

Autobahn Ambition

The PORSCHE Tuner Magazine

2011 Spring Issue

EVOMS at the Texas Mile

1400+ HP 997.1 Turbo

Nails 234.6 MPH to Win Record



Racing Update

> '11 Rolex 24 Hours at Daytona

GT3 4.0

2011's 997 GT3 RS 4.0 ■

RT12 R

New Ruf RT12 R 3.8L ■

Black

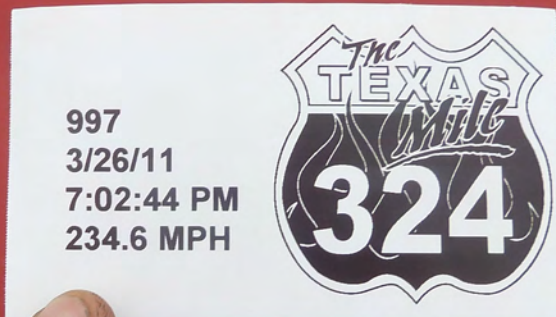
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Porsche News

Electric Boxster Prototype Unveiled

By: Porsche Press
Photo By: Porsche Press

ATLANTA - The recently unveiled Boxster E project demonstrates Porsche's commitment to energy conservation. The fully functional prototype will help them fine tune their electric vehicle technology for a future model.

"The electrical vehicle is a central challenge of the coming years, and the engineers at Porsche would like to con-

tribute with their usual excellence to help it to be resolved," claimed Porsche chief executive Matthias Muller at the prototype's unveiling ceremony, as reported on the Expert Reviews website. "The Boxster E prototypes will help us, serving as mobile laboratories in solving the practical problems of electric vehicles the way that our customers expect."

The engine in the Porsche Boxster E comes with approximately 240 horsepower, good for a 0-60 mph time of 5.3 seconds and an estimated driving range of 100 miles per charge. Since the prototype is an all-electric vehicle, the quick trip from 0 to 60 also comes with zero emissions and zero eco guilt.

While Porsche works on fine-tuning its electric engine, the company is continuing to expand its hybrid vehicle lineup. The Porsche Panamera S Hybrid is currently available. The four-door hybrid vehicle is also quick, with a 0 to 60 mph time of 5.7 seconds and a top speed of 167 mph. This is obviously a hybrid vehicle designed for the typical Porsche driver. Porsche is awaiting the official EPA fuel efficiency estimates for the Panamera S Hybrid but the vehicle has achieved 7.1 L/100 km (approximately 33 mpg) fuel efficiency in European testing. **AA**



Porsche Recruiting 100 Engineers for R&D

By: Porsche Press
Photos By: Porsche Press

As part of an extensive personnel recruitment campaign, Porsche AG is increasing the capacities of its development center in Weissach, Germany. The company's first step will be to appoint around 100 additional engineers for the areas of research and development. The company is looking for

experts in the fields of electromobility, lightweight construction, energy management as well as engine and chassis design. These experts will be deployed, for example, in the further development and optimisation of alternative drive concepts or will cooperate in new vehicle projects such as the 918 Spyder super sports car.

With this increase in staffing levels, Porsche will take a leading role as a competence center for modern sports cars. "Weissach is synonymous with top engineering made in Germany. Additional highly talented experts will help us to further increase our position as the innovation leader in car construction", said Thomas Edig, Deputy Chairman of the Board of Management and Director of Human Resources and Social Affairs.

Research and development are traditionally some of the core competencies of Porsche. The know-how from Weissach not only sets standards in the international sports car and premium segment, but is also often used by other companies that seek advice and support from Porsche engineers regarding their own projects. Past clients have included Ford, GM and Volvo. **AA**



Porsche Tuning News

German Tuning: Wimmer's RS GT2 Delivers

By: Kevin Sims
Photo By: Wimmer Press

With exclusivity and performance being the motives of most GT2 RS buyers, what is one to do when another one shows up at your local track event? The answer is simple, tune it for more power. At least that's how German tuner Wimmer would solve the problem. After all, it's much easier to cope with seeing another GT2 RS in your rear view mirror than beside you.

Wimmer's injects additional testosterone in the GT2 RS by bolting on a pair of optimized turbos along with remapping the engine ECU. They improve the engine's ability to ingest air by installing a more directly pathed air intake and through using sport air filters. On the exhaust side, they serve up a valve-controlled sport exhaust system with sport catalyst convertors. A retuned throttle

valve is employed to enhance throttle response. The internals of the engine remain stock.

According to Wimmer, the result of their external engine tweaking is a 3.6 liter flat six, bi-turbo that develops 703 HP with 597 lb/ft of torque. That's a handsome 14 percent increase in equestrian facility over the 620 HP stock GT2 RS. With extra power comes more forward motivation. Wimmer claims the tuned GT2 RS will do Zero to 62 MPH in 3.3 seconds and achieve 124 MPH from a standstill in a mood altering 9.5 seconds. In addition, top speed has been claimed to rise to an impressive 221 MPH.

Given that only 500 GT2 RS Porsches are being made, the market for Wimmer's trickery is limited. However, if you have one in your staple and desire to stay ahead of the other guy's GT2 RS you may want to give them a call. Remember to dial 011-49 when calling Germany. **AA**



USA Tuning: Vivid Racing VR650 for 997.2 Turbo

By: Kevin Sims
Photos By: Vivid Racing

Following Vivid Racing's successful 206.2 MPH speed in the standing mile with their VR825 power kit, they have focused their attention on Porsche's new 911 turbo. Through an extensive development and testing

program Vivid Racing has released the VR650 power kit for 997.2 Turbo. The package features a computer retune using Softronic ECU tuning software that adjusts the boost, fuel and timing.

Vivid uses their Agency Power ex-

haust system to reduce back pressure to the engine. A pair of 200 cell sport catalyst convertors is integrated into the Agency Power exhaust to further reduce back pressure.

To help maintain consistent pressure under turbo boost, Vivid has bolted on a pair of redesigned diverter valves that feature a CNC machined body with a new piston and a stiffer spring. Vivid employs a higher flow Y-pipe between the intercoolers and throttle body. It's a larger diameter than the stock unit and allows for more flow.

