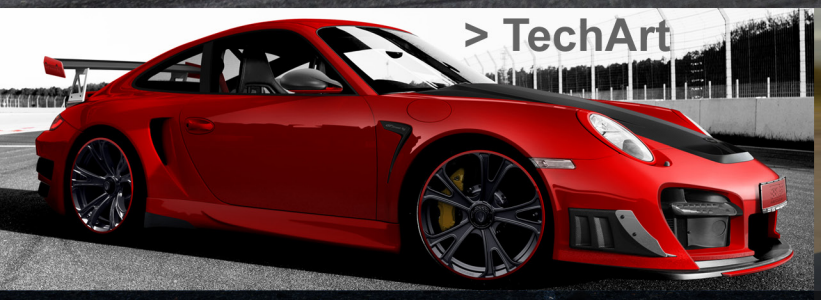
Autobahn Ambition

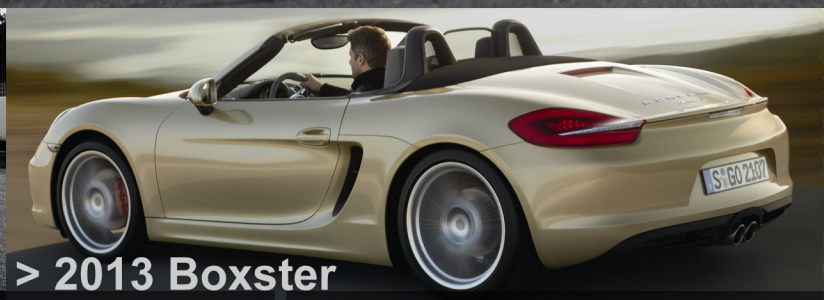
The PORSCHE Tuner Magazine

2012 Winter Issue

'12 Rolex 24 at Daytona Preview



> TechArt



> 2013 Boxster

GT3 Cup

2012 997 GT3 Cup

LeMans

Is Porsche Returning ?

Cayman

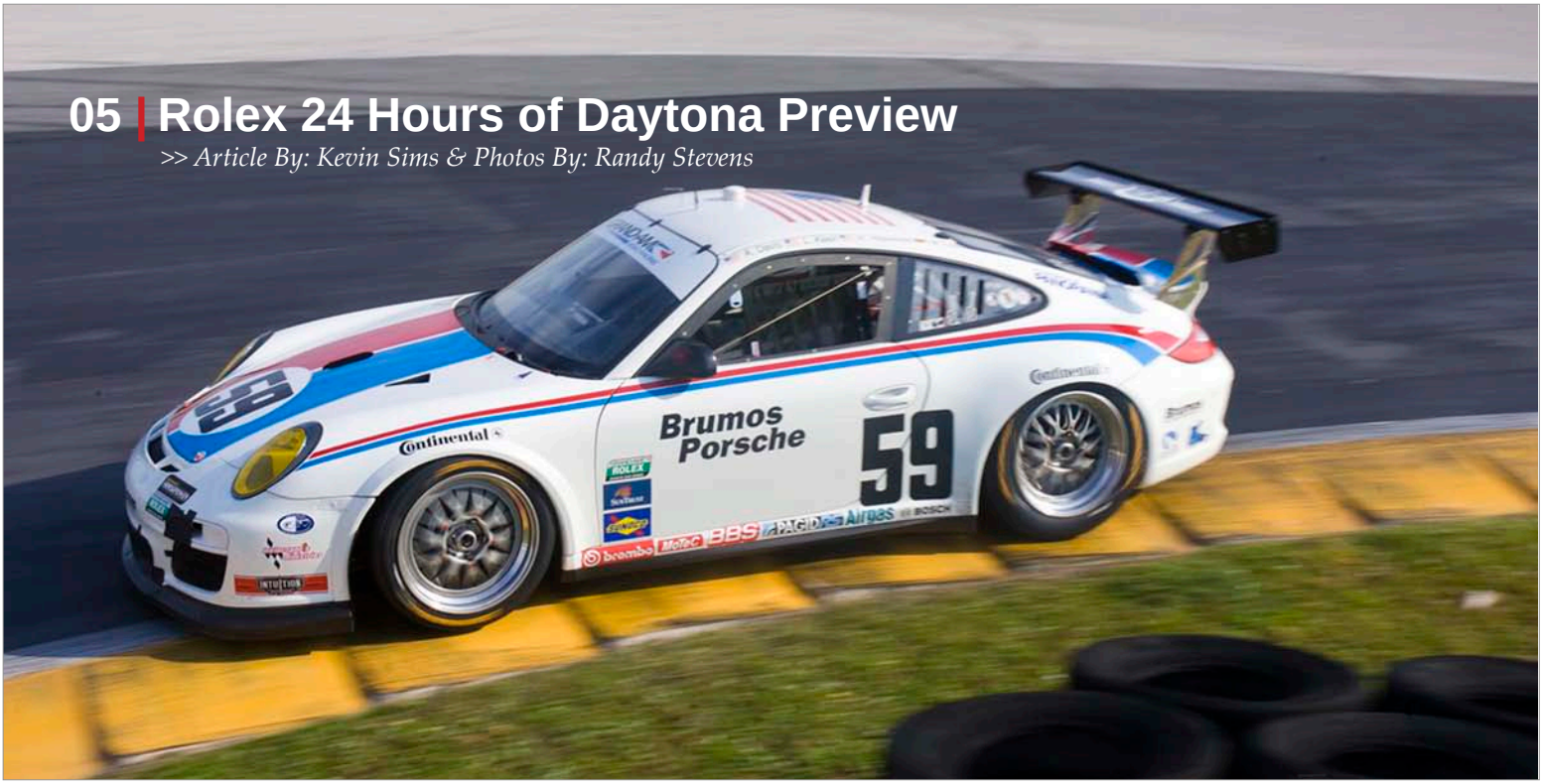
Delavilla R1

Autobahn Ambition

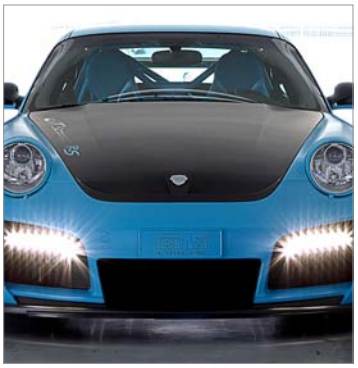
>> 2012 *Winter Issue*

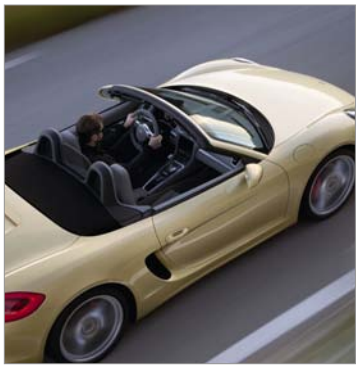
Table of Contents

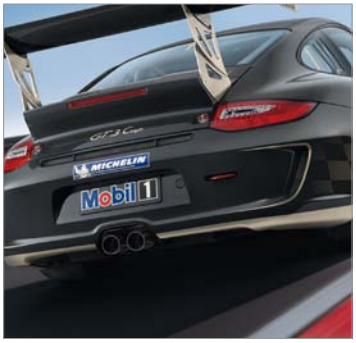
>> Top Story



>> Features







>> Additional Coverage

Porsche News

Porsche Returns to LeMans in 2014

By: Porsche Press
Photo By: Porsche Press

Porsche returns to Le Mans with a werks-run LMP1 sports prototype for the year 2014. With 16 overall victories, Porsche is the most successful manufacturer at Le Mans. The most recent win was in 1998 with the 911 GT1.

"Motorsport was always an essential part of the Porsche brand," emphasises Matthias Müller, President of the Executive Board at Porsche AG. "So for us it was only a matter of time before we returned as a factory to the top league of racing. Porsche's successes in Le Mans are unrivalled. We want to follow up on this with the 17th outright victory."

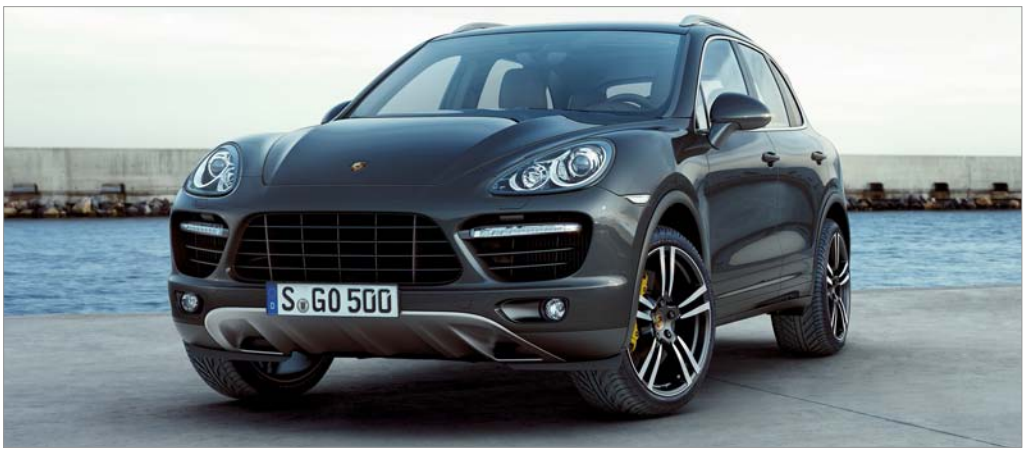
Hartmut Kristen, Head of Porsche Motorsport, is already prepared for one of the most challenging development program in the company's history. "We're looking forward to the task of developing new technologies and to continue on with the success of the Porsche RS Spyder. After the conclusion of our works-supported sports prototype programme in the ALMS we have kept up with the latest technology. Now we will begin with detailed research to evaluate the various concept alternatives for our new car. These obviously depend on how the regulations for the year 2014 look in detail. In principle, these regulations are interesting for us because the integration of our hybrid technology in the vehicle concept is one possible option." ***AA***

PCNA Reports Significant 2011 Sales Increase

By: Porsche Press
Photos By: Porsche Press

Porsche Cars North America (PCNA), announced December 2011 sales of 1,834 vehicles and year-to-date sales of 29,023 vehicles. The year-to-date sales compare to 25,320 vehicles sold last year – a 15 percent increase.

"2011 represents a very positive step forward for Porsche and demonstrates the brand's continued strength in the United States market," said Detlev von Platen, PCNA's President and CEO. "We are confident we will build on this momentum moving forward into the new year with the launch of the 7th generation 911, a new Boxster and several other new products."



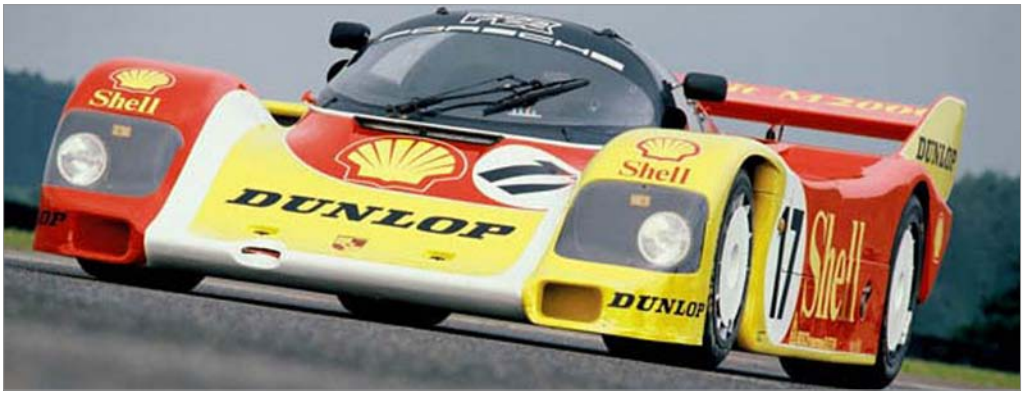
Much of Porsche's 2011 sales success can be attributed to the continuing momentum of the Cayenne SUV. Sales of the Cayenne in the U.S. were 12,978 in 2011 compared to 8,343 in 2010 – a 56 percent increase. Another highlight for Porsche last year was the continued success of the 911. With the all-new 911 Carrera and Carrera S due to go on sale in the United States February 4, 2012, sales of current models continue to be strong. Annual sales in 2011 were 6,016 compared to 5,735 in 2010, an increase of 5 percent. Also in December, sales of Porsche's Approved Certified Pre-Owned (CPO) vehicles rose to 538 versus 533 during the same period in 2010. CPO total sales in 2011 were 8,323 compared to 7,298 in 2010. ***AA***

Porsche Racing History

1984 Porsche 962

By: Porsche Press
Photo By: Porsche Press

The 962 is, under the direction of Norbert Singer, initially created for Porsche customers in the USA where it is intended for the IMSA racing series. The 956 serves as the basis. The IMSA regulations stipulate that the driver's feet must not be further forward than the mid-front axle. In response, Singer increases the wheelbase to 2.77 meters, resulting in modifications to the monocoque and downsizing of the front overhang in order to maintain the overall length. The aerodynamics are modified accordingly. A 2,869 liter two-valve unit with just one turbo charger proves to be the best permissible engine option. In this specification the minimum weight was 1,874 lbs. Gearbox and clutch as well as suspension can be taken from the 956, though springs and dampers are adjusted to the new vehicle. The capacity of the fuel tank is increased to 120 litres.



For competition in the World Endurance Championship and in Le Mans, Porsche prepares a version with a 2.65-litre engine, two turbo-chargers and a water-cooled cylinder head.

The green light for the 962 project is received mid-October 1983. On 17 October the sketches begin for the new monocoque. On 23 December the monocoque is ready, the first test engine is fitted. On 24 January the first 962 is ready to drive, one day later tests begin on the Paul Ricard circuit. In the evening, 279 miles at racing speed were completed. On 27 January the first 962-001 leaves Stuttgart for Florida where it makes an honorable debut by posting pole position.

