distinction. The press car's two-tone color treatment blends well with the car's exterior race stripping. Porsche logos are replaced with Hamann logos in a tasteful manner that calls out the car's exclusivity. Aluminum gear shift knobs and pedals add a nice touch that integrates with the rest of the interior. The result presents the flair of a high-end lifestyle.

With the Stallion, Hamann achieves its goal of developing a 911 Turbo based car that appeals to a more individualized customer. ***AA***

TechArt GTstreet RS

Tuner Grand Prix Tested and Triumphant

By: George Kaplin
Photos By: TechArt Press

TechArt plans to follow up its 2008 Tuner Grand Prix overall victory in 2009 by battling the best in European tuning. Established by Germany's Sport Auto Magazine, the Tuner Grand Prix started as a venue to test European tuner cars at a single location. Held at the famed 1.67-mile Hockenhiemring, the annual competition has grown to a full-fledged event. To make it absolutely decisive, the team with the best lap time wins to become the champ of Hockenhiem.

TechArt has been competing in the event since its inception in the 90's. They have rubbed fenders, so to speak, with the likes of Gemballa and Cargraphic. Prior to 2008, Cargraphic reigned supreme as they took home top honors three years in a row. With TechArt's 2008 victory, the mantle has been shifted and their GTstreet RS is the car to defeat.

Based on the Porsche 997 GT2, the GTstreet RS completed a lap at Hockenhiem in 1.06.811. That's astonishing when you consider a stock Porsche GT2 did it in 1.09:700. The GTstreet RS deserves its

Top: The GT-2 based TechArt GTstreet RS is more than a sexy looker, its a Tuner GP winner. Bottom: The GTstreet RS sports a 691 HP, 3.6 liter with bi-turbos.

respect as it sits atop a short list of big heavy hitters. Reviewing the GTstreet RS's performance stats reveals why. The factory GT2 darts to 60 MPH in a dashing 3.7 seconds, while TechArt's creation does it in a slightly quicker 3.4. However, it's after 60 MPH that the RS really shows its muscle. From a standstill to 125 MPH, the RS clocked a hair rising 9.9 seconds besting the GT2 by some 1.3 ticks of a stopwatch's tock.

What makes all this performance possible? Well, some first rate engineering by TechArt. As mentioned earlier, the GTstreet RS is derived from Porsche's most recent GT2. From their shop in Leonberg, Germany, they discovered that the GT2 provided a better tuning platform than the standard Turbo model. And this is not just because the GT2 weighs less with its rear-wheel drive design. There's more to it. The GT2 sports a higher flow rate with its larger diameter air intakes and superior twin variable turbine turbochargers. The GT2's reduced exhaust back-pressure also aided the power hunters in their pursuit. The factory GT2 enhancements allowed TechArt to start from a higher playing field. Nothing really had to be altered internally. The GTstreet RS even retains the stock engine's compression ratio of 9.0:1. TechArt employed their TA 097/T2.2 engine performance package that includes a sport air filter, an improved pressure sensor, an higher flow intercooler, higher performance headers, carbon sport pipes, a bypass flap system for the exhaust, an ECU with altered fuel and ignition curves, and lastly two TechArt modified KKK-BorgWarner VTG turbos.

The turbochargers work in unison with the headers to provide improved flow characteristics. The exhaust exit-paths from the turbochargers were also tweaked to gain efficiency. The result is an upsurge in boost from 20.3 psi for the GT2 to the RS's 23.9 psi. TechArt's technical magic wand produced an engine generating 691 HP at 7000 RPM while cranking out a healthy 634 lb-ft of peak torque. This is up from the GT2's 523 HP at 6500 RPM and a max torque of 505 lb-ft.

Aerodynamics received TechArt's attention through enhancements all around. The car's front end stability improved with a new front apron featuring

a revised carbon-fiber splitter. It functions with the RS's carbon-fiber hood, side sills, roof spoiler, a winged underside diffuser, and an adjustable rear wing raised above the car's roof line. The roof spoiler is designed to direct airflow more precisely toward the rear wing and its winglets. The whole aero system produces 22 pounds of downforce at only 88 MPH.

The GTstreet RS's brakes remain untouched from the stock PCCB ceramic-composite units while its suspension only received a new fully adjustable coil-over shock set-up. They didn't even need to lower the car to optimize handling. It seems the forks at Weissach had already optimized it. TechArt opted for a set of their Formula III wheels with 8.5Jx20 in the front and 12Jx20 out back. They wear Michelin Pilot Sport Cup Plus tires measured at 245/30 ZR 20 in the front and 315/25 ZR 20 in the tail.

With its enhanced grunt and a solid performance track record, we look forward to seeing if TechArt's GTstreet RS earns another Tuner Grand Prix title on June 27th, 2009. Considering the RS's might, the competition has the odds stacked against them. ***AA***

TechArt GTstreet RS

ENGINE: Rear-mounted, Water-cooled 6 cylinder, horizontally opposed engine, 3.6-liter capacity, twin-exhaust driven Turbochargers with 2 enormous TechArt intercoolers, air filter, exhaust & manifolds with an upgraded ECU.
Power: 691 HP @ 7,000 RPM
Torque: 634 Lbs/ft @ 4,500 RPM

TRANSMISSION: 6-speed gearbox with Limited-Slip

Body: Carbon-fibre front splitter, roof spoiler, carbon-fibre hood, side-sills, rear diffuser with wings, and adjustable rear wing