In addition, Vivid has upgraded to Agency Power intercoolers that have 40 percent more capacity than the factory units. To further reduce air flow temperatures, they have developed a carbon fiber replacement airbox that features a pair of K&N cone air filters that are sealed when the back lid is shut. **AA**



Porsche Racing History

1994 Dauer 962 LeMans

By: Kevin Sims
Photo By: Porsche Press

Porsche exploited a loop-hole to allow them to reintroduce the 962 into LeMans competition for 1994. The newly created ACO GT1 class rules required a road-worthy version had to be built, however no production volume requirements were specified. Since Jochen Dauer had been converting 962's for street use with German VIN numbers for years

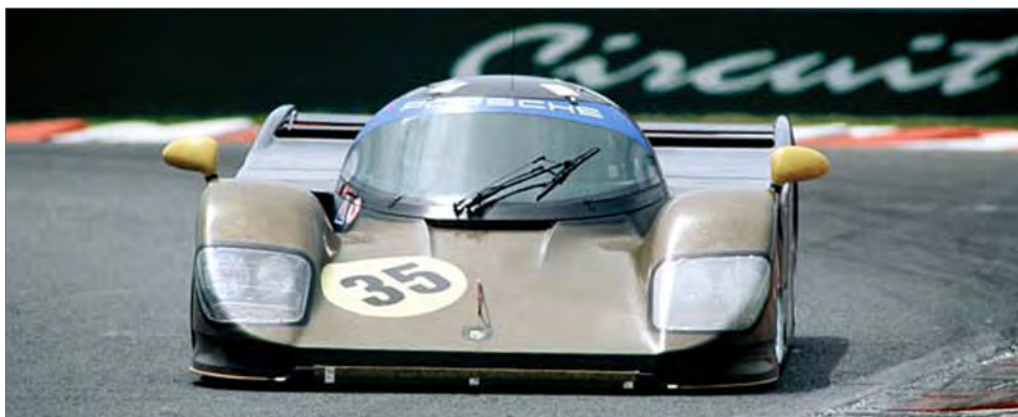
it seemed a joint venture was in order. The Dauer 962s featured briefcase space under the front bonnet which also met an important ACO GT1 rules requirement.

The 2,994 cc, water-cooled twin-turbo engine delivered around 600 hp at 7,700 RPM to the rear axle via a five-speed gearbox. The Dauer 962 Le Mans weighed 2,204 lbs. with its fuel tank filled. At Le-

Mans's long straight the Dauer reached top speeds at around 226 MPH.

Compared to Group C race cars, the Dauer's flat underbody and the narrower tires (14 inches instead of 16) were major disadvantages. However, it's larger fuel tanks (31.7 gallons instead of 21) and more power (600 HP instead of 550) proved to be advantageous.

The 1994 campaign was jointly operated by an experienced Joest team along with Porsche personnel. Mauro Baldi, Yannick Dalmas and Hurley Haywood lapped the Le Mans circuit exactly 344 times in 962 LM GT003 and collected the 13th overall victory for Porsche. The Dauer 962 with chassis number 962 LM GT002 secured the third place position and was driven by Thierry Boutsen, Hans-Joachim Stuck and Danny Sullivan. For 1995, ACO GT1 rules specified a production number thus ending the Dauer 962's racing career. **AA**



1981 Porsche 936 Spyder

By: Kevin Sims
Photos By: Porsche Press

Initially in 1981 Porsche planned to focus their entire attention on entering multiple 924 Carrera GTR and GTP race cars at Le Mans and leave the overall win to someone else. Corporate ego stepped in and it was decided late to also challenge for the overall victory. The belated commitment meant Porsche lacked

sufficient time to develop a new race car. Luckily, they had an arsenal of rennwagens to build upon.

Engineers started with the 1977 LeMans winning 936/77, then adopted an aborted Indianapolis 500 engine to the existing frame. In Indy configuration, the alcohol-fueled powerplant cranked out

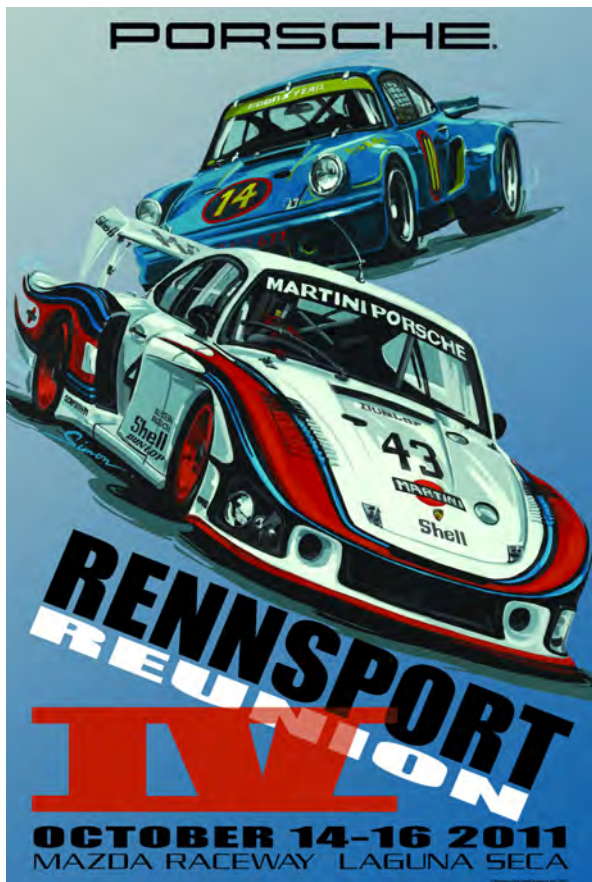
800 HP. Redevelopment yielded a 2,650cc engine with 620 HP that delivered the reliability needed for an endurance race.