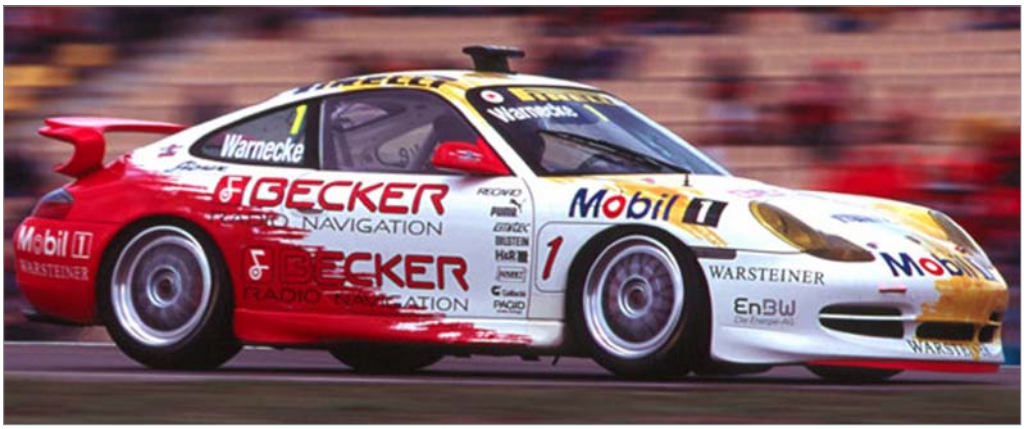
In the next years Porsche builds 91 more 962s. Over the next decade the 962 becomes the most successful sportscar in history winning 54 IMSA races. ***AA***

2000 Porsche 996 GT3 R

By: Porsche Press
Photos By: Porsche Press

For the first time, the Porsche 911 GT3 R is raced by customers on a large scale as 60 units are built at Weissach. At the season-opener in Daytona, the Swiss Haberthur Racing team with its Italian drivers Gabrio Rosa, Fabio Rosa, Luca Drudi and Fabio Babini takes the lead in its class with 90 minutes to go and, with its 911 GT3 R, claims a class victory in the 38th edition of the 24-hour race.

Japanese team Taisan Advan claims the GT class of the Le Mans 24 Hours with its drivers Atsushi Yogo, Hideo Fukuyama and Bruno Lambert. The Taisan-Porsche 911 GT3 R had started 45th on the grid and completed 310 laps securing the class victory. With the German driver line-up of Uwe Alzen/Michael Bartels/Altfrid Heger/Bernd Mayländer, the team Phoenix-Porsche Zentrum Koblenz wins the 24-hour race at the Nürburgring-Nordschleife. The privately-entered Porsche 911 GT3 R completes 145 laps, establishing a new record distance. The giant event sees an entry of 210 cars, among them 19 Porsche sportscars, eleven of which make it to the finish.

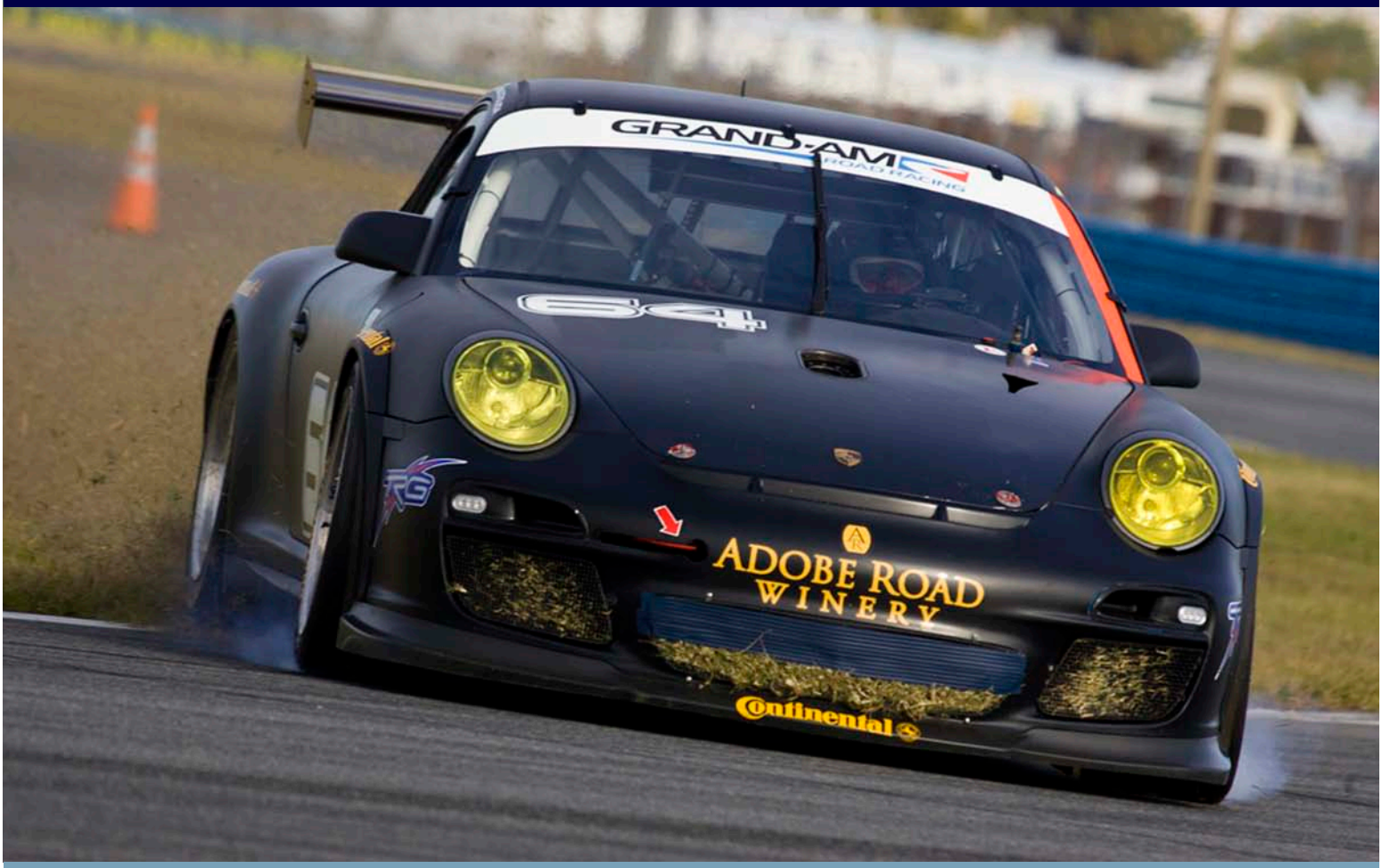


With their 911 GT3 R, Mike Fitzgerald and Darren Law win the drivers' title in the Grand American Road Racing series. Their G & W Motorsport team claims the teams' title. Because of the successes achieved by the customer squads, Porsche also carries off the manufacturers' title. ***AA***

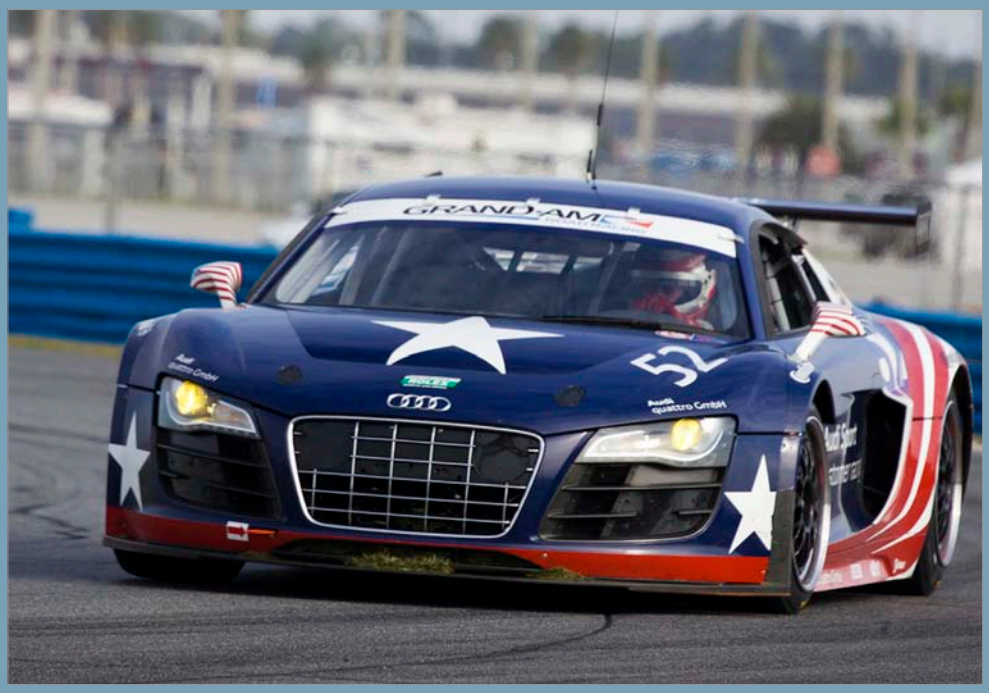
2012 Rolex 24 Daytona Preview

Grand Am >> 2012 Roar Before the 24

By: Kevin Sims
Photos By: Randy Stevens

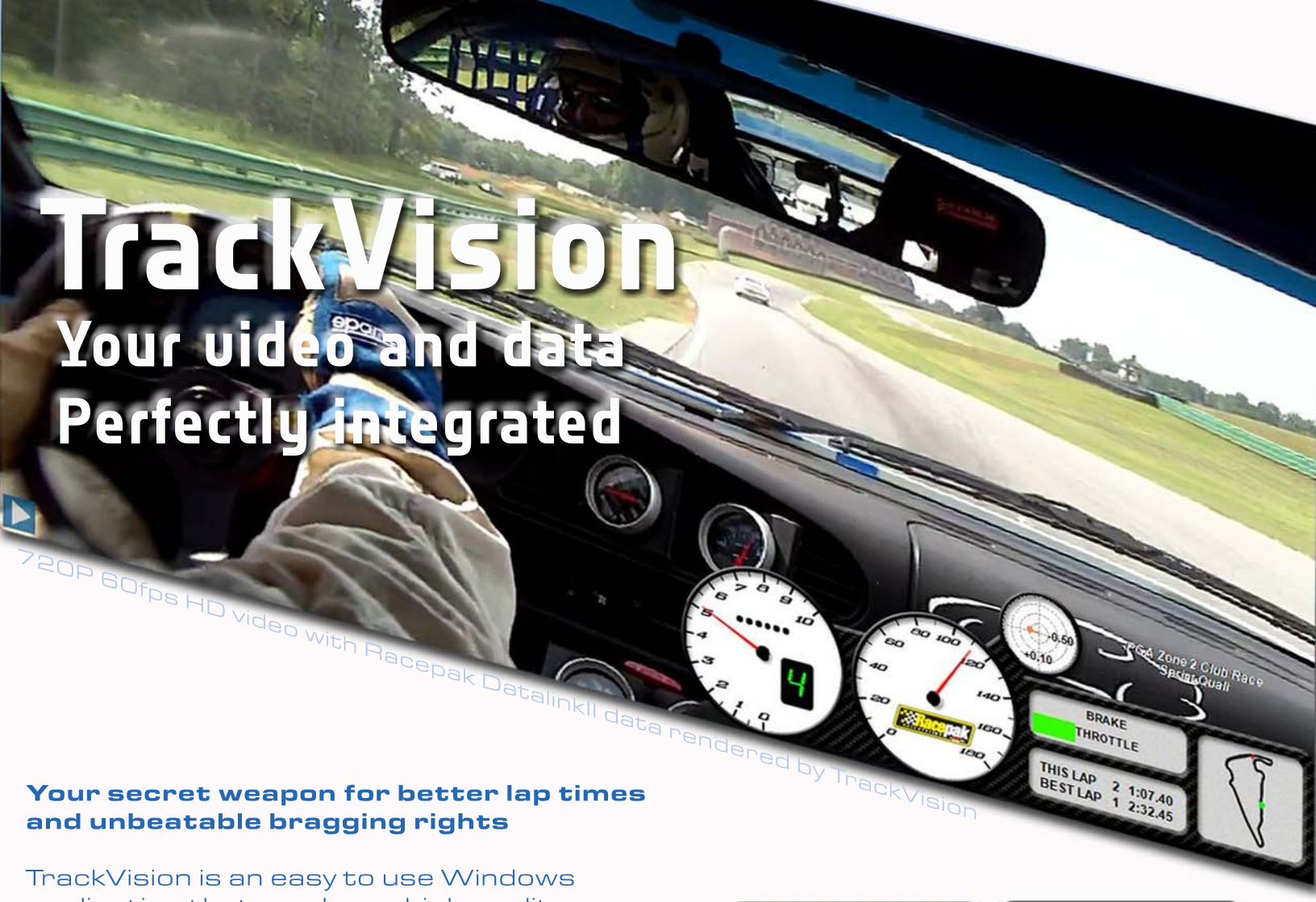


Daytona, FL – January 8th, 2012 – Grueling, tedious, and competitive are words that described the tension felt at this year's Roar Before the 24 – the three-day 'dress rehearsal' test day that leads up to the Rolex 24 Hours at Daytona. Two factors are causing the extra 2012 tension. Firstly, this year's Rolex 24 is expected to be the most watched in its history because the 2012 event marks the 50th Anniversary of the Florida endurance classic. Perhaps most significantly, this year's Grand Am playing field has changed the most since the DP-era in 2003. And change brings pressure.



GT Class Changes

In the GT Class, the winds of change have blown in new competi-



Your secret weapon for better lap times and unbeatable bragging rights

TrackVision is an easy to use Windows application that produces high quality video overlaid with your data.

Drivers in over 30 countries have made TrackVision the world's leading motorsports video solution.

Video - straight from your camera

It's that simple.
- DV, MPEG2, MPEG4, DivX, MJPEG
- HD video formats H.264, AVCHD, DivX
- NTSC and PAL frame sizes

Data - straight from your datalogger

TrackVision accepts data from almost any datalogger, with more in the works!

Save your video the way you want it

TrackVision includes powerful editing and display features.