SUSPENSION: Bilstein adjustable coilover dampers

BRAKES: Porsche PCCB

WHEELS/TIRES: (*f*) 8.5x20 with 245/30 ZR20 (*r*) 12x20 with 315/25 ZR 20

PERFORMANCE: *60 MPH* - 3.4s
Top Speed - 217 MPH

TechArt GTstreet RS

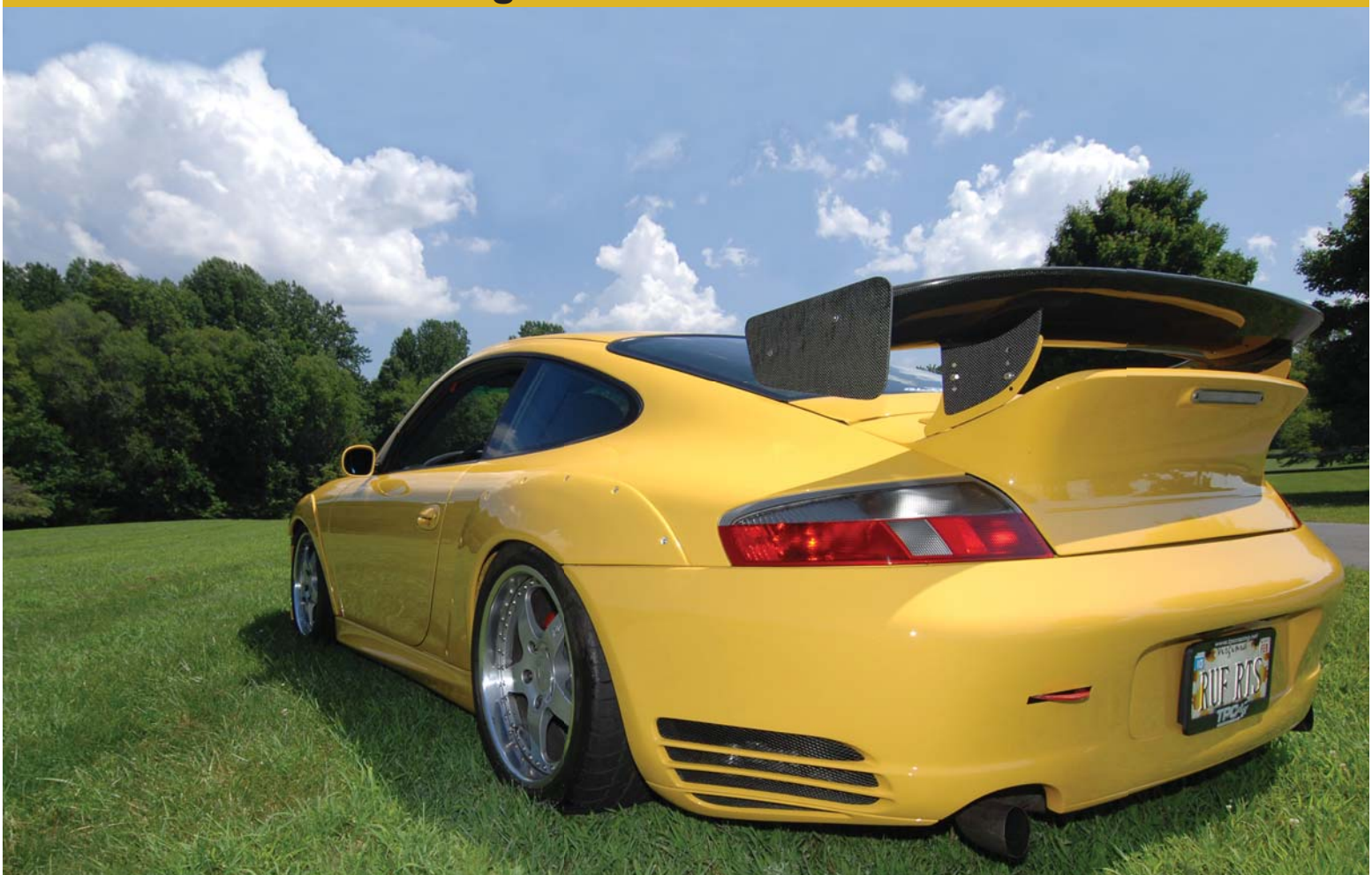
TechArt GTstreet RS - The GTstreet RS won the 2008 Tuner Grand Prix

TechArt GTstreet R - That is one bad ass looking rear quarter view. The “R” is to the standard 911 Turbo as the “RS” is to the GT2. Its All-Wheel drive distributes 600 HP

Ruf RGT Twin-Turbo

When a Ruf Isn't Enough

By: Kevin Sims
Photos By: John Squire



In the annals of Porsche tuning there is rarely an example of when enough tweaking is enough. At times one may believe that a Porsche project has reached that coveted "zen" state of when the privately-funded rocket slide has provided satisfaction. In must cases, however, a wife's impatience or budgetary reality usually brings the project to a conclusion. In all actuality, there is more power, better handling, more corner g-pulling ability or quicker lap times that's been dreamed up. Porsche tuning is an ongoing process. And sometimes for a few, the process never ends.

Such is the case of Gary Church and his Pfaffehausen-built love affair.

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Ruf RGT Twin-Turbo

To most a Ruf is in itself the ultimate dream – the final result of high technology and German engineering. Gary's passion lusted for more. He converted his RGT into one of the most notoriously storied tuner cars on the road. It's an example of what happens when desire has strong funding and reason is replaced with unabridged ego.

Luckily, in Gary's case, his wife Betty was pouring high octane race fuel on the fire. She is herself a past PCA Potomac Regional President, Newsletter Editor, and Instructor. The couple has a well-balanced partnership in speed that would leave most car guys extremely envious. It's fair to say they are both gear-headed speed freaks and the result of their collaboration is this motorized instrument of intimidation.

Betty told us that her love of passing cars definitely influenced the project. The idea of adding more power was never turned down. The Church's desired a car that they could drive to the track, win, and then drive home in complete street car luxury. Their initial purchase of the RGT was followed by a few years of track usage. But as the car gained in years, the Church's wanted more and a long pursuit for power started with a finish line not really in clear view.

After a breathtaking drive in the "completed" car, we can surely attest that the Church Ruf RGT Twin-Turbo is a colossal road weapon. During our drive, we encountered a Ferrari Enzo. The resulting duel left the Italian out pranced and its driver a little bewildered. The car grows in speed as fusion builds in heat. Acceleration is abrupt and the car's connectivness to the road transparent. Its chassis absorbs lateral loads as though they don't exist. With such strong rigidity, the frame allows for the engine's full magnitude to be explored exiting any apex. The car's suspension is as balanced as a rear-engined car can be. Its ride, which is a bit harsh, goes down like a good shot of Tequilla – smoothness with a bold hint of bite. Oh yes, this car is not for the timid; however, for the confident pedal pusher it supplies oodles of pleasure. The rules of road in this machine are to strap in, hold on, and let the smiles grow wide.

We are thrilled to have a conversation with Gary Church about his personal expression of speed.

For Gary Church, a Ruf RGT was simply not enough. He enhanced his Ruf further with a 2002 Sportec modified, 3.6 liter engine with Twin-Turbos. More is always better.

>> What began the saga of your car's ownership experience?

Gary Church: My original plans after selling my 993 Cup Car was to buy the then rumored 996 GT2. I spent a reasonable amount of time on the phone with PCNA to find as much as possible about the car. My initial conversations indicated that the new GT2 would have been priced at about $150,000 US. To my surprise, I discovered that the GT2 was going to be actually $180,000 when I attended the Detroit Auto Show. As it turned out, PCNA did not know the actual price until immediately prior to the show. They were quite apologetic. After some discussions with them I determined that the GT2 was going to be a merely stripped down version of the 996 Turbo at a premium price tag. At the time, PCNA didn't have the technical details of the car. I decided to pass on the car. Later after the GT2 was released, the extent of the GT2's modifications became more known.