The flat-6 engine was partially air and water-cooled. It had four valves per cylinder and incorporated twin turbos. Combined with an aerodynamically enhanced body, the 936/81 reached speeds of 223 MPH through the more than 5-mile long Mulsanne straight. The reincarnated Porsche proved to be the fastest car running down the monster straight in 1981.

The open top, two seat 936/81 driven by Ickx and Bell started from pole and ran the race with no issues. It appeared in the pits for only normal maintenance and refueling. The car's longest pit stop was a mere four minutes. With a lead of 14 laps over a Rondeau-Ford, Ickx and Bell captured the checkered flag. The Porsche victory marked their 30th year competing at the French endurance classic. **AA**



Rennsport IV Reunion 2011



ATLANTA – Porsche Cars North America (PCNA) and Mazda Raceway Laguna Seca announced Porsche Rennsport Reunion IV will take place at the famed California racetrack the weekend of October 14 – 16, 2011.

Sponsored by PCNA, Rennsport Reunion IV brings together an unprecedented gathering of significant Porsche vintage and current race cars, as well those who have driven them to victory in the world's most famous sports car races. The three-day program of on-track competition is complemented by a concours d'elegance that celebrates legendary 911 race cars.

"While the Rennsport name has become a staple fixture for international collectors and racers over the past ten years, choosing the Monterey Peninsula will open up this one-of-a-kind gathering to the many Porsche fans in California who were

previously unable to attend," said Detlev von Platen, President and Chief Executive Officer of PCNA.

Porsche Rennsport Reunion IV will assemble the wide variety of Porsche's most historic racing models from the nimble 550 Spyder of the mid-Fifties through the mighty 917 and 956/962 of the Seventies and Eighties to the highly successful GT3 RSR of the last decade. Special tribute will be paid to the numerous racing versions of the Porsche 911.

Complementing the Rennsport Reunion IV venue is the Porsche Race Car Classic, an exclusive concours held at nearby Quail Lodge in Carmel on Sunday, October 16. Steve Heinrichs, producer of the Porsche Race Car Classic explained, "this once-in-a-lifetime gathering of vintage Porsche race cars to support lung cancer research will have Gmünds, Glöcklers, 550s, 718s, 804s, 904s, 356s, Abarths and more." **AA**

Porsche Museum Exhibit

25th Anniversary of Porsche Exclusive Program

By: Porsche Press
Photos By: Porsche Press



Stuttgart - For the past 25 years, Porsche AG has been offering the option of individually tailoring a Porsche to create an unmistakable, unique vehicle immediately on ordering it. Porsche Exclusive, as the program has been known, offers hand-crafted refinement to provide a highly personalized touch in terms of design and performance. Virtually any customer desire can be fulfilled by Porsche Exclusive following a personal dialogue. If you can dream it, they can make it. The sole prerequisite is technical and qualitative feasibility. Implemented with the finest craftsmanship

and using selected materials, the skillful hands of the Exclusive specialists create components and complete vehicles in which personal care and dedication can be seen and felt down to the very last detail. Bespoke manual work, sometimes with needle and thread wherever appropriate, is the most important principle of Porsche Exclusive. It's the philosophy of the Exclusive program that no machine handles material with as much finesse as human hands.

A team of about 100 specialists at Porsche Exclusive takes care of everything from development to sales. Wheth-

er it be refined interior equipment or performance enhancements, all options from the Exclusive range and the vehicles themselves are not only developed in Weissach, but are also to a large extent integrated in the production process of a new Porsche.

A separate, extensive Exclusive catalogue, which also shows examples of completely individualized vehicles besides the range of options, is of course also available for each Porsche model. The customer discusses further special wishes directly with the Porsche dealership or the Exclusive customer advisors in the Zuffenhausen or Leipzig factories. Selected "flagship dealers" also offer this high-quality service abroad. Porsche Exclusive is additionally represented worldwide at a number of events and trade fairs.

In 2009 Porsche Exclusive added a further gem to its portfolio in the form of the 911 Sport Classic. Limited to 250 vehicles, this was a 911 that perfectly combined tradition and modernity. Designed with Porsche's discerning customers in mind, the Porsche 911 Sport Classic with fixed rear wing in the "ducktail" shape first exhibited by 1973's legendary Carrera RS 2.7 was a quite special highlight.

Twenty-five years of success are a good reason to celebrate. Porsche Exclusive will be doing this in a manner that reflects the division's high standards with a strictly limited edition of a new 911



Porsche Museum Exhibit

Speedster. In homage to the first Porsche model that bore the name Speedster – the 356 Speedster – the production run for the new model is limited to 356 cars.

To help celebrate the special anniversary the Porsche Museum in Stuttgart ran an exhibit featuring select Exclusive cars. In addition to a Porsche 911 Turbo S 3.6, released in 1997 was the first Porsche series production sports car to break the 186 mph barrier, the museum is also exhibited one of only two Porsche 911 Speedsters in the world dating from 1995. A further highlight of the special display is a gold colored Porsche 959 that was once extensively modified for a member of an Arab royal family, being equipped among other things with gold plated tailpipes. Also on show will be present day Exclusive special models, such as the Porsche 911 Speedster.

Amongst other celebrations, Porsche Exclusive can be experienced live at the vintage vehicle grand prix at the Nürburgring in August 2011. **AA**



2011 Porsche 997 GT3 RS 4.0

More than Just Extra Displacement

Edited By: Kevin Sims
Photos By: Porsche Press



ATLANTA – The 911 GT3 RS has been given a final, thrilling injection of thoroughbred motorsport technology resulting in a new 2011 version called the GT3 RS 4.0. Limited to 600 vehicles worldwide, the 911 GT3 RS 4.0 brings together in a sports car the attributes that have made the Porsche 911 GT3 a consistent winner on the race track.

The motorsport-derived 4.0-liter engine, already the highest displacement 911 engine ever, also features the highest per-liter output -- 125 horsepower (hp) per liter -- from a naturally aspirated Porsche flat-six engine. The engine uses forged pistons, titanium connecting rods, and the crankshaft from the current GT3 RSR. The 4.0 will be the last GT3 to use a M97 "Metzger" based-engine which traces its heritage to the 962 and GT1 motors.