For Windows XP, Windows Vista [32 or 64 bit]
For Mac with Parallels or Bootcamp

Racepak DATA SYSTEMS

MoTeC

Fully Integrated with Racepak & MoTeC

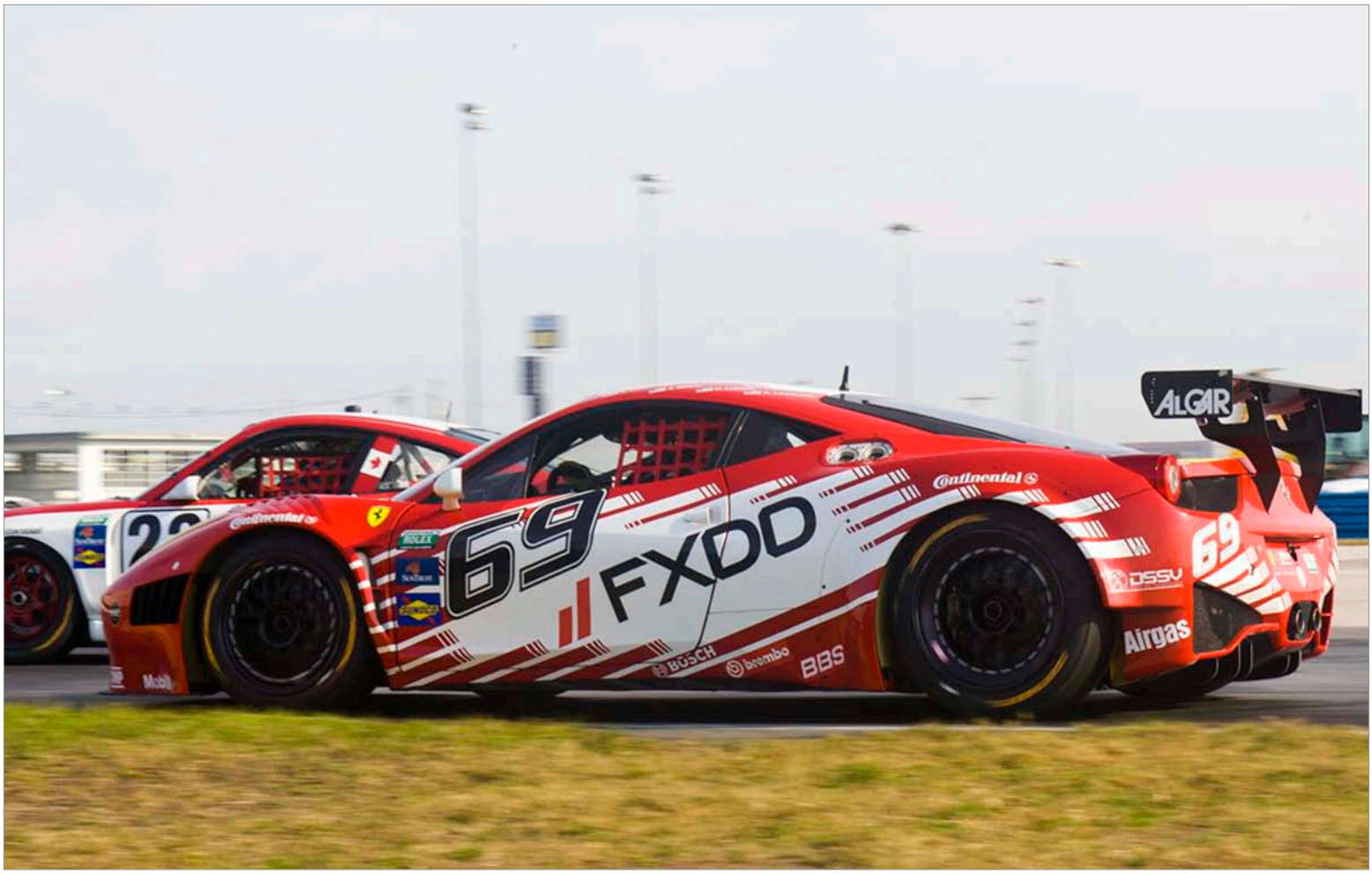
With your data and video opened in i2Pro or DatalinkII, a single click launches TrackVision with your video and data loaded, synchronized, and ready to save. What could be easier than that?

Still just $195 at www.TrackVision.net

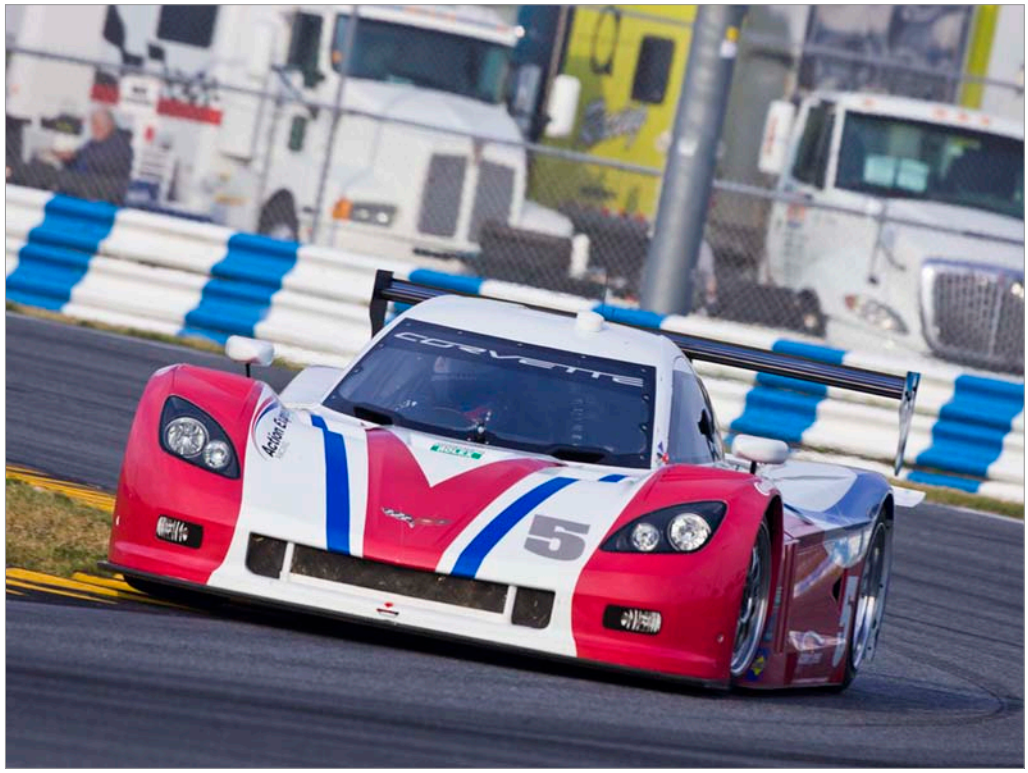
Version 2.1 now available
Free upgrade from TrackVision V2.0!

Questions? Email info@TrackVision.net

TrackVision
Motorsports Data and Video Technologies
www.TrackVision.net

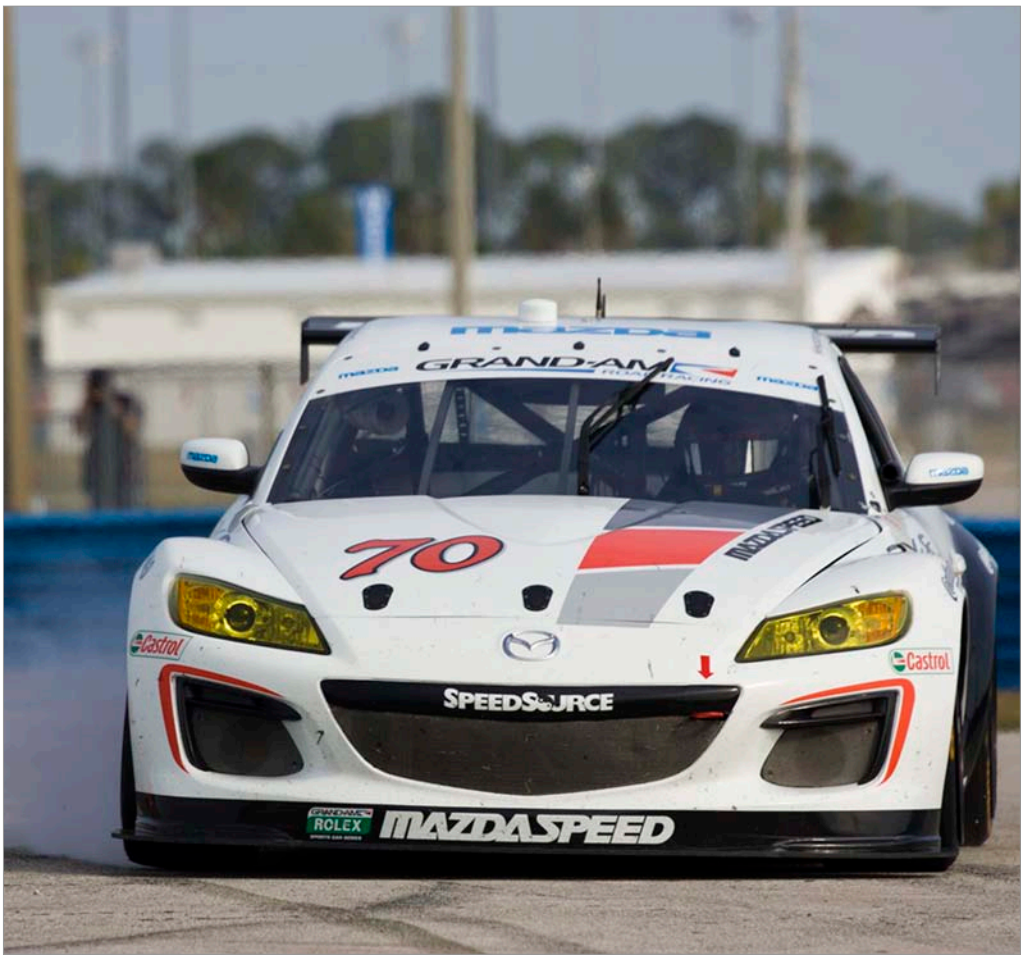


tion. The Ferrari 458, Audi R8, and Viper will be joining the existing ranks. The resulting GT atmosphere is one of intensity. As was announced at last year's Rolex 24, Scuderia Ferrari has been working on a return to Daytona. They are fielding five Grand Am specially prepared 458 Italias with four different teams. Lessons learned from last year's Ferrari 458 participation in the ALMS has been brought into Grand Am. The prancing ponies are allowed to weigh 2800 lbs and use a Grand Am approved FIA GT3 homologated 458 engine built by Michelotto Ferrari. Traction control, under car aero tunneling, and ABS are not permitted by Grand Am rules along with carbon fiber brakes. Similar to the Ferraris, Audi is limited to a weight of 2,825 lbs, must run a FIA GT3 homologated engine built by Audi Sport, and is not allowed traction control, under car tunneling, ABS and carbon-fiber brakes. Both cars are allowed GT3 approved rear diffusers with block panels, but must have



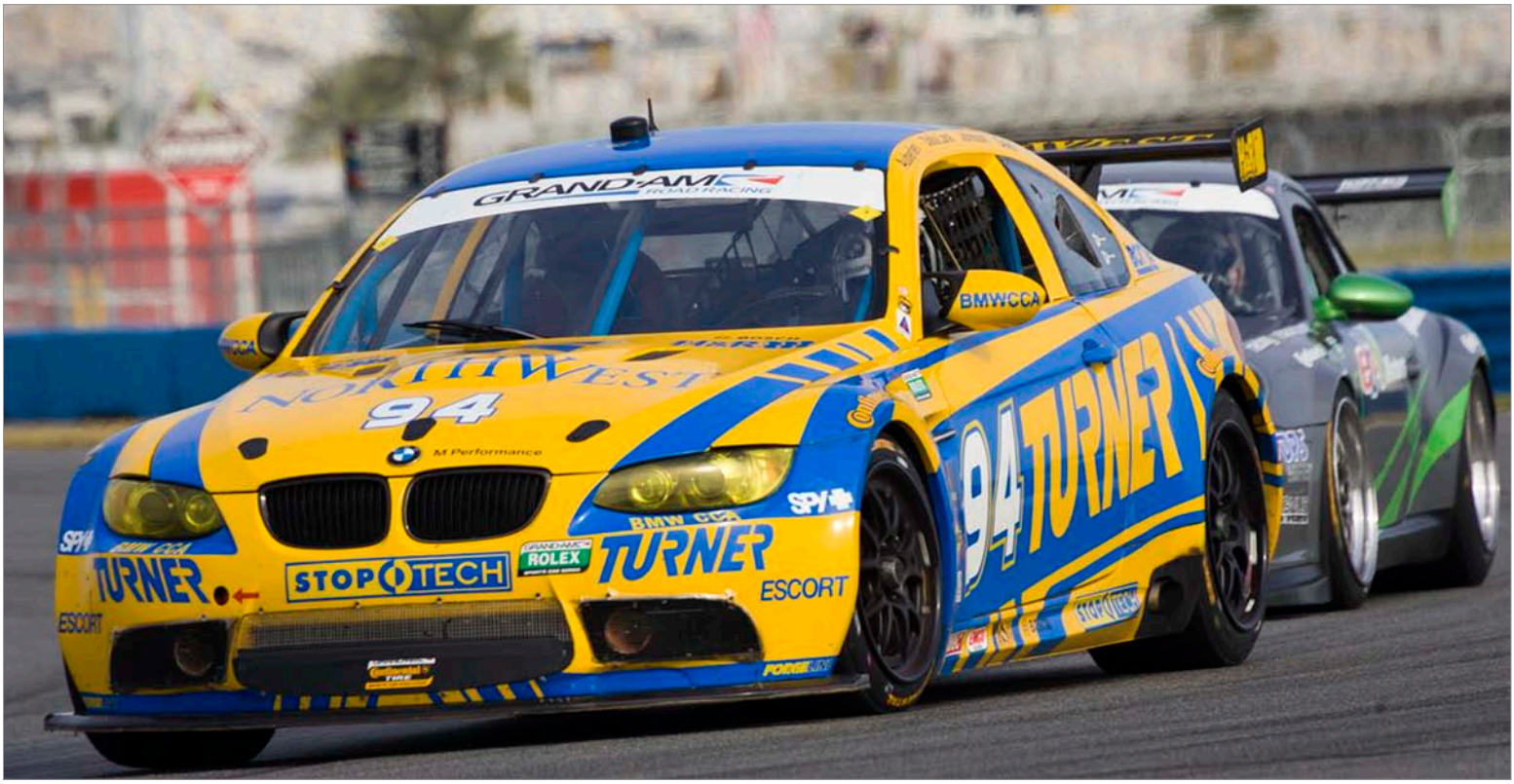
flat under bodies. Maximum front splitter dimensions are also mandated, but specifics defer between the two machines. Tire sizes are the same at 305/650R18 in front and 325/710R19 out back.

The Porsche GT3 Cup is allowed a running weight of 2600 lbs along with a Porsche Motorsport built 3.8 liter engine. Teams can choose between 2009, 2010, 2011, or 2012 prepared GT3 Cups, but must run 2009 splitters. The 2009 and 2010 cars must run 2009 front fenders with vents closed while the newer cars are allowed 2011 bodies with open vents. All 911 GT3's must have a max body width of 75 inches and a two inch ground clearance all round. All GT3's must have production steel brake calipers, no ABS or Traction control. All must use the updated rear spoiler made by Porsche with the new rear deck lid and wing support. Tires are limited to 285/645R18 in front and 325/710R18 out back.