My confusing experience led me to believe that my dream Porsche was not to be. I wanted a car that was more tailor

Top: Gary Church defines the methodical Porsche owner. He has been known to repaint his entire car at the end of a driving session. Bottom: Gary Church.

made and unique. I was in a funk until Bob Miller, a friend of mine, suggested an alternative – the Ruf RGT. Magazines at the time were printing that the Ruf RGT was along the lines of the first-generation Porsche GT3, which was not available in the US. The thought of having a car as unique as a Ruf quickened my pulse.

As fate would have it, I met Alois Ruf during a Porsche Zone 1 Tech meeting in Connecticut. After a good conversation with him I decided to travel to Germany to order a Ruf. The trip included seat time in both a Ruf RGT and a Ruf Rturbo. In total, Alois and I spent 8 hours together driving. At one point, I hit 195 MPH on the autobahn with Alois next to me in the passenger seat. It was an experience I'll never forget. Once I decided on the RGT, it was time to place the car's order.

When buying a Ruf the customer has the satisfying experience of selecting every aspect of the car. I sat down with Estonia Ruf, Alois's wife, and an extensive catalog to begin building my dream machine. They start from a blank order form and work their way through the entire car. No detail was too small. I decided on a car that would be more biased toward track usage – about 60% track / 40% street car. After 15 months, my 2001 Ruf RGT

was completed. I flew back to Germany and stayed a week to test drive the car. It met my expectations. We then arranged to have the Ruf shipped by Lufthansa Air Freight from Stuttgart to Washington, DC. I'll never forget seeing my new Ruf on the tarmac at Dulles Airport. I couldn't wait to drive it on the track.

>> How did you use the car prior to modifying it?
It was used primarily on the racetrack given its specifications. I ran the car in many PCA DE events. I finished 4th overall in the 2003 One Lap of America event with the car. In addition, I competed with it at the Targa Newfoundland Rally. The car was a strong performer in its original format from Ruf. The street legal car had a Porsche GT-3 fully adjustable suspension with Ruf's Bilstein shocks and swaybars. On the track, we ran it with Dunlop racing slicks. The transmission was geared more for racing and featured steel synchos to add robustness. The normally aspirated, 3.6 liter Ruf engine was good for 385 hp. It was bolted to the frame with solid motor mounts, which was not typical for a Ruf. Other Ruf features included, to name a few, an integrated roll cage and custom GT3 seats. I bought the car to enjoy it and that is what I did.

>> What about it did you feel could be altered to suit your tastes?
The original Ruf RGT was a nicely performing car for its time. It attracted a lot of attention and was one of only 14 produced by Ruf. It was competitive at the track. My RGT competed well with early second generation GT-3s sold in the US for track use. It was not until after the continuing development of the Porsche Cup Cars that I started to feel as though my Ruf RGT was beginning to lose its edge. Technology marches on and older cars need to be modified to keep up. If I had left my RGT alone, it would have been no match for the 997 GT3s.

>> What shops were involved in the modifications and what did they contribute?
Modifying the car from a 2001 RGT to a Sportec powered twin-turboed monster was not a singular project; a whole group of people collaborated to make it happen. Ruf in Germany provided a notable amount of technical help in the beginning. They understood what I wanted

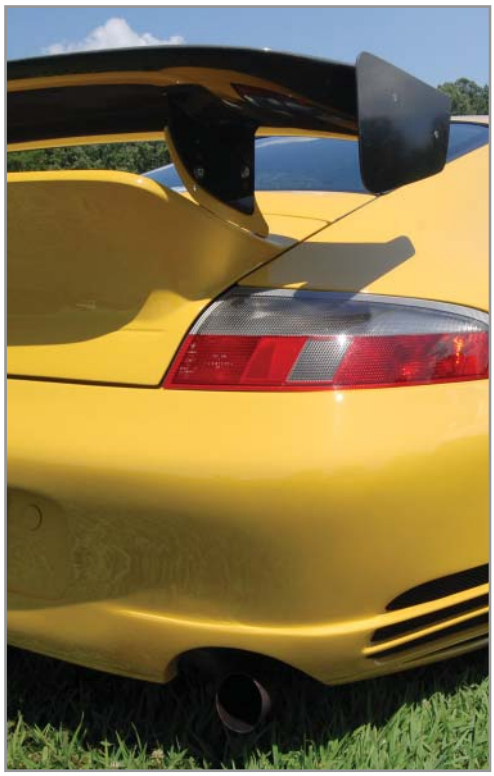
and were quite helpful when needing technical advice and critical parts, such as the 2002 GT-2 wiring harness. Kevin Powers at Arlington Porsche deserved much thanks as he was my replacement parts go to guy. Jack Ford of Europro did a stellar job with the bodywork and reassembly of the car. Dan Plane of Rockville Porsche Audi was a master of the Porsche PWIZ as we migrated from GT3 to GT2. Last but not least, Mike Levitas of TPC Racing made the whole engine and suspension package work.

>> What goals did you set prior to modifying the car? Describe the stages of modifications your car has gone through.

I wanted the car to not only be a fast track car; I wanted it to be usable and comfortable on the street. I wanted to retain my leather interior, air conditioning, and all its street car luxuries. I envisioned a car I could drive to the track and drive home with top honors. I desired my RGT to beat a factory Cup Car on the track and then pass it on its trailer as I drove home. Essentially, I wanted everything without giving up anything.

The first phase of modifications focused on the body. The car's body was converted from a 2001 Ruf RGT to a 2004 Ruf RGT II. The updates entailed changing the front fenders and front bumper to accommodate a GT-2 cooling system and A/C condensers with all of the associated plumbing for both. For weight reduction, I opted for a carbon fiber hood with a clear finish to reveal the carbon "weaving" as I thought it looked racier. The fenders and rear bumpers were upgraded with a Ruf fender package and a Ruf Rturbo rear bumper. The stock aluminum bumper was removed and a GT3 Cup rear tow hook installed. In addition, the original rear deck was traded up with a Ruf RGT II ducktail spoiler and carbon fiber wing. For over a year, the car ran in this configuration with the original Ruf power train.

The second phase represented major modifications and a crazy amount of patience. The power train was no doubt the most interesting part of the overall conversation process. We replaced the Ruf RGT engine with a 2002 Sportec modified 3.6 Twin Turbo and mated it to a 996 GT3 Cup transmission. The gearbox was ratioed by Brian Copans to accommodate a lower rev limit than that of the GT-3 – 8400 for the 996 GT3 Cup versus 7400 for the Sportec Twin Turbo. Geared for the road course, the car's top speed is about 185 MPH. A lightweight flywheel coupled with a six pack ceramic clutch plate was utilized to reduce recalculating



mass. The result is an engine that loves to rev to the stratosphere. Brian exchanged the water to oil transmission cooler of the 996 GT-3 Cup Car with a 993 GT-2 air to oil cooler. To make shift precise and swift, a 996 GT-3 shift cable was installed along with an EVO short shift kit.