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It achieves 500 hp at 8,250 rpm and a maximum torque of 339 ft/lbs at 5,750 rpm with electronic port-based injection. The next-gen GT3 will be graced with direct injection.

The 911 GT3 RS 4.0 offers truly impressive performance, lapping the famed Nürburgring-Nordschleife in 7 minutes and 27 seconds. Available exclusively with a six-speed manual transmission, the 911 GT3 RS 4.0 sprints from 0 to 60 mph in only 3.8 seconds, and with gearing designed for racing it reaches 124 mph in under 12 seconds.

The 911 GT3 RS 4.0's outstanding driving dynamics come from numerous details including suspension components typically encountered in motor racing. With weight reduction a supreme importance, the GT3 4.0 comes equipped with lightweight components such as carbon fiber sport bucket seats, carbon fiber front fenders and luggage compartment lid, and weight-optimized carpets. Weighing in at a ready-for-action weight of just 2,998 lbs with a full fuel tank, the GT3 RS 4.0's power-to-weight ratio is a scant 5.99 lbs/hp.

Signature GT3 4.0 characteristics are the wide track, the low vehicle position, a large rear wing with side plates, central twin tailpipe, and an aerodynamically optimized body. Air deflection vanes mounted on either side of the front bumper – called 'flics' – create increased downforce on the front axle, and incorporated with the steeply inclined rear wing, provide aerodynamics on par with its performance capabilities. As a result, at its 193 mph top speed, aerodynamic forces exert an additional 426 lbs of downforce, thus pushing the GT3 RS 4.0 closer to the road. **AA**



Porsche 997 GT3 RS 4.0 Specs

Engine

Engine: 4.0 L, flat-6 cylinder

Power: 500 hp @ 8,250 RPM

Torque: 339 lb/ft @ 5,750 RPM

Bore / Stroke: 102.7 mm / 80.4 mm

Valvetrain: DOHC, 4 valves / cylinder

Compression Ratio: 12.6:1

Aspiration: Atmospheric Pressure

Technical Data

Weight: 2,998 lbs

Chassis: Unitary Steel

Front Suspension: McPherson struts, lower control arms, coil springs, gas pressurized twin-tube shocks, anti-roll bar

Rear Suspension: Multi-link, coil springs, single sleeve gas pressurized shocks, anti-roll bar

Drive: Rear Wheel Drive

Steering: ZF variable rack & pinion

Brakes: Six-Piston aluminum monobloc fixed calipers at front and four-piston aluminum monobloc fixed calipers at rear. Carbon-fiber brake discs are internally vented and cross-drilled.

Gearbox: 6-speed (No PDK offered)

Tires

Front: 245/35 ZR19

Rear: 325/30 ZR19

Performance

Specific Power: 125 hp per liter

Power-to-Weight: 5.99 lbs per hp

Top Speed: 193 mph

0 to 60 mph: 3.8 seconds

Nurburgring Lap: 7 mins 27 secs

2012 Porsche Black Editions

The Johnny Cash Porsche

By: Kevin Sims
Photos By: Porsche Press



It's been said that Johnny Cash wore black throughout his career to communicate to his fans that he cared about their lives. Given the world since 2008's financial meltdown and Porsche's own challenges in recent years, perhaps it's poetic - in a Johnny Cash sort of way - that Porsche has released Black Editions of the 911, Boxster S, and Cayman S. It could mean that Porsche cares. Or it could mean that Black Editions are just marketing gimmicks to help sell cars in difficult times. Umm...

All three Black Edition (BE) models are endowed with monochromatic black exterior paint. 911 models are available in Basalt Black Metallic for added flare. If it's on the car, it's covered in black. Trim pieces, twin exhaust tailpipes, 19 inch wheels, side and front air intake grilles, and fabric roofs on convertibles are donned in glorious black. After all, the fashion world contends that black is the ultimate vogue color. Black vanity protrudes in the interior, but accompanied with aluminum and stainless steel accents providing a post-modern demeanor rarely seen in the auto

2012 Black Editions



world. Porsche crests are embossed on the headrests and a limited-edition badge placed on the glove box. Bi-Xenon headlights with dynamic cornering, auto-dimming interior and exterior mirrors, rain sensors and automatic climate controls are included. BEs come equipped with BOSE Surround Sound along with the Porsche touch screen communication management (PCM), XM Radio, XM NavTraffic and GPS based navigation. The 911 BE features 19 inch Turbo II two-color wheels while the Boxster S /Cayman S BEs receive black 19 inch Boxster Spyder design wheels. Ten more horsepower grace Boxster S/ Cayman S engines plus possess wider rubber in the front and rear. 911 BEs come with a standard Carrera engine pushing wider tires all around.

In the ole' days of million dollar single family homes sold on credit with just a signature Porsche special edition models came with specially inflated prices. Money was cheap and profits easy. Times have changed and so has Porsche. Most see BEs as marketing fluff, but the cars represent solid value. If buyers optioned up standard models like BEs, it would cost \$3,000 to \$6,000 extra. Porsche understands that in today's car market the buyer expects substance even for a luxury item. Give Porsche kudos on recognizing this truth and for disguising such value in the glitz of a special edition model. It seems that the BEs are Porsches that the Man in Black just might appreciate because Porsche does indeed care about value. **AA**



The Black Editions show that Porsche understands that in today's car market the buyer expects substance even for a luxury item.





EVOMS 997 Turbo Hits 234.6 MPH

Mayhem Runs Wild at Texas Mile

By: Kevin Sims and Steve Norsworthy
Photos By: EVOMS

Goliad, TX – The Texas Mile held on March 2011 was the stage for a world record breaking performance by Evolution MotorSports (EVOMS). The Tempe, AZ based tuner achieved a maximum velocity of 234.6 MPH in a standing mile with their radically modified 2007 Porsche 997 Turbo. Piloted by Mike Paradis, a Greek business partner of EVOMS, the momentous speed trap boosting feat established a new record for a fully street weighted and street legal Porsche 997.1 Twin Turbo. EVOMS ran the car in the Texas Mile’s modified street cars class requiring a full interior with a stereo/navigation system and such safety equipment as roll cages and fire extinguishers.