GT Class at the Roar

It seems Ferrari's year-long Grand Am 458 preparation efforts paid off. All five Ferrari cars and four teams were in the class's top 10 best event lap times. The #63 Risi Competizione, the Texas based Fer-



rari ALMS team, grabbed the gold medal with 1:49.239 at an average speed of 177.32 mph while the silver went to another Maranello-built car, #3 Extreme Speed Motorsports, with 1:49.337 at 177.215 mph.

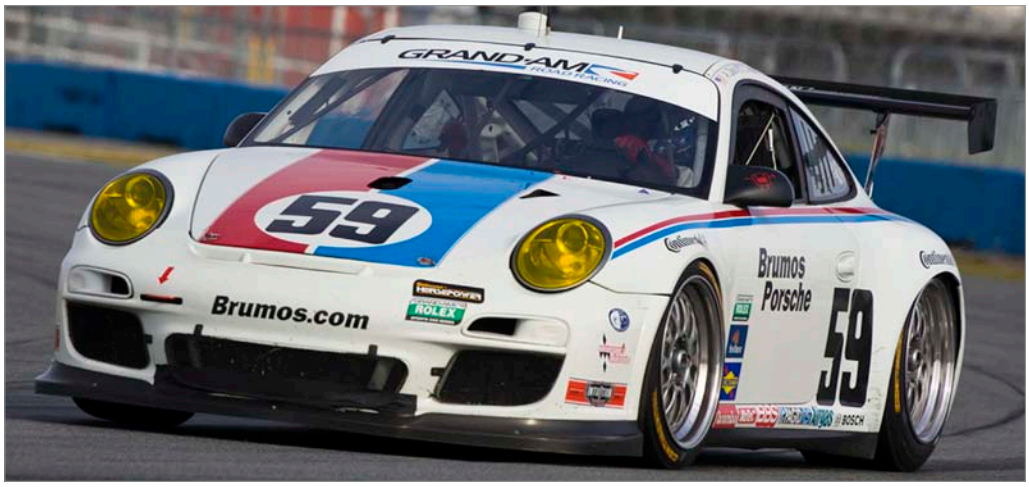
"I've won Le Mans twice in a Dodge, won the Rolex 24 in a Dodge and won two FIA GT championships, but if I can win this race in a Ferrari it would be fantastic. When I was seven to nine years old - even before my karting days - my uncle had a Ferrari Daytona GP and that gave me my first feeling for speed," celebrated Olivier Beretta, No. 63 Risi Competizione.

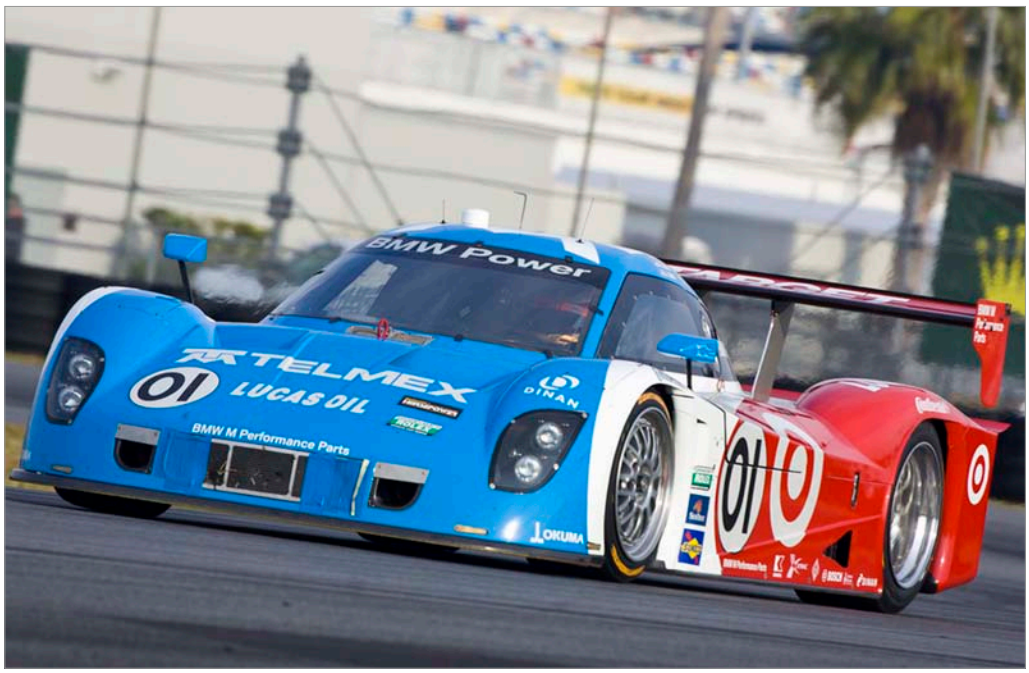
Despite the Italian domination, Porsche displayed its time-tested experience at Daytona by also having five GT3 Cup cars in the top 10. The #23 Alex Job Racing's GT3 blazed the Zuffenhausen thrust by ticking off an impressive time of 1:49.423 at an average speed of 117.123. The time was the fourth best time of the test days, but unfortunately behind three Ferraris. On a bright note, the time was better than the fastest 2011 Roar Before 24 Porsche GT Class time of 1:49.868 at 116.649 mph by Brumos Racing. Improvement is improvement. Other Porsche top 10 times included #18 Muehlner Motorsports America's time of 1:49.465 at 170.078 mph and #66 TRG's 1:49.581 at 116.954 mph. TRG, the winner of last year's Rolex 24 GT class, is campaigning an armada of five GT3s for the 50th Anniversary year. TRG Driver Ben Keating is not only racing the No. 66, but the No. 68 as well.

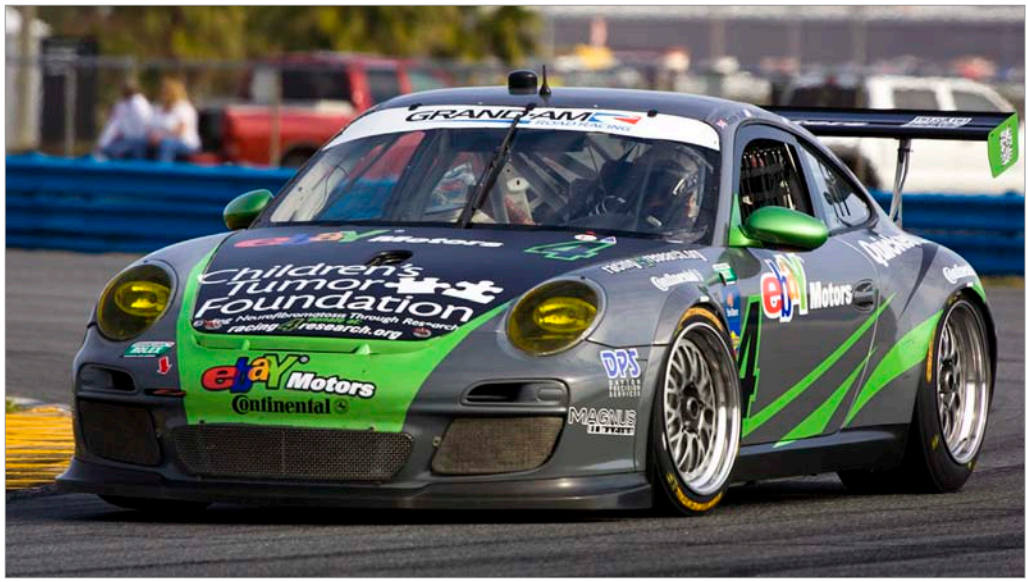
"The test went great, I was driving two cars, moving in-between both. The cars are different, but both were fast. Kevin has put together a great group of drivers and I love all of my teammates. I think this is the most competitive that I've ever seen this race in the GT field but we've got a great chance in both cars. I really feel TRG has an advantage heading into the 24," expounded Ben Keating of TRG.

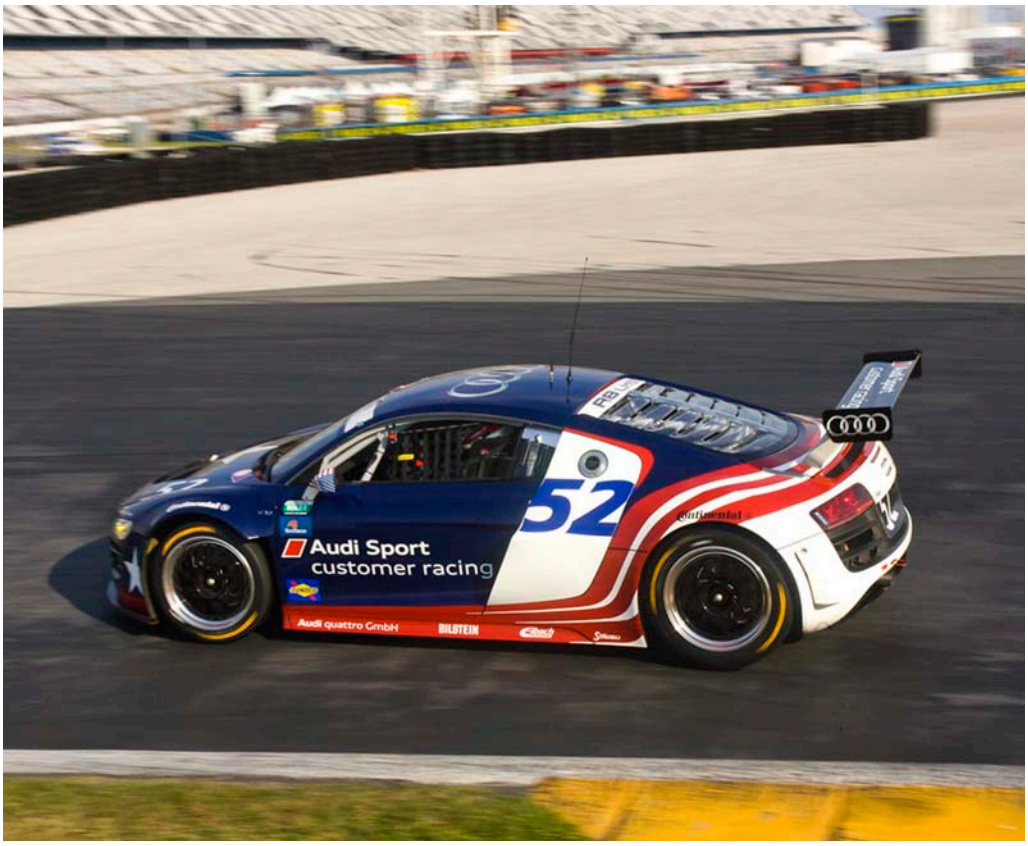
Brumos Racing, the 2011 Rolex GT Series Champion, is proud to host the return of Hurley Haywood to mark his 40th running in the 24 Hours of Daytona. He will be accompanied by Leh Keen, Andrew Davis, and Marc Lieb. The team's best time took place toward the end of the last day as they did a time of 1:49.865 at an average speed of 116.652 mph.

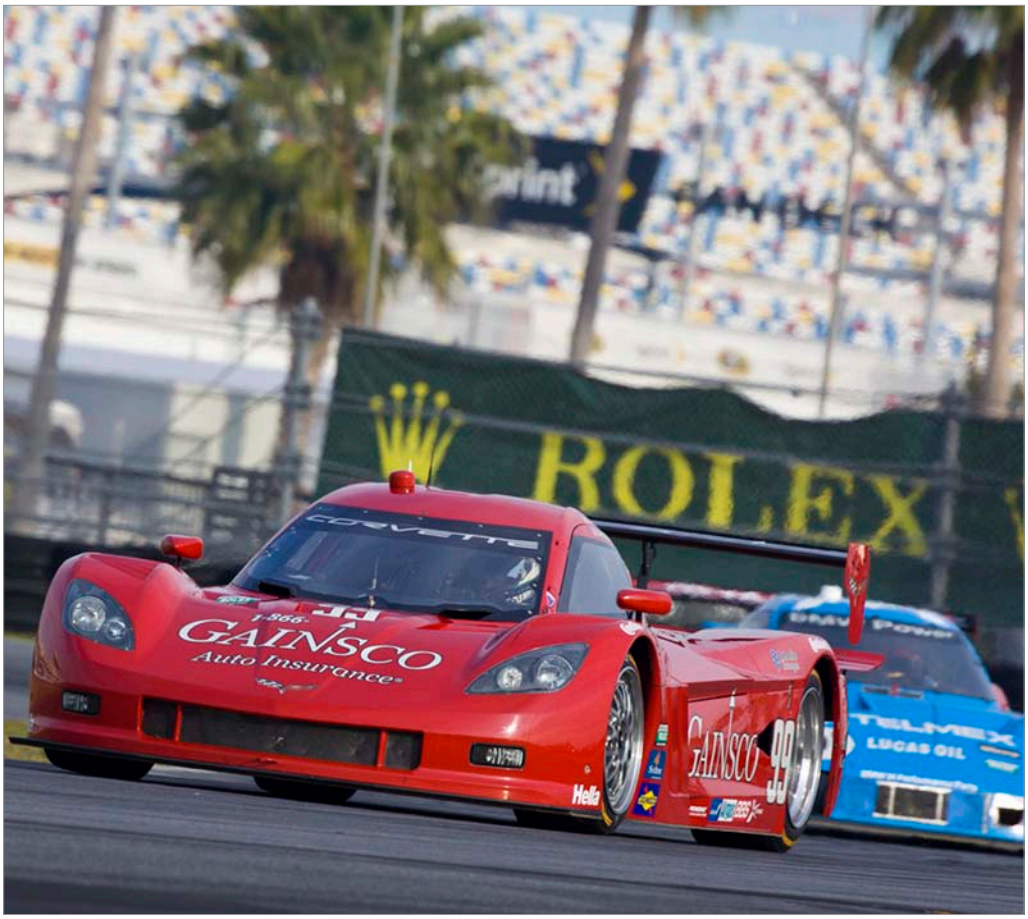
In his previous 39 Rolex 24 starts, Hay-