It was at this point where the fun began. The engine modification necessitated an upgrade to a 2002 GT-2 wiring harness. The car was stripped of its original 2001 Euro wiring harness and replaced with the newer unit. Performing the swap proved to be a whopper of a task. Many of the 2002 GT-2 wiring harness fittings were simply different as compared to the original. Everything had to be replaced for compatibility reasons. It required updating to new air conditioning controls in the dash, a new GT-2 ABS system along with a new GT-2 instrument cluster. Furthermore, the throttle controller needed to be updated. A new DME and immobilizer were necessary which needed to be coded. In many respects, we were building a new car from the old. There were little electronic systems that didn't need to be updated. There is not enough Tylenol in the world for the headaches created by this conversion. Simply put, don't attempt to do it.

While the car was apart at Europro having the harness upgrades, we made a number of frame reinforcements based on their experience working for professional race teams running Porsches. Seam welding many of the spot welds along with providing additional gussets and bracings in critical locations prepared the frame for the new engine's 600+ ft/lbs of torque. In addition, Europro modified the body to accept a 20 gallon fuel tank from a 996 Cup Car. As you may be aware, the Ruf RGT was delivered with an integrated roll cage, a Shroth 6 point racing harnesses and GT3 seats. To make the car race ready, we added a fire extinguisher under the passenger seat, a two-way racing radio, a trick window net, a driver drinking system, a Porsche factory GT-2 kill switch, and a data logger with a rally computer. All that was needed was a set of number decals and the car was ready to turn some hard competitive laps.

>> What made you go with a Sportec Twin-Turbo engine?

Interestingly, I had initially planned to have Ruf perform a conversion from their normally aspirated engine to their Twin Turbo unit. However, I subsequently found the 2002 Sportec modified, 3.6 liter Twin Turbo for sale by Autothority. The exact engine was run by Autothority in Car & Driver's 2002 Super Tuner Challenge. Driven by Paul Gerrard, the car with the engine finished second in the event. When it came up for sale, Paul testified to the tractability and power band of the engine. At the time of the event, the engine was rated at 750 horsepower and 650 lb/ft of torque running at 1.2 bar boost.

In the event, the 3500 pound Twin Turbo recorded a quarter mile time in 11.8 seconds at 129 mph and blasted from 0-60 MPH in a mere 3.55 seconds. It hit 100 MPH from a stop in a hair raising 7.46 seconds. In my RGT, the engine has been set to run at 1.0 bar of boost and is turning out 680 horsepower. I recently had the RGT with the Sportec engine weighed at a club race. They found that with 10 gallons of fuel the car came in at 3,167 pounds. These numbers should give one an idea of the modified RGT's capability.

Sportec extensively modified the engine to give it its power and reliability. Modifications included an expanded intake system, a modified ECU, a modified K24.700 turbocharger, sport camshafts, modified valve timing, a modified fuel system, modified air induction, special

titanium connecting rods, and a low resistance stainless steel exhaust with sports catalytic converters. The engine has been retuned and modified by TPC to include a 997 Twin Turbo fuel pump, liquid to air intercoolers, Bosch Platinum sparkplugs and a new ECU. I believe with the lighter weight as well as some of the other modifications the current Ruf RGT car is measurably faster than the original Twin Turbo car that competed in the 2002 Super Tuner Challenge.

>> What suspension and brake modifications were made to enhance the car?
The suspension required a lot of thought as I wanted a car that could win at the track while being street friendly. Europro installed a fully adjustable Cup Car suspension including 997 Cup Car uprights. The brakes have been recently changed from the original Ruf Alcons (380 mm 6 piston front rotors and 350 mm 4 piston rear rotors) to 997 Cup Car brakes. While the Alcons were great, parts were no longer available forcing the switch to the Porsche Cup Car brakes. We are using Pagid RS29 brake pads because they were easy to modulate, as opposed to more aggressive on-off pads. The Pagids were also better for trail braking. Since racing slicks were run on the track, the alignment was made quite aggressive with a little more than 4 degrees of negative camber in the front and some 3.5 degrees of negative camber in the rear.

Needless to say, A-arm spacers are required. The toe settings are equally aggressive, but support the overall setup with 1500 pound springs in the front and 1800 pound springs in the rear. We opted to go with JRZ shock absorbers that are 2-way adjustable allowing us to set rebound along with shock compression. The suspension modifications enable early power down on a corner's exit, while still keeping the car's rear behind the front to get a very competitive lap time. Surprisingly, the car's ride on the street is quite tolerable. TPC Racing tuned the suspension and did an astounding job. The car is one of the most balanced I have ever driven.

>> What were some of the challenges faced in the car's modification process?
The biggest challenge was the number of "Porsche experts" in the US claiming they knew how to do the late model conversation. Unfortunately, experience is a very expensive teacher, and I learned quickly that most mechanics wanted me to pay for their education on how to do the conversion. The final cost rocketed into earth orbit. The two year project costs were triple the amount of the original car. With that aside, the biggest challenges were faced with the electronics from immobilizer to the ECU and making a Euro emission system compliant within the US. However, the final car as it rolls is literally unique. There is only one in the entire world.

>> What future modifications do you have planned for your car, if any?
At the moment, I have zero planned. I would like to turn up the boost to 1.2 bars. Doing so would require a little more fuel flow with larger fuel injectors plus a remapping of the ECU. But seriously, the car is simply scary fast as it is. There is no question it is overpowered for any reasonable street use. Ralph Nader would be horrified by the car. However, the madmen at TPC Racing believes that 800 RWHP or more is achievable. Dare I be tempted? Well, if I ever have to give the passing signal to another car at a DE event, I promise your readers that the answer will involve more horsepower in my future!

>> How do you use the car in its current stage of development?
It's a 90/10 car. I use it 90% of the time as a street legal track car that runs down 997 Cup Cars and runs all over 996 Cup Cars. I absolutely love passing fully tricked out race cars on the track with a car boasting a street legal license plate, stereo, air conditioning, and a fully appointed leather interior. The rest of the time I run it on the street even with its bone jarring ride and boost control off. I have the option to revert to the Porsche mapping making it a 500 HP car with Porsche's 0.8 bar boost setting. Doing so makes it a bit easier to manage on the street.