“Our world record braking car presents another reason why the so called ‘tuners’ of the USA market will not compete with us. At this year’s Texas Mile none of the typical Porsche tuning shops were present as is usually the case. So, EVOMS plans to take our record setting Porsche to Europe to see who will step up,” scolded Todd Zuccone, founder of EVOMS.





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EVOMS 997 Turbo Hits 234.6 MPH



With all six cylinders and twin turbos blazing, the EVOMS “Mayhem” 997.1 Turbo breaks a world record at the March 2011 Texas Mile by hitting 234.6 MPH.



EVOMS’s trash talk may seem brazen; however the numbers they provided speak for themselves. Mayhem, as EVOMS has dubbed the car, features the company’s EVT1500 performance package that includes a custom developed 4.0 Liter, twin turbo flat-6 that twists out a spin adjusting 1485 RWHP and 1320 ft/lbs of torque. VP Fuel’s C16 leaded racing fuel was used to achieve these numbers and was utilized at the Texas Mile. According to EVOMS, the EVT1500 equipped Mayhem posts a 0 to 60 time of 2.5 seconds and exceeds 160 MPH at the end of a quarter mile.

We are pleased to talk to Todd Zuccone and John Bay, EVOMS’s Senior Engine Designer, about what makes Mayhem such a Texas Mile trailblazing and record thwarting machine.

>> What specific modifications are involved to make an EVT1500 from a base 997.1 Turbo?

John Bay: There are so many to list, but here is a basic run down. We take a stock 997.1 Turbo engine and start by upgrad-

EVOMS 997 Turbo Hits 234.6 MPH

ing to our EVOMS 4.0 liter piston, cylinder, and rod kit. From there we include our EVOMS billet stroker crankshaft and specially prepared engine case featuring 12mm head studs. We then employ our EVOMS competition high-flow CNC machined heads that include larger intake and exhaust valves with titanium valve springs and retainers. The heads are accompanied with a set of EVOMS competition camshafts that are designed to work with our specially crafted TiAL GTX35-87R HTA twin-turbos that operate at a maximum 2.4 bar. To ensure that the engine is up to the task, we use H11 case-through bolts, Hell Fire head gaskets, and specially designed high performance rod and main bearings. Externally, we use our EVOMS competition intake and exhaust manifolds in conjunction with our EVOMS BD 76mm exhaust system and a custom Y-Pipe with BOV's. To help the turbos, we use an EVOMS competition twin fuel pump and custom intercooler cores with billet end tanks. We manage the engine through an EVOMSit Performance Software upgrade, a HKS boost controller, and a ZeiTronix Data



Logging System. We fortify the 997.1 Turbo's drivetrain through installing specially designed EVOMS 300M half-shafts, an EVOMS triple disc carbon-fiber clutch, custom transmission strengthening, and an EVOMS chromoly differential to match the power to the driveline. Depending on the car's intended application, we will tune our EVOMS/AST coilover suspension with custom valving and spring rates. We usually mate Hoosier race slicks to Champion Motorsport billet-machined wheels along with brake mods to fit the intended application. We make safety and body modification to meet customer needs.

>> Since Mayhem is running VP Fuel's C16 leaded fuel, what is the engine's static compression ratio?

Todd Zuccone: We use a 9.0:1 static compression ratio with C16, however we may be switching to an E98 fuel.

>> What kind of power and boost levels would a customer expect if they run unleaded 93 octane street fuel with the

EVOMS 997 Turbo Hits 234.6 MPH



EVT1500 kit in a 997.1 Turbo?

Todd Zuccone: On 93 octane, the power will be in the 900 HP range at about 20 PSI of boost. We recommend 109 race fuel or E85 for power levels up to 1000 HP. Beyond 1000 HP, we recommend C16 or E98.

>> After reviewing EVOMS's time at the March 2011 Texas Mile, it appears that the car hit 234.6 MPH once. The rest of the times varied. What was learned on the 234.6 run to enable the speed?

Todd Zuccone: There are so many variables when the car is at this level. We could hit a consistent 224-228 MPH without a problem. The things that changed the 234.6 MPH run were mostly driver and ambient condition related. During the entire race weekend there was a 10-15 MPH head/cross wind that made the handling of the car at speeds rather difficult. Additionally, track and ambient temperatures were between 85-90 degrees. Our best run took place at the end of the day when the temperatures were lower and there was no wind. There are many other factors that played into it, but far too detailed to go into plus I don't want to give away too many of our secrets for improving our time to anyone else that is trying to catch us. **AA**

According to EVOMS, Mayhem sports a 1485 RWHP, 4.0 liter Flat-6 with a ball busting 1320 lb/ft of torque that's good for 0-60 times of 2.5 seconds.



2011 Ruf RGT 12 R

Ruf's New 3.8 liter Twin Turbo Packs A Punch

By: Kevin Sims
Photos By: Ruf Press



Ruf raises the performance ante by introducing their version of the 3.8 liter 911 turbo at the 2011 Geneva Auto Show. Donned in a vibrant gold metallic paint with grey, black and red racing stripes the new Ruf RT 12 R is a sight to behold. But behind the car's flashy glam rock exterior is a no non-sense rock-you-til-you drop engine that delivers a boisterous 720 BHP at 7,000 RPM. The Ruf engine cranks out an astonishing 693 lb/ft of torque at a streetable 3,500 RPM. Ruf engineers achieve the extra power by swapping out the stock turbos with beefier twin KKK turbos. They open up the engine's airflow through a Ruf designed cast alloy intake and wider throttle bodies. Since Ruf is a manufacturer and not a tuner, they start from the engine bench and incorporate titanium connecting rods mated to 102mm Mahle pistons. The heads also receive a bit of Ruf magic as they are gas-flowed to their specs. All of this is bolted to a single mass flywheel

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Ruf RGT12 R



giving the engine's internals a much lower reciprocating mass. The thing revs to the International Space Station in quick order with just a blip of the throttle.