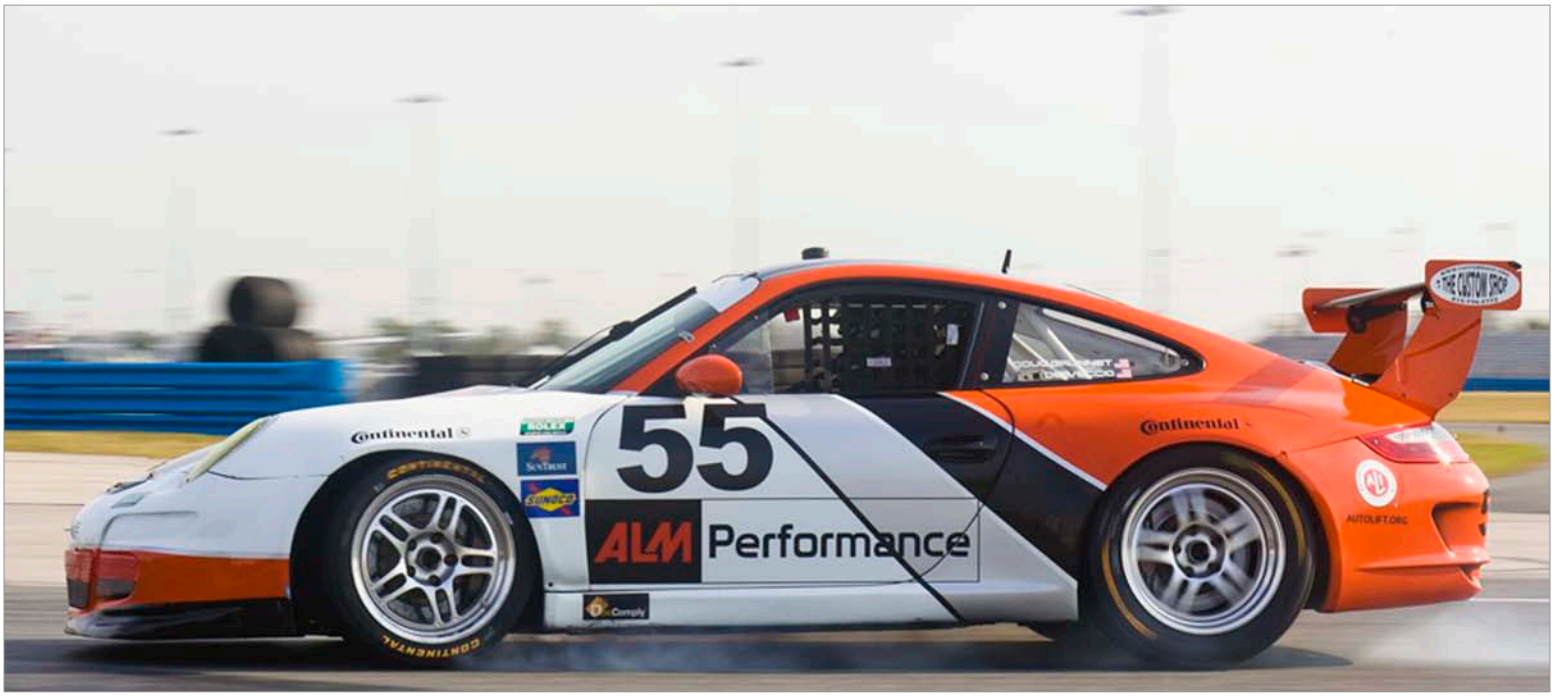
wood has seen it all, but goes into 2012 with added confidence. "We have a great car, a great crew, and a strong driver line-up," he said. "There are a record number of entries this year and any one of those entries has a chance of winning this race. It's not necessarily the track speed, but it's running a smooth, trouble-free race that will put you in Victory Lane. I am really looking forward to 2012. Last year we were a brand new GT team and it took us a while to find our feet. This year, everything has come together and we are going to hit the season running full tilt."

Flying Lizard will be entering the team's fourth Rolex 24. Last year they ran a Porsche Motorsport powered Riley DP with mixed success even though they started the race from pole position. For the 50th Anniversary, the Lizards plan to run in the GT class in a Porsche GT3 Cup car in conjunction with Wright Motorsports. Over the three-day test, drivers Joerg Bergmeister, Patrick Long, Mike Rockenfeller, and Seth Neiman took the Porsche through its paces and achieved a best lap time of 1:49.815 at an average speed of 116.705 on the end of the second day.

"The driver objective for Daytona test days is two-fold: get a balance with the Porsche and get comfortable with the car. By the time we get to race week, we need to have completely sorted through ergonomics issues and be 100 percent with the car. This week, everything came together seamlessly: with Flying Lizard and John Wright's team we worked through all of our objectives," highlighted Patrick Long.

DP Class Changes

The DP class has under gone a considerable refreshing of the rules. Gone are the days when DP cars look like foul engineering exercises and have no resemblance to actual production cars. Grand Am has decided to give teams the flexibility of incorporating styling cues from street cars. This has been achieved in three ways; 1) letting frontal cross-sections be sloped slightly more upright, 2) providing more flexibility to side bodywork guidelines, and 3) a one inch zone throughout the greenhouse surface - such as the windshield and window outlines - to allow for unique styling cues. The basic chassis, suspension, engine, bellhousing, gearbox, electronics



and fueling rules remain the same as last year. The goal of these changes is to better market the DP class to automotive manufacturers interested in racing.

As a result of these changes, the mix of DP class teams has evolved. Team loyalties have shifted to follow the inclusion of new manufacturer dollars into the sport. Action Express, the spin-off of the Brumos Racing DP team, will no longer be utilizing Porsche power. They have signed-up with the new Corvette DP program under GM. With the allowance of the new rules, the Corvette DP body has a striking likeness to the street Corvette, but is not a production body. Rather, a Grand Am DP interpretation of a mid-engined Corvette. Action Express will be sourcing their V8 engine from the Earnhardt Childress Racing Chevrolet team and mating it to a new Coyote frame. So, it fact, Action Express has entirely new race cars. They are retaining the driving talents of David Donohue and Darren Law for car #5 and Joao Barbosa, Terry Borcheller, and JC France for car #9. For the Rolex 24, Action Express will employ Christian Fittipaldi on car #5 and Max Papis on car #9. Other Corvette DP teams include SunTrust Racing using a Dallara frame/Earnhardt Childress V8, Spirit of Daytona with a Coyote frame/Earnhardt Childress V8, and GAINSCO via a Riley frame/Earnhardt Childress V8.

Four-time Rolex 24 Hours winning team Chip Ganassi Racing will be continuing their two-car relationship with Dinan BMW while still using Riley frames. The team's body work has changed to be more influenced by BMW road cars. Ford teams include Michael Shank Racing and Starworks Motorsports. Both teams are utilizing new Ford-derived bodywork, Ford V8s and Riley frames. Two teams, Krohn Racing and Doran Racing have ignored the 2012 rules and remained with their previous year's configurations.

DP Class at the Roar

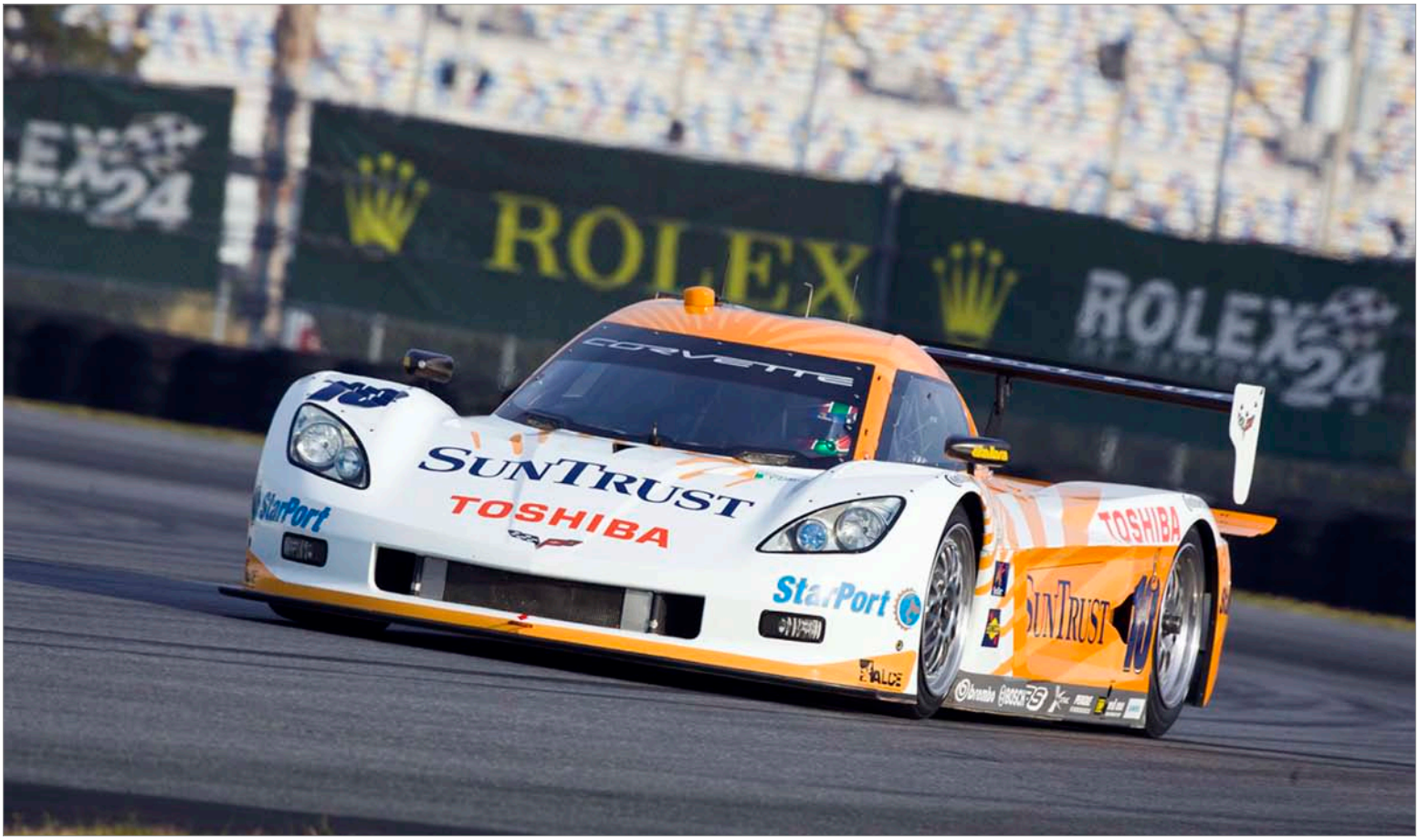
Judging from the results of the Roar Before the 24 the Corvette DPs have the edge. In the top 40 event lap times the Corvette DP earned 30 of those spots. The top gun was Max Angelelli in his #10 Sun Trust Racing Corvette DP that did an impressive 1:41.142 at an average speed of 126.712 mph on the third day.

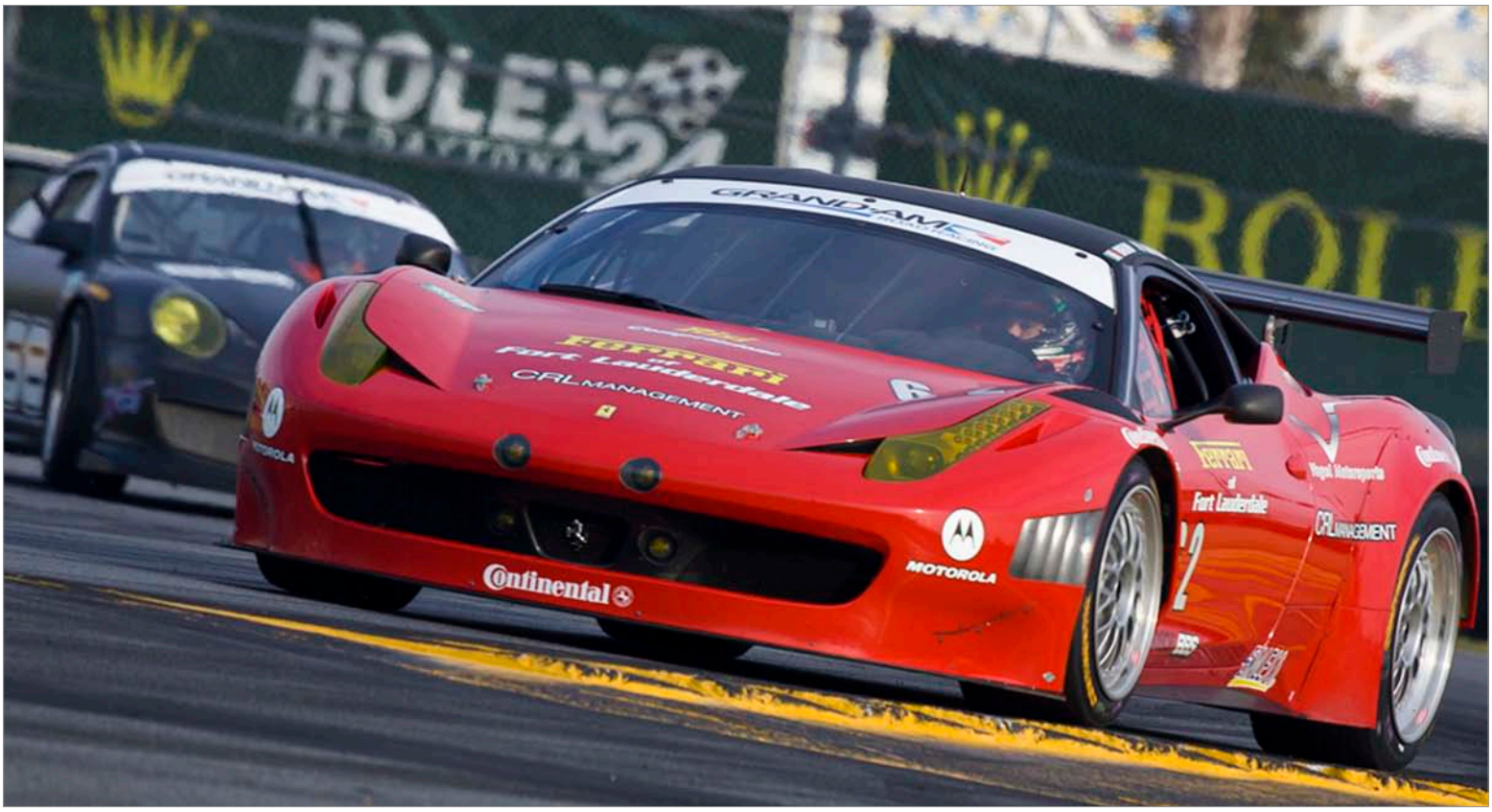
"Speed is not really important in this test. We wanted to have everything ready to make sure it was prepared for the race. We did go out for one fast run. We trimmed the car down, took away downforce, put on new tires and then I was able to run an absolutely clean lap. It was like a qualifying lap - we put everything we had on the table. I'm not sure if anyone is going to go faster, certainly not me. If it's cooler, that time can be beaten, but if it's hotter – no," explained Max Angelelli.

The fastest non-Vette DP machine was the #1 Chip Ganassi BMW-Riley driven by Scott Pruett. He achieved it on the second day and did a smokin' 1:41.762 at an average 125.94 mph. Despite the quick driving, the Ganassi team did have their problems.