However, I enjoy shocking first time riders by giving them the full brunt of the car's performance. Responses have varied from astonishment to blood curdling screeches followed with words that can't be repeated. The car likes to accelerate and is a thrill ride like no other. For sure, it is "over-the-top". ***AA***

2009 12 Hours of Sebring

The Florida Sun Burns Porsche

By: Kevin Sims
Photos By: Porsche Press

Lady Luck eluded the Porsche 911 GT3 RSR teams in the first competition of the ALMS season as mechanical failures and minor shunts held them back from podium glory. Nevertheless, they displayed grit by overcoming obstacles to capture important GT2 class points. A thorny task as nearly half of the race's starting grid did not survive to take the checkered flag.

"I would have been happy if we repeated our victory from last year, but luck was not on our side today," said Hartmut Kristen, head of Porsche Motorsport, "I am satisfied with the new GT3 RSR's performance."

Flying Lizard started the day with their #45 Porsche (Bergmeister/Long/Lieb) in the 2nd pole position while their #44 Porsche (Law/van Overbeck/Neimann) at the 13th grid. Life remained peachy keen until lap 4 when the Lizard's #45 Porsche was struck by the #40 Ford GT2 of Robertson Racing causing suspension damage. Replacing the GT3 RSR's left rear toe link consumed a lengthy 12 minutes pushing them back to a punishing 13th in class.

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2009 12 Hours of Sebring

The Lizard's #44 Porsche did not escape "good times" as it spun early in the race sending them into the pits for a fresh set of rubber.

The Flying Lizard team aggressively worked their way up the field to 4th and 5th place positions with the #45 Porsche at the top spot. By the 10th hour, the #45 Porsche was running faster laps than the third place #21 Panoz of PTG Racing. Lieb even drove the car to the race's fastest GT2 lap time of 2:02.494 seconds. At one point, it appeared that Lieb had passed the Panoz as he nosed ahead exiting a tight corner. However, the two cars tapped with Lieb spinning into a tire wall.

"I thought I had cleared him, and thought he had given me the proper amount of room, but he didn't, so we touched," defended Lieb.

Back in the pits, the Lizard crew had to tweak bodywork and replace tires to return #45 back to battle. Unfortunately, a damaged hood prevented them from refueling. Bergmeister was sent out in #45 after the stop. His fate wasn't any better. After a short stint he had to re-pit to figure out how to get fuel into his Porsche.

While on the sidelines, Van Overbeek captured 4th place in the Lizard's #44 Porsche. Once out on the track, Bergmeister managed to limp a barely drivable Porsche at a fast enough pace to stay in 5th. A long pit for van Overbeek resulted in a position exchange with the #45 Porsche finishing 4th in GT2.

The Farnbacher-Loles team (Werner/Henzler/Lietz) enjoyed the same stroke of misfortune. They started the race at the head of the GT2 pack with their #87 Porsche. They led for a whole hour. But, a malfunctioning differential forced them to the "hospital" for a painful hour and a half. The doctor's bill cost them a whooping 45 laps to the leaders. After some strong race driving, a broken upright and tie rod sent #87 back to the emergency room. Once on the mend, they made up dozens of laps to finish 9th in class.

The day belonged to Ferrari as the #62 Risi F430 placed first while Pecom Racing's F430 secured second in the GT2 class. ***AA***

Porsche 2009 ALMS NEWS

Round 2: Flying Lizard Winns at St. Petersburg

By: Kevin Sims
Photos By: Porsche Press

The #45 car of Flying Lizard Motorsports cruised to a 2 lap GT2 class victory with their 911 GT3 RSR at St. Petersburg's 1.9 mile street course. Driven by Joerg Bergmeister and Patrick Long, the team overcame a shunt during qualifying to out strategize the BMW E92 M3 during the race. The accident was important in building a strategy.

"We learned that turn #10 was not the place to make up time during the race. While it was tempting to get fast laps during qualifying on softer tires, we found it better to run harder compounds to outlast the competition. We held out until the last minute to stop for fuel. We pitted under yellow when most of our competition pitted under green. The pace-car then waved us by putting a lap on the whole GT2 field," said Patrick Long.

Due to the strategy, Long was able to drive more aggressively at the race's early stages. He easily navigated past his main GT2 competition including the Farnbacher-Loles Porsche, and the BMW and Ferrari teams.

Bergmeister took the helm at roughly the halfway point in a great situation. Maintaining Long's lead and performing error-free was Bergmeister's mantra. His light touch approach secured the win.

"We had such a big lead that I didn't have pressure to fight for position. The Lizard pit kept me focused by dictating the lap time pace and telling me when to pass traffic," explained Bergmeister. ***AA***

Round 3: Lizards Take Another Flag at Long Beach

By: Kevin Sims
Photos By: Porsche Press

The Farnbacher-Loles #87 car could not capitalize on a GT2 pole position as the Flying Lizards #45 car outlasted them to claim their second 2009 class victory. The poll setting team led most of the race's first half, but suffered a broken front suspension just before the mandatory mid-race pit stop. Patrick Long, driving for the Lizards, slipped into second place with the Risi Competizione Ferrari a small distance behind.

"My car was perfectly set-up, but I could only get right up on Henzler's tail (Farnbacher-Loles #87), but could not get by him. I backed off in order to not follow him too close. I wanted to ensure I had enough air flow through my radiators and didn't want to over heat," revealed Long.

Once the Lizard Porsche and the Risi Ferrari both pitted, Bergmeister took over and maintained a slight 30 second lead for the rest of the competition. The race ended under a caution flag triggered by a Corvette Riley bursting into flames.

Despite the lead, Bergmeister had to keep on the pressure to guarantee a win.

"I had to keep pushing, and we got a break that the yellow flag ended the race. A restart and more green flag racing would have produced a very close finish," said Bergmeister.

The Lizard victory wasn't glorious, but any check in the win column provides needed points for the championship. They currently lead GT2 with 60 points to Risi Ferrari's 46. ***AA***

ALMS Round 4: 'Flag to Flag' Victory at Salt Lake

By: Kevin Sims
Photos By: Porsche Press

The Porsche 911 GT3 RSR made racing at Utah's 4,135 ft elevated track appear effortless as they dominated the GT2 class with a 1-2 finish. From pole position, the #45 Flying Lizard Porsche (Long/Bergmeister) gracefully navigated each lap taking first place. The #87 Farnbacher-Loles Porsche (Henzler/Lieb) followed close by in second place.

"Yes, it was 'flag-to-flag' but it was not that easy," clarified Joerg Bergmeister, "I tried to conserve the car and maintained our 10-second lead over #87. Then I handed our car over to Patrick Long and he finished the job."