Also included in the RT 12 R is a carbon fiber rear spoiler, front wing, front luggage trunk cover that are styled by Ruf. Buyers also have the option of a Ruf installed carbon fiber roof. As is the company's tradition, the frame has an integrated rollcage with a crossbar. Doors are crafted out of aluminum to reduce weight even further. Plus, the side and rear windows are made of racing synthetics. As a result, the AWD Ruf RT12 R weighs in at under 3300 lbs. The car's suspension is fully adjustable and is graced with a set of Ruf forged wheels featuring central locking hubs. The 9 x 19 front wheels have 245/35 ZR 19s, while the 12J x 19 rears are fitted with 325/30 ZR 19s. Tires are Michelin Pilot Sport Cups.

Rufs are not just pieces of art, they are blusteringly fast tools and so it is with the RT 12 R. With a top speed of 230 MPH, the car can also bolt to from Zero to 62 MPH in 3.3 seconds and to 125 MPH in 9.5 seconds. At 279,000 Euros, the car represents to the world the Ruf super car as a titan of engineering with exuberate performance. Look out Ferrari and Lamborghini. **AA**

RGT12 R Specs

Technical Data

Engine: 3.8 liter, twin Turbo flat-6

Power: 720 hp at 7,000 rpm

Torque: 693 lb/ft at 3,500 rpm

Curb Weight: approx. 3,300 lbs

Engine Upgrades

Ruf engineered engine with larger twin KKK Turbos, high flow alloy intake, larger throttle bodies, gas flowed heads, titanium con-rods, 102mm pistons, and custom camshafts.

Performance

Acceleration: 0-62 mph in 3.3

Maximum speed: 230 MPH

Transmission

Six Speed Manual

Price

279,000 Euros



TechArt 997 Turbo Upgrades

Piecing Together a New Model

By: Kevin Sims
Photos By: TechArt Press



For 2011, TechArt has released comprehensive performance packages for both the Porsche 997.1 Turbo and the 997.2 Turbo that not only increase power but intensify the driving experience through exhaust systems that project dramatic sound and make the extra power audible to the world. The company notes that the knowledge gained from their 2009 and 2010 SportAuto Tuner Grand Prix victories were applied to these packages.

According to TechArt, they have improved upon the TA 097/T1 engine found in the 997.1 turbos by boosting power to 570 HP at 6500 RPM, an increase of 70 HP compared to stock. They claim they were able to reach such power with the introduction of a TechArt sport air filter, an enhanced flow carbon fiber intake, and a re-programmed Motronic ECU. The TA 097/T1 package also includes a TechArt

TechArt 997 Turbo Upgrades

sport exhaust with variable valving and twin exhaust tailpipes with a glossy chrome finish that's embossed with the TechArt logo. As a result of TechArt's tweaking, they claim that a 997.1 turbo with their package will skyrocket to Zero to 60 MPH in a brisk 3.2 seconds.

If that performance sounds satisfying, TechArt's additions to the 997.2 Turbo engine will overwhelm you. According to TechArt, their performance kit for the TA 097/T2 engine will launch an equipped car to Zero to 60 MPH in 2.9 seconds - that's under the 3 second barrier. Does this sound incredible? Well, it is! They claim they achieved these acceleration numbers through installing the company's sport air filter, a specially designed carbon fiber higher flow intake, a re-programmed Motronic ECU and the addition of a tailor-made sport exhaust system. They claim horsepower will be increased by 120 to make 620 HP. They have not specified whether the horsepower numbers were at the fly or the rear wheel. Only a stop watch can actually judge and we look forward to using ours. **AA**



TRG Wins GT Class

Grand Am >> 2011 Rolex 24 Hours at Daytona

By: Kevin Sims
Photos By: Randy Stevens & David Livshin



TRG owner Kevin Buckler celebrates victory from the pits moments after his #67 car crosses the finish line. Notice he is being handed the winner's cap.

Daytona Beach, FL – January 30th, 2011 - Driving the TRG Porsche GT3 Cup #67 race-car, Andy Lally (USA), Wolf Henzler (Germany), Brendan Gaughan (USA), Spencer Pumpelly (USA) and Steve Bertheau (USA) drove to a two lap GT victory in the 49th running of the Rolex 24 at Daytona. The TRG victory enabled Porsche to capture its 73rd class win and 39th class win for the Porsche 911 at the Rolex 24.

Porsche was in the thick of the action from the starting grid. In the GT class, TRG's GT3 #66 started from pole position, however, the team's #67 car had actually won the pole as it was clearly the fastest GT car on the track. The TRG GT3 # 67 car had to start the race in dead last as they were penalized for a rear wing violation. Other



Flying Lizard #45 in the garage repairing damage after Seth Neiman had an off-track excursion avoiding a spun GT car.

significant Porsche GT starting positions were held by Magnus Racing's GT3 #44 in third and Burtin Racing's GT3 #17 in fourth. In the DP class, Flying Lizard Motorsport's Porsche-Riley #45 started at pole while Action Express Racing's LBP Porsche-Riley #9 commenced the race in twelfth and #5 in thirteenth.

The Third Hour

By the third hour of the race, Kevin Buckler's TRG # 66 had given up its pole setting position when Ben Keating had a flat tire after a spin to move the car down to thirteenth in the GT class. The Magnus Racing Porsche 911 GT3 Cup also as gave up a promising position when Richard Lietz hit track curbs and damaged the rear sway bar thus losing three laps in the pits. Other strong GT class Porsche positions by the third hour include Brumos Porsche #59 in second and the TRG/Black Swan Racing Porsche, currently driven by Patrick Pilet, in third.