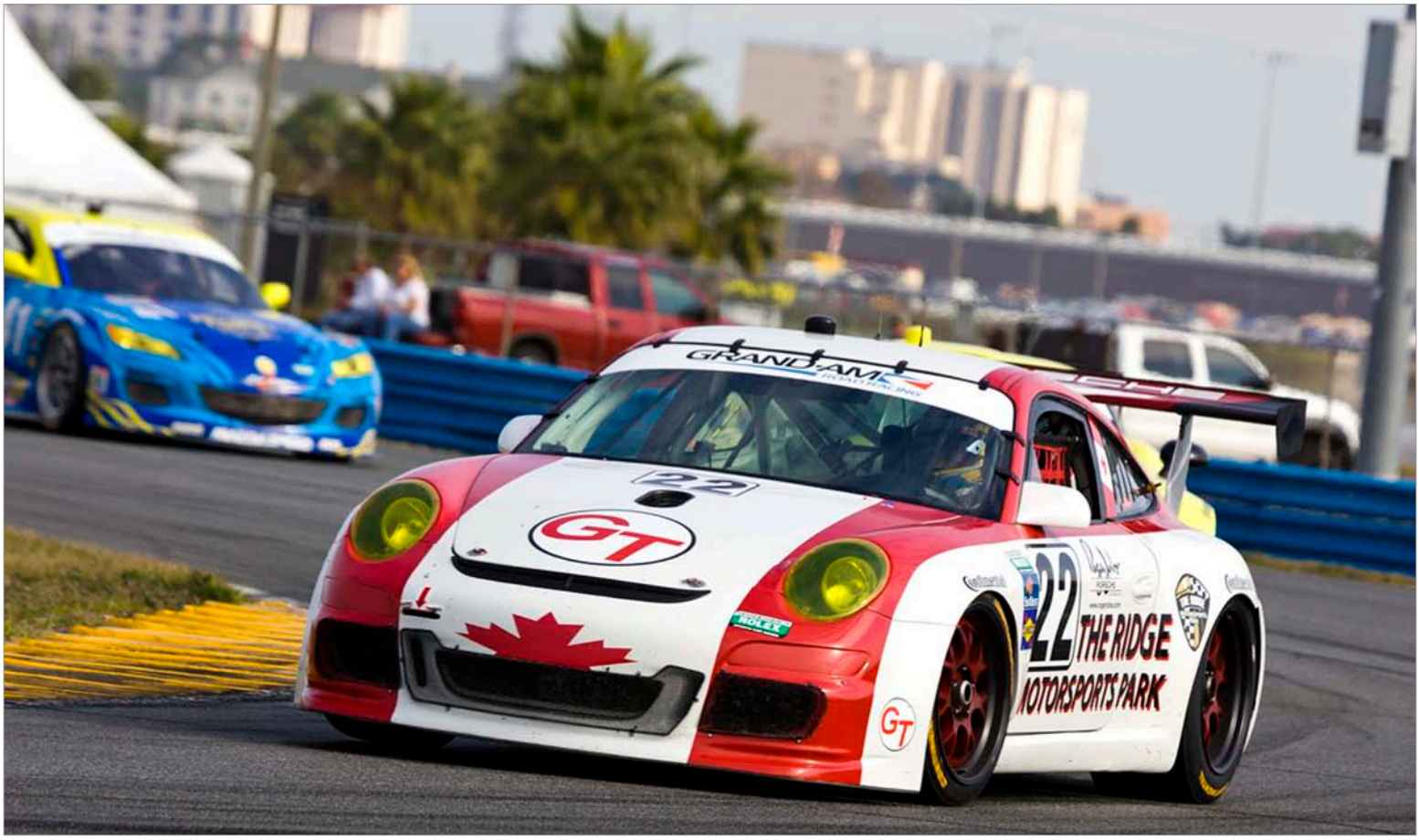
"I had just passed a GT car. He hit me in the rear and I spun. That put me into the guardrail and tires. It's definitely a little setback. Normally, we'd just throw new parts back on it and get back out there, but since this is a new car, we're going to take the car back to the shop and take our time getting a good look at everything. We will take advantage of a bad situation and learn from it," clarified Scott Pruett.

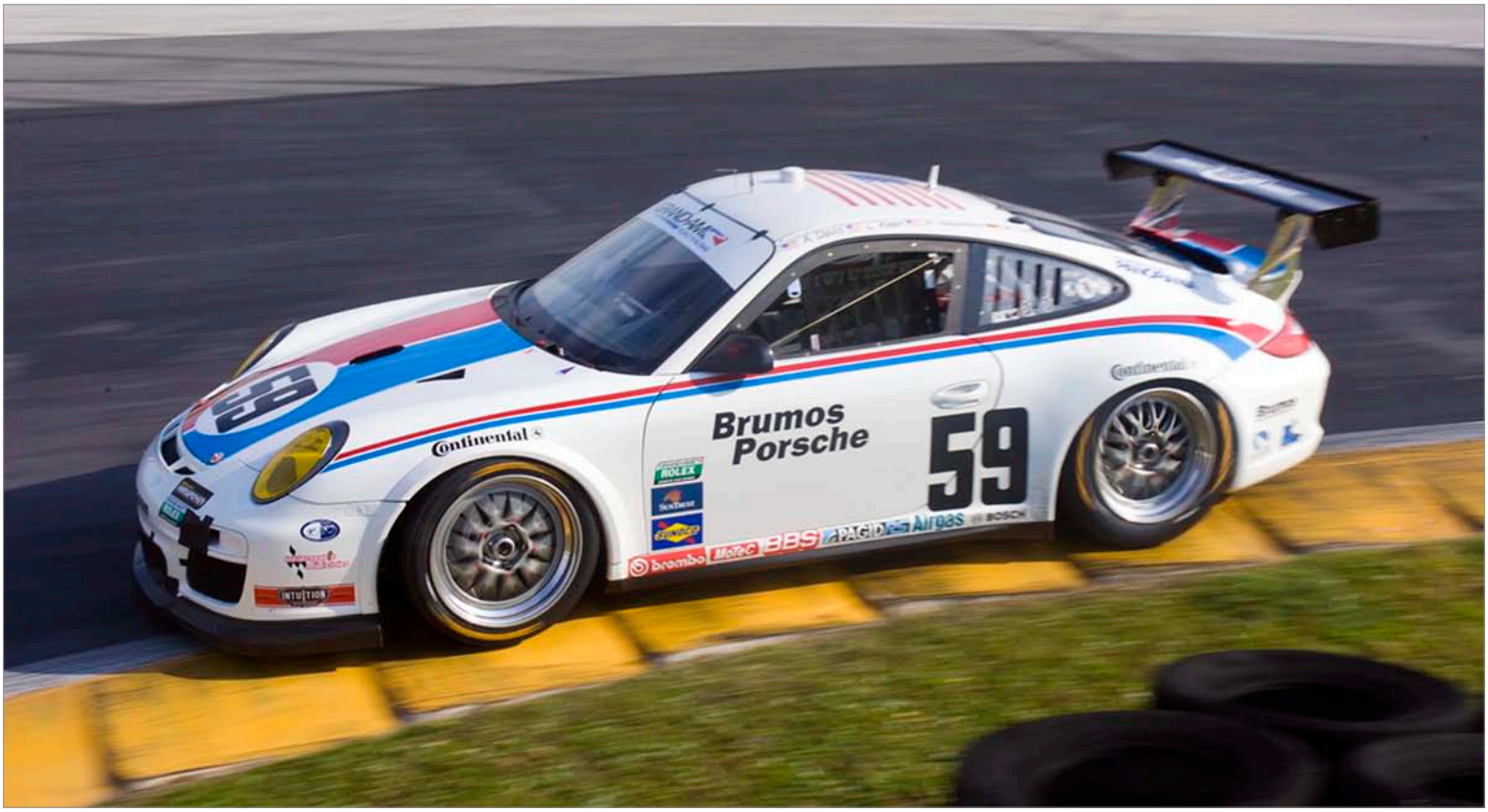
Action Express posted their fastest time early on the second day with Darren Law driving #5. He posted a 1:41.338 at an average speed of 126.467. The time was speedy enough to be the second fastest of the test event. Nevertheless, during the Daytona winter testing in December Felipe Nasr, the Formula 3 star, took out last year's Action Express LBP Porsche V8 powered Riley machine and did a time of 1:41.286 besting all the Action Express Corvette DP times during the Roar. Umm, maybe it's not too late to sign him and the Porsche powered car up! ***AA***

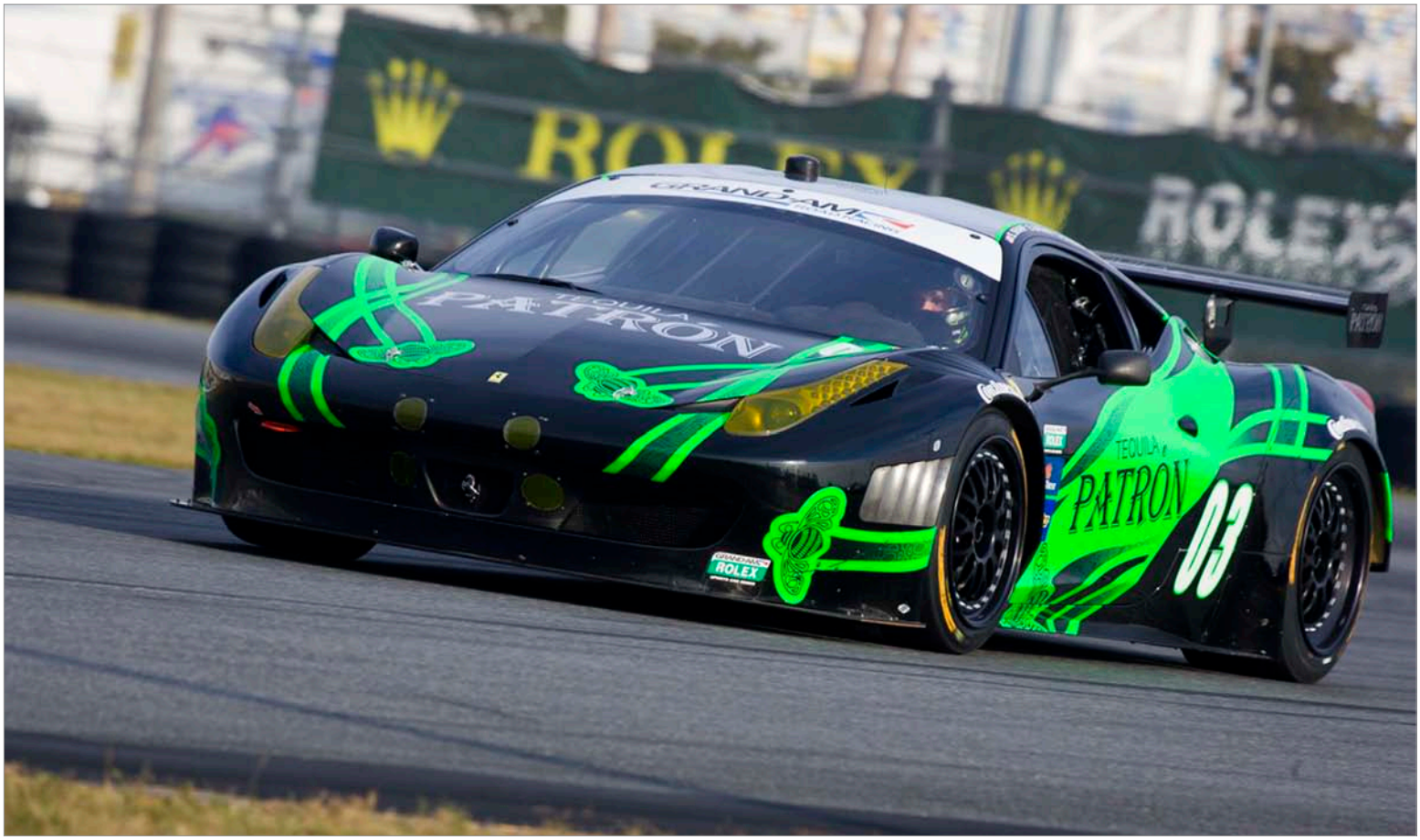

ROLEX
CORVETTE
SUNTRUST
TOSHIBA
StarPort
TOSHIBA
SunTrust
10

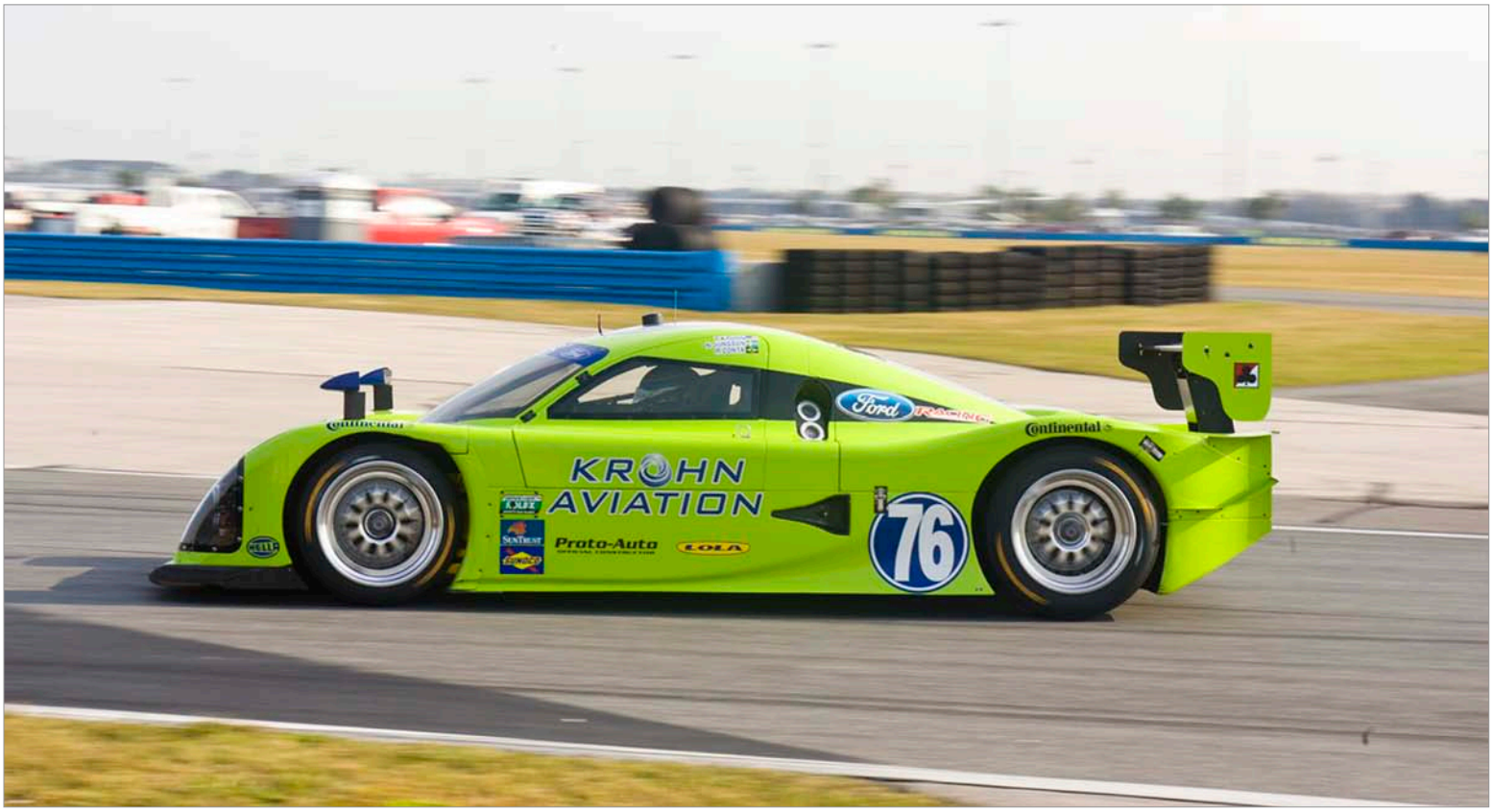

ROLEX
GRAND-AM
Ferrari
Fort Lauderdale
CRL MANAGEMENT
MOTOROLA
Continental
Ferrari
Fort Lauderdale
CRL MANAGEMENT
MOTOROLA
2