The GT3 RSR teams had their job made easier early on as the 2nd place qualified Ferrari F430 and the 4th place qualified BMW ran into each other just yards after the opening flag. In fact, they had not even reached the first turn. The Bimmer was forced to take a pit stop for repair, while the Prancing Horse continued. But, its prance was restrained as shortly after the incident the Ferrari had to come in for a fresh set of horse shoes. Fortunately for Porsche, the "love tap" took both cars out of top honor contention.

Despite their stroke of good luck, Flying Lizard contributes their checkered flag taking performance on a slam-dunk set-up established at the Long Beach ALMS test session.

"The Flying Lizard team goes through its list and makes sure every box is checked. They do a phenomenal job," Patrick Long said, "It's a testament to Porsche, our team and our sponsors that they are willing to go all these the extra yards to continue to improve."

Porsche now leads Ferrari in the ALMS GT2 manufacturer's standings 80 points to 59. ***AA***

Porsche 2009 Grand Am NEWS

Round 2: Brumos Takes Podium at VIR

By: Kevin Sims
Photos By: Porsche Press

Alton, VA - The #58 car of Brumos Racing follows up their first place result at the 2009 Rolex 24 Hours of Daytona with a third place finish at Virginia International Raceway (VIR). The driving team of David Donohue and Darren Law captured the "bronze medal" position with only 5 minutes remaining. As a green flag waived ending a caution period, Donohue tapped the rear bumper of the third place car - Scott Pruett's Lexus Riley. The Lexus's rear twitched excessively causing the nearby Ford Dallara of Max Angelelli to collide with the Lexus's right front corner. Pruett spun sideways requiring him to slow down to keep control. Donohue sashayed around the Lexus to claim the third spot.

"Pruett just slowed more than I did," explained Donohue, "I got into the back of him. I don't know if I locked up, but I couldn't go sideways to avoid him because Max was there. Then they tangled right in front of me. I avoided Pruett when he spun, and Max went off to the left. I don't know why they are upset."

Due to a penalty, the Penske Porsche Riley team was unable to translate a second place qualify into a strong finish. Timo Bernard and Romain Dumas had to make the best out of the resulting 23rd position. The Penske team drove *"hard and swift"* to out pace most of the field to yield a respectable 7th place.

"They claimed Dumas got along side another car during a restart," elaborated Bernhard, "Despite the penalty, we were quick enough to be on the podium. Clutch problems caused me to lose 3 positions."

In the GT class, two Farnbacher-Loles GT3 Cup cars finished 4th and 5th. ***AA***

Round 3: Porsche Dominates GT in Jersey Rain

By: Kevin Sims
Photos By: Porsche Press

Milville, NJ - Under difficult conditions, the astute handling of the Porsche 911 GT3 Cup car shined through as they took the GT class's top 4 positions. The class victory went to #87 of the Farnbacher-Loles team and was driven by Dirk Werner and Leh Keen. The checkered flag takers led 38 laps out of 86 showing that even in rain one can race with consistency. The #86 car of TRG with Spencer Pumpelly and Ted Ballou driving came in second within GT while the Farnbacher-Loles #86 and the TRG #67 cars rounding out the next couple of places.

"The conditions were really difficult. Rain fell throughout the race and Grand Am officials ran 12 laps under caution because of the track conditions," Werner said, "When I was running behind Pumpelly, it took me 15 minutes to see where I could pass him."

In the DP class, the Penske Porsche Riley team of Timo Bernhard and Romain Dumas claimed a third place podium spot. Since the Rolex 24 race, Porsche powered cars have had to detune their engines to comply with a Grand Am rule change aimed at tightening the field. Despite the rule change, the Porsche DP teams are still in the hunt for a championship as displayed by Penske during the New Jersey race.

"After Romain gave me the car we were first behind the safety car," Bernhard comments, "I was running as hard as I could. We were losing pressure in the left rear tire, so we had to pit and lose position. The heavy rain made it hard. So much water was on the track I thought it best to stop the race. Then I spun out in turn 4 and gave back all the time I had gained. I had a good battle with David Donohue the last few laps and I was able to overtake him four minutes from the finish."***AA***

Round 4: Penalty Blocks Porsche at Luguna Seca

By: Rebecca Hoying
Photos By: Porsche Press

Porsche Riley wasn't able to convert a strong qualifying start into a victory at the 4th race on the 2009 Grand Am schedule.

"We definitely had the car to win today," said Bernhard. From a 5th place qualifying position, Dumas had a clean start and focused his sights on the leaders.

After the mandatory pit stop on lap 5, Dumas returned to action at 12th place and moved quickly towards the front. When the 1st of 4 cautions occurred on lap 9, Dumas took full advantage of the tightened field by clicking off fast laps moving him closer to the leaders. By lap 21, he reached 3rd position and continued his upward ascent. On Lap 27, he captured 2nd place.

Dumas remained in 2nd until lap 62 when the leader pitted allowing Dumas to take the lead for one lap. Dumas then pitted and passed off the reigns to his teammate Bernhard who exited the pits in 3rd place and 11 seconds back.

On lap 77 a caution flag constricted the field giving Bernhard an opportunity to make a move. A miss-start on the green flag, however, forced Bernhard to take a 'stop and go' penalty, thus placing him out of victory contention.

"When I turned the car over to Bernhard, we were hopeful for a podium, maybe a win. The penalty ended our hopes," said Dumas.

The race ended for Porsche with Penske in sixth place and 13.3 seconds behind the leader. ***AA***

Round 5: Porsche Leads in GT Points after the Glen

By: Kevin Sims
Photos By: Porsche Press

Dirk Werner and Leh Keen piloted their Farnbacher Loles Porsche to GT Class victory at Watkins Glen, their second for the year. The driving duo, as a result of their win, moved up to the top spot in the class standings. In addition, the win also moved Porsche to the top of the manufacturer's GT class. The race saw fierce competition and many lead changes.

"It was a hard fight from start to finish. We knew that we couldn't afford to make one mistake," said Dirk Werner, the GT pole position winner. "We put in consistently quick lap times and also had the luck to use one of the safety car phases for our pit stop."

On the DP side of things, Penske Porsche Riley yielded their second podium result by coming in third place.

"We were close, but it was not yet enough for victory. With Porsche and our team we are trying everything to go that last little step. But we just can't overtake on the straights – that's where the rev limitations (a post-Daytona rule change) hurt the most," commented Romain Dumas.

Brumos Racing in their 2 Riley-Porsches ran with the front-runners during the first third of the race, but a collision on Lap 125 took #58, the 24 Hours of Daytona winner, out of the race.