2011 Rolex 24 at Daytona

In the DP class, the Flying Lizard Motorsports Porsche Riley #45, started by Joerg Bergmeister (Germany), turned the fastest lap of the race (1:40.417) during the first hour and lead for the first 52 minutes, however during the second hour several incidents put the car in the garage for repairs, losing 18 laps to the leaders. Bergmeister lost some time to the field when he made a green-flag pit stop for fuel and a driver change just before a caution flag that enabled the rest of the field to pit under yellow. Patrick Long spent almost an hour in the car, and brought it back up to second place, when another yellow and driver change took place. Car owner Seth Neiman climbed in the car and was shortly thereafter hit in the fender. To add insult to injury the Lizards received front splitter, under-tray and radiator damage when Seth Neiman had to go off-track to avoid a spinning GT car. The #45 car was repaired and at the third hour marker was seating in sixteenth place with Johannes van Overbeek at the wheel. The Action Express Team was having a much better race opener. During lap 67, Action Express's LBP-Porsche-Riley #5 driven by David Donahue took the overall lead from Spirit of



Action Express drivers David Donohue and Darren Law discuss race strategy.



2011 Rolex 24 at Daytona

Daytona's Chevrolet-Coyote #90. During lap 85, Action Express #5 gave up the lead to #55 BMW-Riley to make a pit stop.

The Seventh Hour

As night was beginning to set in at Daytona during the seventh hour, Brumos Porsche's GT3 Cup #59 reclaimed the GT class lead with endurance racing legend Hurley Haywood driving. During the fifth hour with Lieb driving, Brumos had secured the GT class lead; however, the driver change to Haywood along with a splash of fuel in the sixth hour temporarily lost the lead. The Paul Miller Racing Porsche 911 GT3 Cup # 48 was in second place at the seventh hour. The Paul Miller team had led at the six-hour mark, but ended up in second place caused by a caution period pitstop. The qualify penalized TRG Porsche 911 GT3 Cup #67 had worked its way from last to third place by the seventh hour to put them in a strong position for a possible race victory.

In the DP class, the troubled Flying Lizard Porsche Riley #45 continued their streak of misfortune as they were plagued by a flat tire at the seven-hour. With Seth Neiman back in the car, the Lizards were in a disappointing thirteenth place and 18 laps behind the leader. The boys at Action Express once again run a smooth race and avoided trouble. On lap 191, Action Express Porsche-Riley #5 with Buddy Race driving took the lead as the former leader, #6 Ford-Riley, pits for fuel and tires. With Buddy Rice at the helm, the Action Express #5 maintains the lead for sixteen laps until Ganassi Racing's BMW-Riley #01 executes a pass and takes the lead on lap 207. A fuel stop and driver change on lap 211 pushed Action Express #5 further back to sixth position just behind team-mate Action Express #9.

The Seventeenth Hour

At around 5am, the track was under a yellow flag as a Ferrari 430 spun off the track. During that time fog had beset Daytona and a yellow flag remained in place for three hours as visibility was nonexistent. The teams cruised the racetrack in single file with no real action. Liberation from the yellow flag came around 8am with daylight in its fullness. At hour 17, one lap behind the leading Dempsey Rac-





Flying Lizard's Patrick Long being interviewed by SpeedTV.

ing Mazda RX-8 sat the TRG Porsche 911 GT3 Cup #67 with Lally currently driving.

"We have three of the top five and four of the top 10 in GT. The No. 67 car has been running without a clutch since midnight. That requires finesse by the drivers with the throttle blip on downshifts and a lot of pushing by some tired crew to get the car rolling out of the pits to get into first gear," said TRG owner Kevin Buckler.

Only four seconds behind is the TRG/Black Swan Racing Porsche with Pappas behind the wheel. One lap behind them is the Paul Miller Racing Porsche with Sellers driving. In fifth place and four laps back, is the GT pole-sitting TRG Porsche #66. The Brumos Porsche #59 was in the lead during the first part of the overnight; however, a broken radiator resulted in a lengthy stop putting them in eighth place.

In the DP class, Flying Lizard continued their calamity of fortune when the team suffered another long pit stop to change and bleed the brakes. As a result, Flying Lizard #45 is in a dismal twelve place and seventeen laps behind the leader. For Action Express, the cloak of fog presented a welcomed opportunity. Both Ganassi's BMW-Riley cars were in a 1-2 position going into the caution around 5am. The race leaders had to pit for fuel, tires, and brakes at around 6:30am handing Action Express #5 the lead. Once the green flag waved around 8am, Action Express #5 held the lead, but for only two laps as the Gannasi Racing #01 driven by Scott Pruett captured the lead.

The Finish

With eight minutes and the race standings seemingly sit in stone, Spirit of Daytona's Chevrolet-Coyote #90 handed all race teams present cause for alarm. The #90 car had just entered the track from a pit stop when a faulty installed tire exploited and caused the speeding racecar to heavily damage its rear. The resulting incident sent racecar debris all over the entire track as #90 had to do a lap to pit. Sweet anticipation for race leaders Ganassi Racing #01 in DP and TRG #67 in GT turned to anxiety pieces of #90 debris fell on the track. A clear path to victory for had been lettered with obstacles and a caution period that reduced lead margins. Luckily for #01 in DP they had Ganassi Teammate #02 in sec-



TRG winning drivers savor victory.



Last pit stop with minutes to go.

ond place to act as a buffer. Action Express #9 driven by Joao Barbosa attempted to pass to claim second place, but fell short.

“I thought on the last lap I could have pushed a little bit for second place, but I had to defend third place at the same time, so I couldn’t push too hard,” said Barbosa, who piloted the winning car one year ago. Barbosa had to settle for third, but the underlining anxiety caused by the #90 car-nage created another exciting finish.

Flying Lizard’s luck continued to plummet shortly after the twenty-third hour as #45 driven by Jorg Bergmeister experienced a fire at the rear of the car. The team attempted to repair the damages with no success and had to retire the race.

The overall victory was won by Ganassi Racing’s BMW-Riley #01 with a 0.492 minute margin of victory over the #02 car.

In GT, the TRG Porsche #67 took the class checkered flag. Second place in GT went to the #48 Paul Miller Racing Porsche. The Magnus Racing Porsche 911 GT3 Cup #44 brought home fourth place while the Brumos Porsche #59 finished fifth. **AA**

2011 Rolex 24 at Daytona



2011 Rolex 24 at Daytona



2011 Rolex 24 at Daytona



2011 Rolex 24 at Daytona



Photograph Provided By David Livshin.com



Photograph Provided By David Livshin.com

2011 Rolex 24 at Daytona



With eight minutes remaining, Spirit of Daytona #90 loses a tire and damages the car's rear. It limps back to the pits while spreading debris around the track.