2012 Roar Before the 24





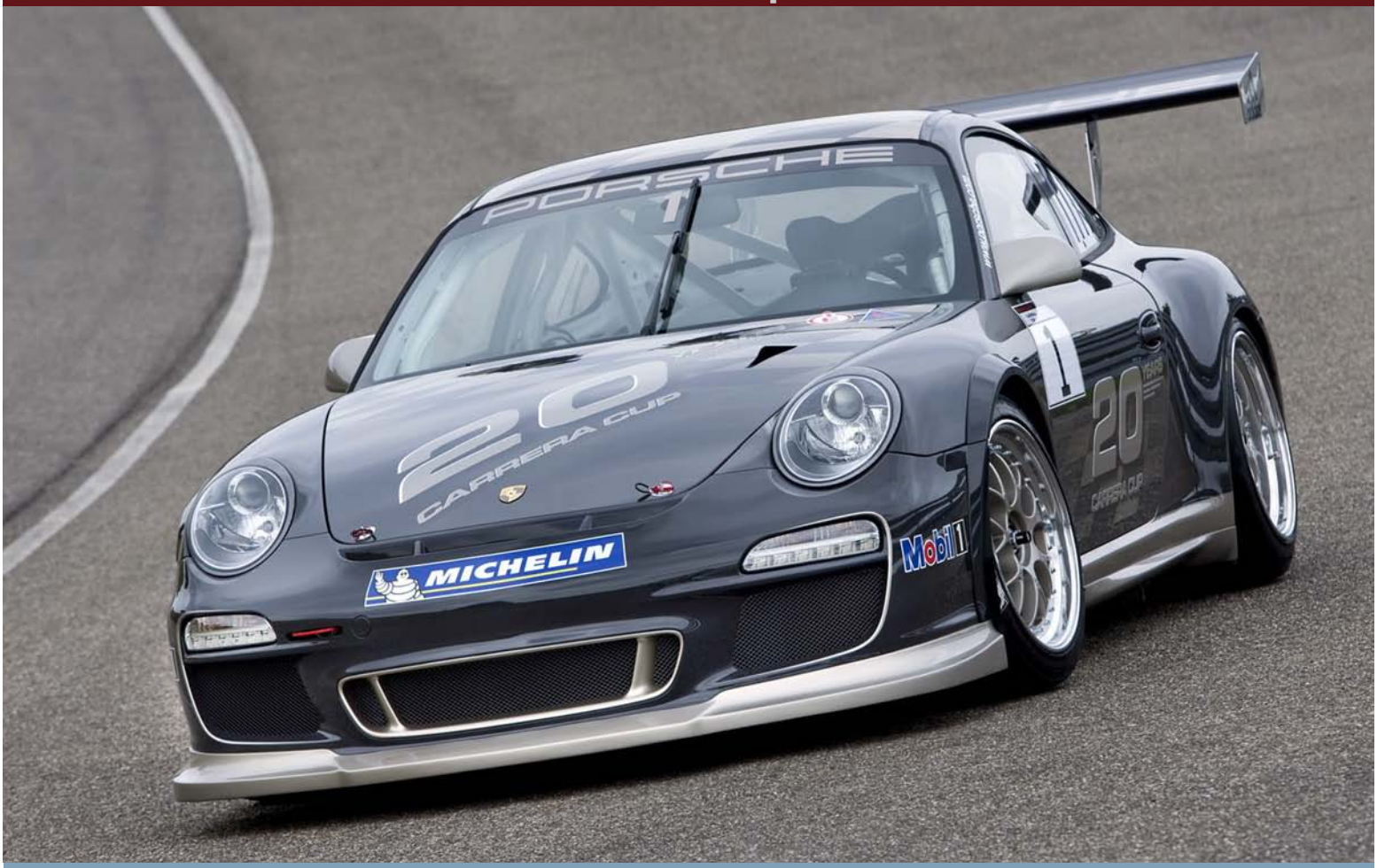

ROLEX
TEQUILA
PATRON
03


11
Ford
Continental
KROHN
AVIATION
76
Proto-Auto
LOLA

2012 Porsche 997 GT3 Cup

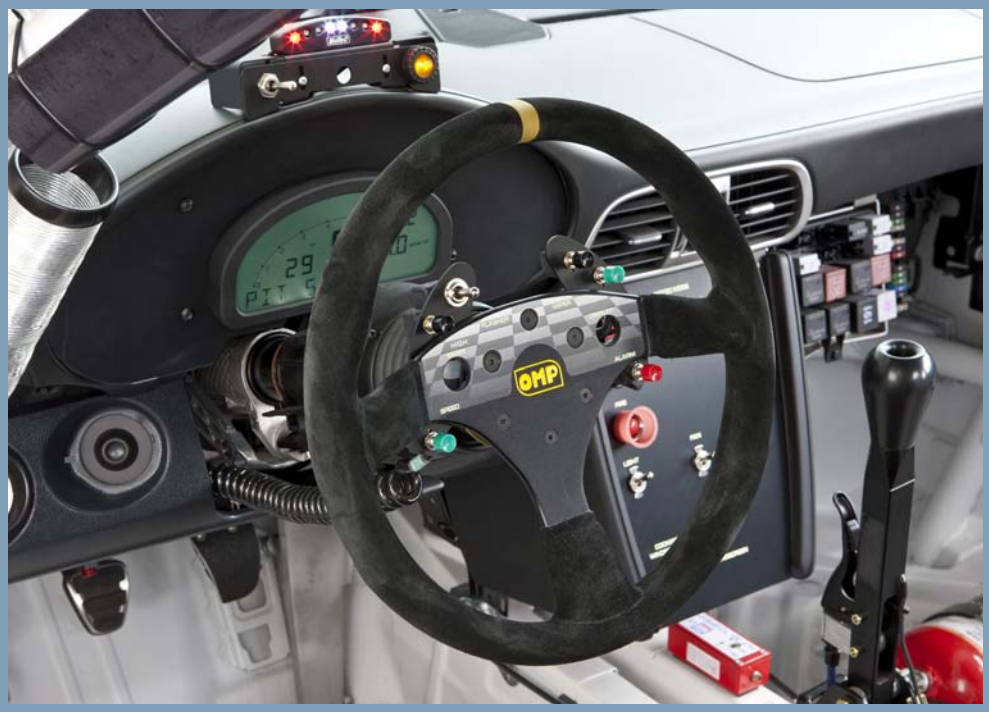
Grand Am GT Class Gets More Competition

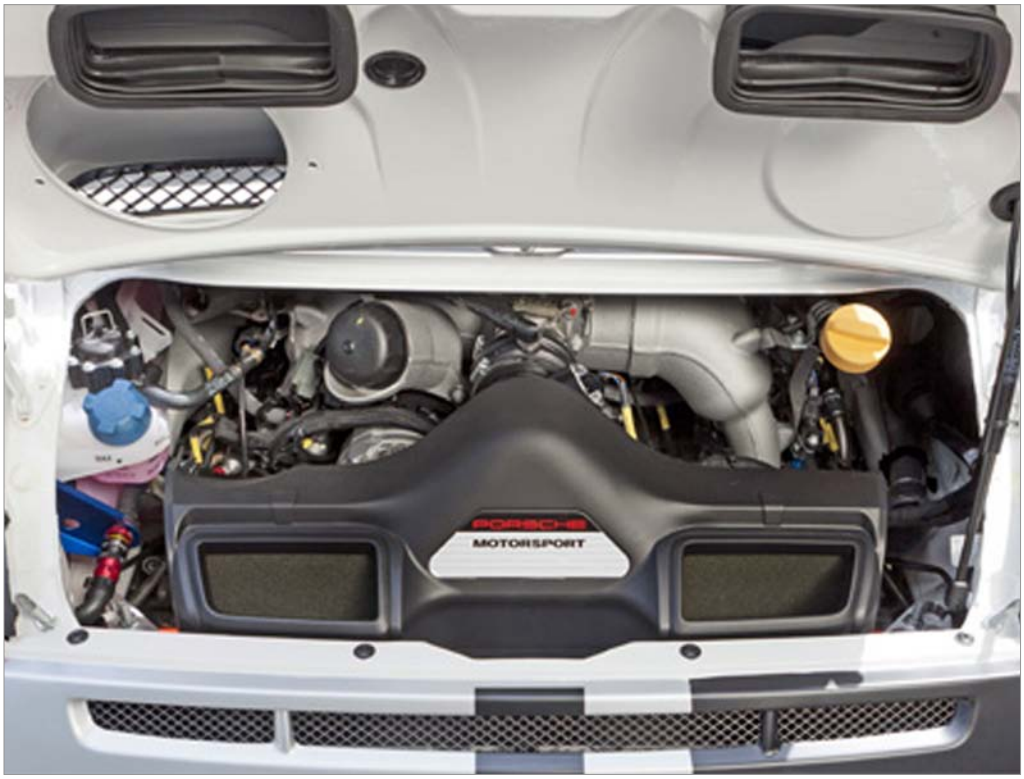
By: Kevin Sims
Photos By: Porsche Press



When the green flag drops on the 50th Anniversary Rolex 24 Hour at Daytona, Porsche teams will be using this year's new 997 GT3 Cup racecar. The 997 GT3 Cup car will see its share of additional competition at this year's Rolex 24 GT Class. Ferari, Audi, and a privately entered Viper are amoung this year's new entries. At the Roar Before the 24, the Ferrari 458 of Risi Competizione did the fastest lap of 1:49.239 at 117.321 mph. The closest Porsche was Alex Job Racing GT3's with a 1:49.423 lap at 117.123 mph.

The GT3 Cup continues to be the world's most purchased customer racecar in the world with over 2,200 units sold since it was introduced. As has become customary, the 2012 911 GT3 Cup is based on the lightweight 997 GT3 RS road car. The power unit





Porsche 911 GT3 Cup Specs

Engine

Engine: 3,797 cc, flat-6 cylinder

Power: 450 hp at 7,500 rpm

Redline: 8,500 rpm

Bore / Stroke: 102.7 mm / 76.4 mm

Valvetrain: DOHC, 4 valves / cylinder

Lubrication: Dry Sump

Fuel Management: Bosch MS3.1

Fuel Injection: Sequential multi-port

Technical Data

Factory Weight: 2,646 lbs

Chassis: Unitary Steel

Front Suspension: McPherson struts with height adjustment, lower control arms with 6-point adjustment, forged supporting mounts with Unibal, double coil springs, gas pressurized twin-tube shocks, anti-roll bar

Rear Suspension: Multi-link with solidly mounted subframe, double coil springs, 2-piece lower control arms for camber adjustment, Unibal suspended control arm top, gas pressurized shocks, suspension struts height adjustable, double-blade anti-roll bar with 7 setting options per side

Drive: Rear Wheel Drive

Steering: ZF variable rack and pinion

Brakes: carbon ceramic (Supercup Series only), ventilated discs, all-round, ABS

Gearbox: 6-speed sequential

Tires

Front: Michelin 25/64-18

Rear: Michelin 30/68-18

Body

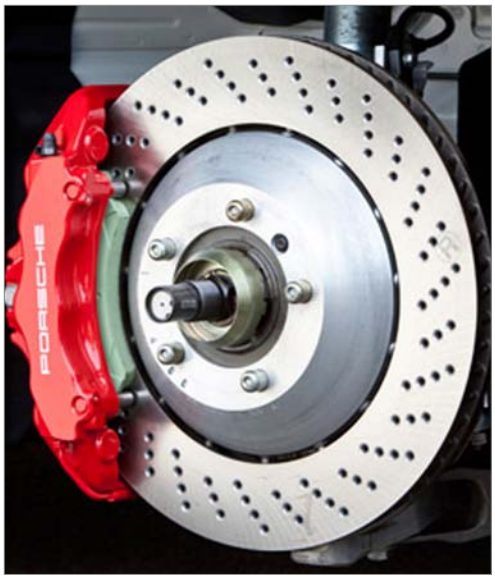
Weight optimized, widened body shell based on 2nd Gen GT3 RS. Carbon-Fiber doors, rear lid, & adjustable rear wing. Synthetic rear body panels.

is largely identical to the production engine of the 911 GT3 RS with the same output of 450 bhp and the same maximum engine speed of 8,500 rpm. A race exhaust system with a controlled catalytic converter keeps emissions to a minimum.

The flared wheel arches at the front axle accommodate light alloy rims measuring 9.5Jx18 with 25/64-18 Michelin race tyres. The light alloy rims at the rear measure 12Jx18 with 30/68-18 tyres. Depending on the type of racing, the new 911 GT3 Cup features different rim specifications. The blade-type anti-roll bars at the front and rear are adjustable in seven positions allowing an extremely precise set-up for each race track. Exclusive to the Porsche Mobil 1 Supercup is the PCCB Porsche Ceramic Composite Brake. Compared to the composite cast brakes in the Carrera Cups and the GT3 Cup Challenges, PCCB reduces the weight of the car by around 20 kilograms. New for this year, the cup car features a 100-litre FT3 safety fuel tank that is filled via an opening in the front bonnet.