Hurley Haywood, Joao Barbosa, JC France and Terry Borcheller finished in 6th place in Brumos #59. ***AA***

Porsche 917 at 40

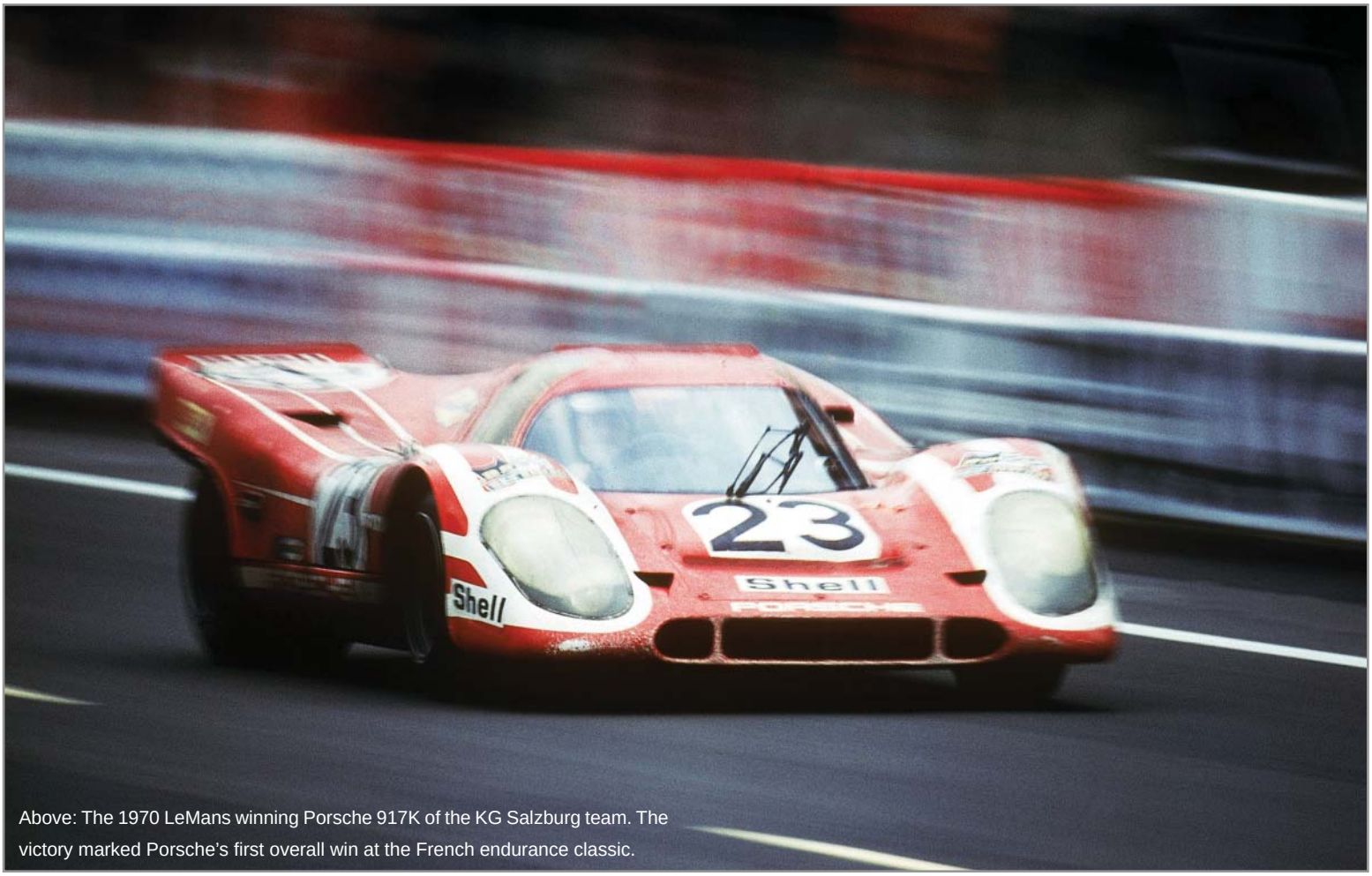
The Family Feud That Built A Legend

By: Kevin Sims
Photos By: Porsche & Randy Stevens

Above: The original 25 "Secretary" 917s awaiting thier FIA inspection. These cars were designed and built in 10 weeks.

The first Porsche 917

After reading the history of Porsche's 917 it's easy to understand the squabbling that fuels Porsche's current board room battles. In one corner you have the namesake family, Porsche. And in the other, you have the Piech clan. How did the Piechs' get in the ring, you may ask? Well, Louise Porsche, the daughter of Ferdinand, married a member of the Piech family and her 50% share in Porsche AG came along with the deal. Right from the beginning the Piech family made their presence known. The fight really came to a boil when



Above: The 1970 LeMans winning Porsche 917K of the KG Salzburg team. The victory marked Porsche's first overall win at the French endurance classic.

Louise's son, Ferdinand Piech, decided he wanted to make his mark at Porsche's racing department.

Ferdinand Piech, known for his ambitious ways, adopted the axiom that every Porsche race car built should make the prior one obsolete. There should be no pandering to teams and that absolute victory was the goal. The idea alone sounds dead-on right, but since Porsche made its racing money selling cars to teams it meant that politics generally determined what came out of the factory.

After a series of disappointing LeMans loses to the Ford GT40 with their smaller 3-liter 908, Piech realized more power was needed. In 1969, the FIA lowered the Group 4 class production minimum from 50 cars to 25 cars. The lower number better fit Porsche racing's production capacity and made it a feasible endeavor or at least that's how Piech saw it. Ferry Porsche, head of the company, had a different view. Since the rule change had

Ferdinand Piech (right) at the Geneva unveiling of Porsche 917 in 1969.

come late, the Porsche 908 had been established as the 1969 car and teams already bought them. Ferry thought that building another car in a higher class wouldn't be good politics. Furthermore, they only had 10 months to design and build it. After much debate, Ferry conceded, as long as the new engine shared the same bore and stroke as the 908 to reduce costs. In truth, Ferry really didn't believe it could be completed in time.

Never underestimate Ferdinand Piech.

The resulting 917 not only had a 4.5 liter, 560 HP flat-12 engine, but it had a lighter aluminum frame than the 908's steel frame. With less than a month before the April 1969 deadline, Porsche only had 6 cars built.

"We had all the bits and pieces to build 19 additional cars," according to Rico Steinemann, Porsche's Racing Manager at the time, "but, the FIA then decided, no." All the cars would need to be completed. "We put together apprentices, messenger boys, and secretaries," remembered Steinemann, "We taught just enough people how to assemble the cars to put together 25 cars." The original 25 cars, known as the "Secretary Cars",

passed FIA inspection, but were hardly ready to race. All but two cars had to be re-assembled.