Porsche's Longest Day

AMLS >> 2011 Mobil 1 12 Hours of Sebring

By: Porsche Press and Kevin Sims
Photos By: Kevin Sims and Porsche Press



March 19th – Sebring, FL – The 2011 Mobil 1 Twelve Hours of Sebring proved to be a year of frustration for Porsche as their best result was second place in the new GTE-AM class. Starting from pole position, the Proton Competition's #63 911 GT3 RSR completed 252 laps to place behind Krohn Racing's #57 Ferrari F430 GT that finished 302 laps. However, the #57 Porsche did have the event's quickest lap with a 2:02.985 during lap 113. Sharing the cockpit of the Proton Competition RSR was Porsche works driver Richard Lietz with his teammates Christian Ried and Gianluca Roda.

The GTE-AM class battle went back and forth between the Krohn Ferrari and the Proton Porsche all day as the two cars were the only ones to





lead. The Ferrari took advantage for good with a little more than two hours to go when the Porsche ran into problems and went back to the paddock for repairs.

“Our car ran well until we experienced some clutch problems towards the end of the race,” said Richard Lietz. “The new GTE-AM class, in which only one professional driver is permitted per vehicle, is very interesting. As always, the Sebring event was huge fun. My driver colleagues drove consistent times and didn’t make one error.”

Porsche’s GT Class Performance

Porsche works drivers Joerg Bergmeister and Patrick Long claimed sixth place. At the wheel of the Flying Lizard Motorsports 911 GT3 RSR, the title defenders found themselves a lap down early on in the race run in hot temperatures after Patrick Long received a one minute stop-and-go penalty for a collision. Later on, a hose on Joerg Bergmeister’s cooling



2011 Mobil 1 Twelve Hours of Sebring

vest came loose and the leaking water caused misfiring, making an unscheduled pit stop necessary. Through this, they lost another lap to the front-runners.

“The opposition is so strong this year that you simply can’t make up such a shortfall. In this respect, I’m quite satisfied with sixth place,” said Joerg Bergmeister. “We experienced bad luck today and I hope that we’ll be able to balance things out over the course of the season.”

Despite putting in a strong drive with Team Falken’s Porsche 911 GT3 RSR, Porsche factory pilot Wolf Henzler and his teammates Martin Ragginger and Bryan Sellers were not rewarded with a good result. Over long stretches, their 911 GT3 RSR was the fastest Porsche in the field, but did not reach the finish line due to gearbox problems.

“Our teamwork went very well,” said Wolf Henzler. “Above all, we’ve made huge progress compared to last year.”

In the second Porsche 911 GT3 RSR of Flying Lizard Motorsports, Porsche works driver Marco Holzer and his American teammates Seth Neiman and Darren Law saw the flag in seventh place.

“Obviously, we imagined our start to the season differently,” said Porsche head



2011 Mobil 1 Twelve Hours of Sebring

of motorsport, Hartmut Kristen. “Still, sixth place for Flying Lizard Motorsports and the corresponding championship points are very important for a successful title defense. Sadly, the collision with a competitor, the leaking cooling vest and the resulting electrical problems prevented a better result.”

Peugeot Takes the Overall Green

Peugeot won again at Sebring presented by Fresh from Florida on Saturday, this time the Team ORECA Matmut taking victory in America’s greatest sports car race and the opening round of the 2011 American Le Mans Series.

Loic Duval took the checkered flag by 31.868 seconds in his Peugeot 908 HDi FAP over Highcroft Racing’s Simon Pagnaud in a classic fight that saw the top three cars finish on the lead lap. Duval, who won with Nicolas Lapierre and Olivier Panis, took a late splash of fuel to ensure he could make it to the end.

“It was strategy to make the splash,” Duval said. “After that, the car was perfect and I was able to keep the gap between us. I think we didn’t expect to be in this position, but at the end the car was perfect.”

Team owner and ORECA founder Hughes de Chaunac was in tears during the final lap – ones of joy. This was the first time he brought his team to Sebring since sweeping the GTS podium in 2000 with the factory Dodge Viper program.

“It’s a historic result for us,” de Chaunac said. “It’s a race that we built step by step. We finished just in front of the manufacturers. We avoided mistakes. It was not easy because I asked them to be quick and patient. We won because we did not make any mistakes.”

Pagnaud, David Brabham and Marino Franchitti drove Highcroft’s HPD ARX-01e for the first time this week and appeared on the verge of its first Sebring victory. But Pagnaud finished second, and held off the highest-finishing Peugeot 908 factory entry of Franck Montagny, Stephane Sarrazin and Pedro Lamy.

The other factory Peugeot was involved in an early-race crash with the No. 2 Audi R15 Plus prototype at Turn 17 that effectively ended both cars’ chance at winning. The No. 1 Audi lost two left-rear tires on consecutive laps earlier.



2011 Mobil 1 Twelve Hours of Sebring



BMW Takes GT Honors

BMW Motorsport won a hard-fought GT battle for the manufacturer's first win at Sebring since 1999. Joey Hand, Dirk Mueller and Andy Priaulx led a 1-2 finish in class, which won the GT team and manufacturer championships in 2010.

The winning car came back from an early tap and spin with one of the JaguarRSR entries and a left-front flat tire. Given some of the other attrition that went on in the class and the fact that the top six cars in class ran on the same lap deep in to the race, getting both cars to the finish – never mind a 1-2 finish – was an accomplishment in and of itself.

Five cars led the class at one point. The car of Augusto Farfus, Dirk Werner and Bill Auberlen placed second but was leading until a tire puncture in the final third of the race pushed it back into third place. Werner passed Corvette Racing's Tommy Milner with 35 minutes remaining to make it a 1-2 for the M3 GTs. **AA**



2011 Mobil 1 Twelve Hours of Sebring