The rushed atmosphere developed a car that was not completely sorted. The 917s in 1969 were difficult to handle. Wheel spin was typical at speeds over 200mph. Plus, a dangerous "quick to oversteer" behavior made them notorious. John Woolfe was killed in a 917 early in the 1969 LeMans. To add more insult to injury, the much sought after LeMans victory eluded Porsche in 1969 as the GT40 claimed another win.

In 1970, family conflicts came to a

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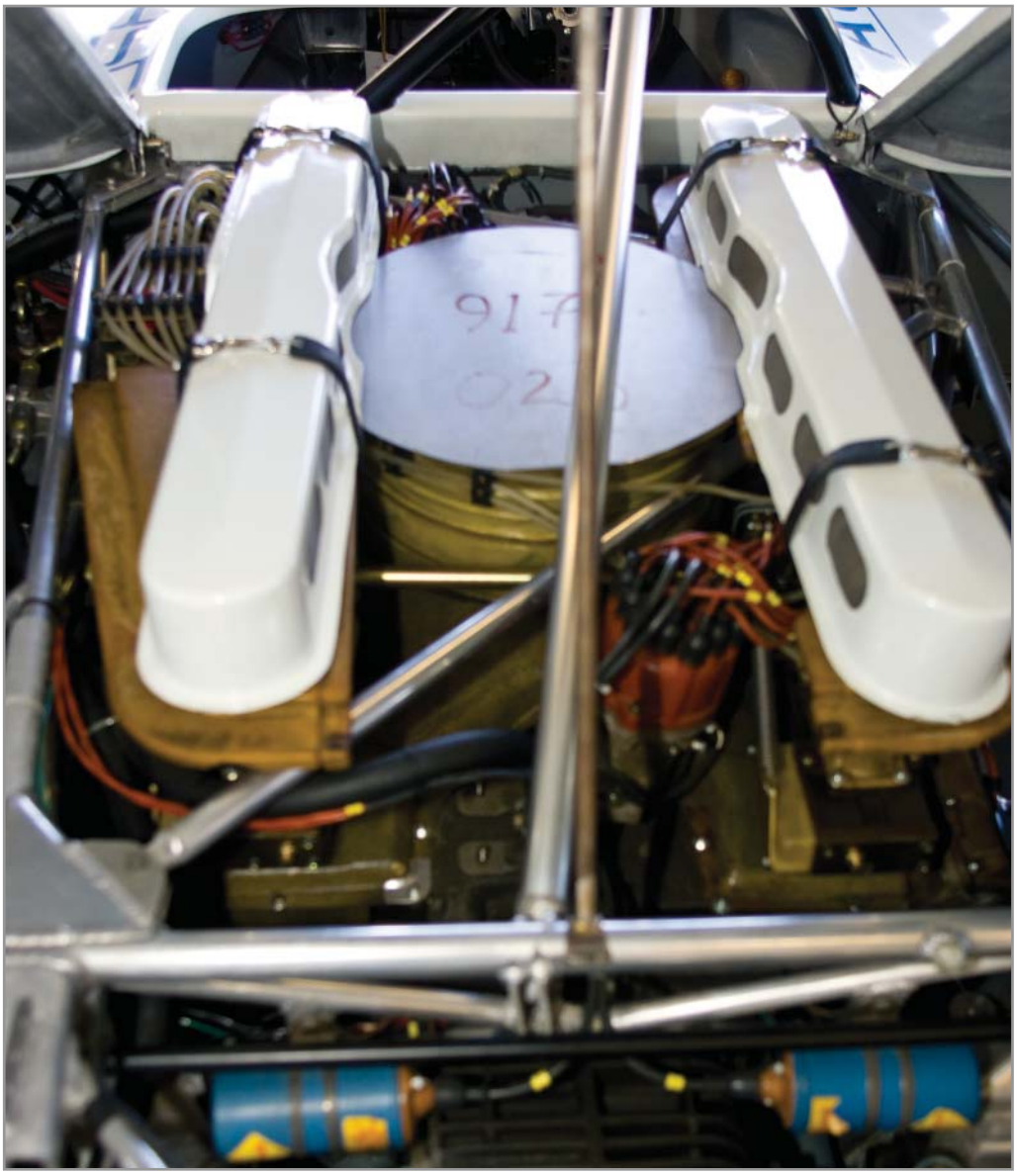
head as pressure to win mounted. Ford decided to drop out of LeMans, which created a vacuum among the ranks. Rico Steinemann had persuaded John Wyer Racing, Ford's top team, to join Porsche and campaign the 917 as the factory supported team. The deal was made with Ferry Porsche's approval and included Gulf sponsorship. However, Piech had other ideas. He put together a joint venture with American Audi-Porsche importer John von Neuman and KG Salzburg. Since von Neuman was buying the cars under an American company, it was not considered to compete against the John Wyer efforts. But, in reality, they did. Piech ensured that full factory resources went to the KG Salzburg team. This outraged John Wyer and nearly ended his association with Porsche. If he had walked he would have taken important Gulf dollars with him.

Much of the 917's handling problems were solved by the John Wyer team as they developed the short tail body, known as the 917K, that had improved downforce. The design did not remain exclusive to John Wyer as Piech provided it to the KG Salzburg team, a move that generated further tensions. During the early part of the 1970 season, a 4.9 liter engine was developed that had 40 more HP at 200 more RPMs. At LeMans, John Wyer did not use the engine, but KG Salzburg did in the pole winning #25 917LH car featuring a new long, streamlined body. A 917 won LeMans in 1970 giving Porsche its first overall victory, but it wasn't in a John Wyer car. The #23 KG Salzburg 917K with its 4.5 liter engine took home the glory as all the John Wyer cars were no longer in the race. Leave it to Piech to be on the winning camp.



The car repeated its LeMans winning ways in 1970 with a 917K operated by the Martini Racing team. The car featured a 4.9 liter engine and a highly flammable Magnesium frame designed to reduce weight. However, Piech and KG Salzburg were not involved in the 1971 LeMans effort. Ferry Porsche fired Ferdinand Piech after he authorized the construction of a flat-16 engine without Ferry's approval. Once Piech was ousted so too was KG Salzburg. As for the 917, it was made illegal to race at LeMans for 1972 due to a rule change. The model, though extremely modified

using turbocharging, continued its winning ways in the American Can-Am and in the European Interseries series.

Today, the 917 remains one of the most historically significant race cars. England's *"Motor Sport"* Magazine asked 50 international motor sport expects to name the "greatest racing car in history." They selected the Porsche 917. It's not hard to imagine why since the 1971 LeMans winning 917 still holds the event's highest average speed and most total miles covered records. Perhaps the family disputes contributed a competitive spirit that helped ensure the 917's greatness. If this is so, then today's board room antics might be par for the course. No matter how it plays out, the Porsche/Peich fued will ensure greatness. The 917 has taught us such. ***AA***