The cockpit of the new GT3 Cup caters for the needs of the driver. The controls for the info display are positioned on the steering wheel which houses six switches. As in the production car, the reach and height of the steering wheel can be adjusted.

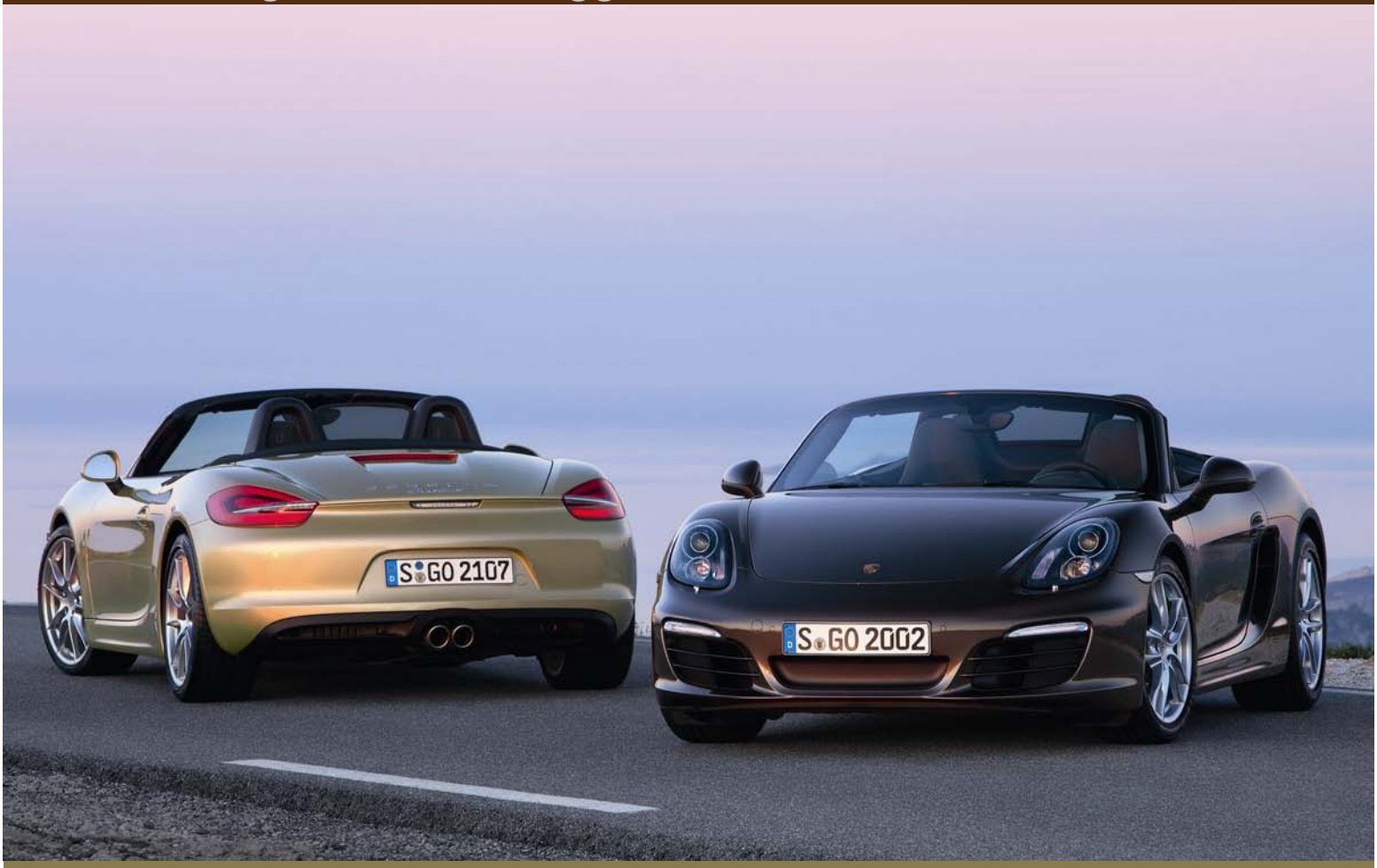
The 2012 GT3 Cup was delivered to teams around the world in September 2011 and will run in this specification for the 2012 and 2013 race seasons. ***AA***



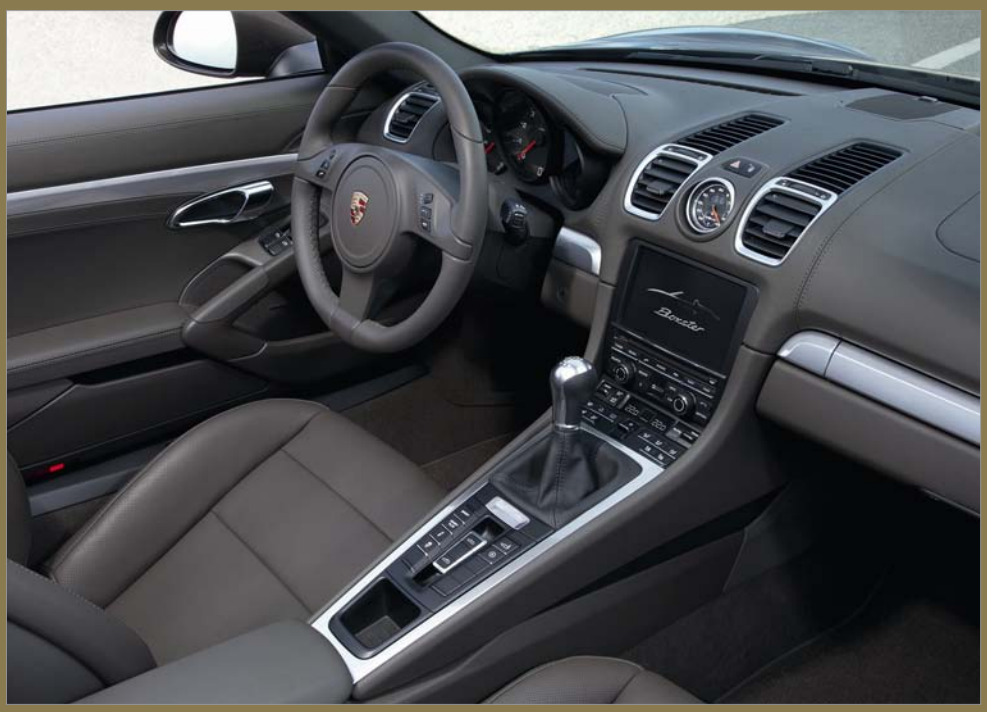
2013 Boxster and Boxster S

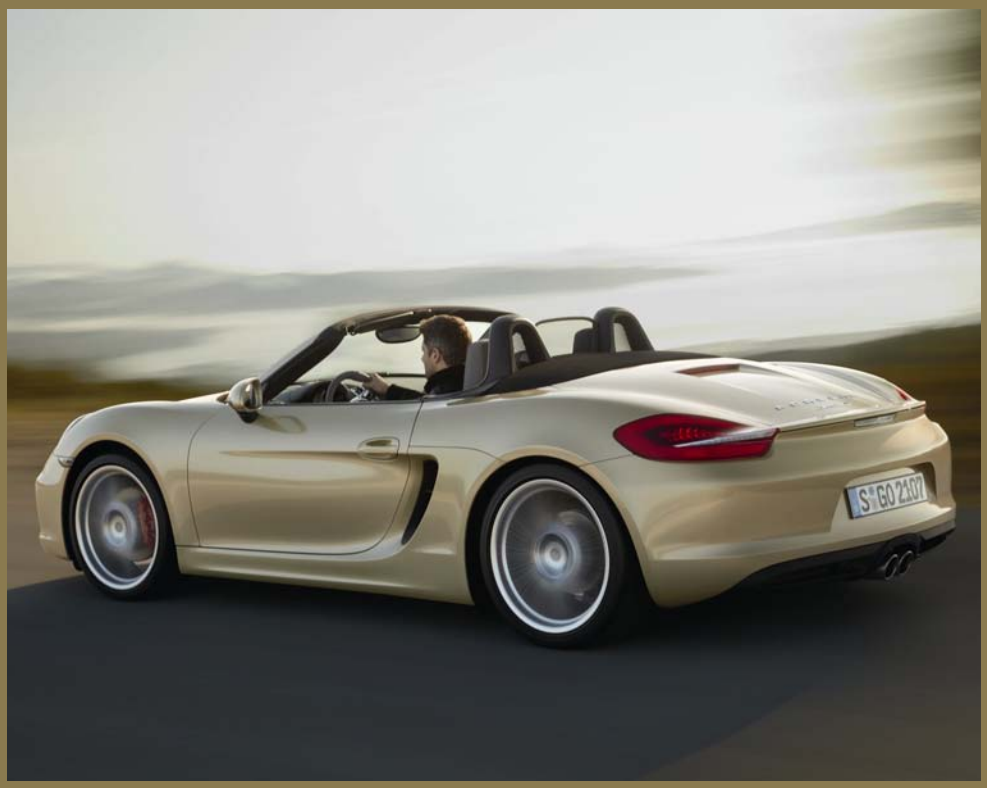
Wider, Longer and More Aggressive

Edited By: Kevin Sims
Photos By: Porsche Press



Porsche released information on the third-generation Boxster and plans to release it for sale in 2013. The new roadster is a complete redesign. Its chassis is a lighter weight platform featuring frame components made of steel, aluminum, and magnesium. Despite the reduced weight the 2013 Boxster possess a longer wheelbase and a wider track giving a broader stance. As in the past, the new Boxster chassis share over 50% of its components with the new 991. The new dimensions are aimed at improving the car's driving stability while bestowing more cabin space for passengers. The new Boxster has shorter overhangs front and rear resulting in slightly reduced overall length even though having the bigger wheelbase. The base model and the S both receive wider wheels with electromechanical





2013 Boxster/BoxsterS Specs

Engine

Boxster

Engine: 2.7 L, flat-6 cylinder
Power: 265 hp
Compared to 2011: 10 hp more
Aspiration: Atmospheric Pressure
Injection: Direct
Cooling: Water

Boxster S

Engine: 2.7 L, flat-6 cylinder
Power: 265 hp
Compared to 2011: 5 hp more
Aspiration: Atmospheric Pressure
Injection: Direct
Cooling: Water

Technical Data

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
Gearbox: 6-speed or 7-speed PDK

Performance

Boxster

0 to 60 mph (PDK): 5.4 seconds

Boxster S

0 to 60 mph (PDK): 4.7 seconds

Price

Boxster

Starting List Price: $49,500

Boxster S

Starting List Price: $60,900

power steering.

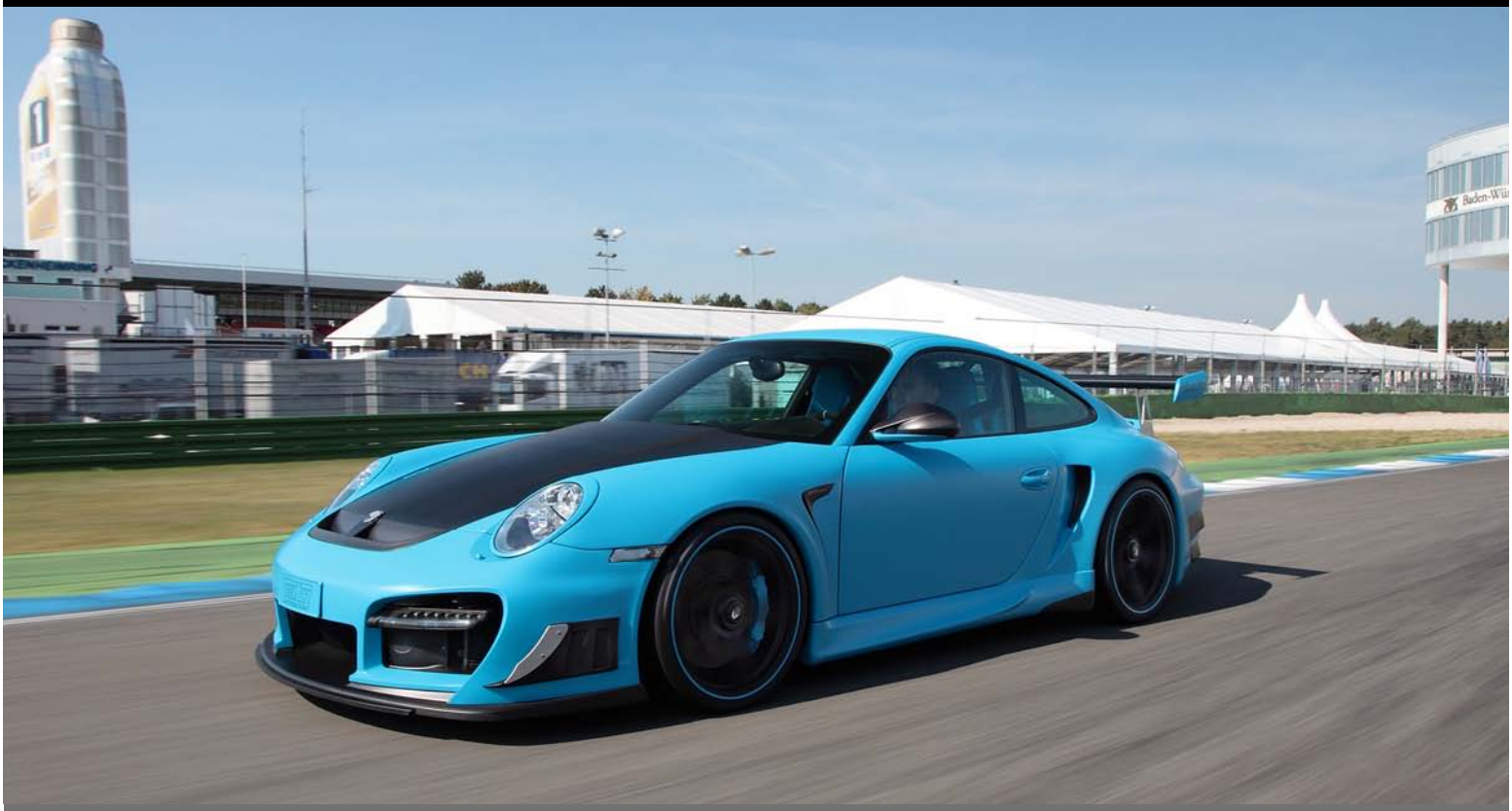
The car's styling is the most noticeable change from last year's open top. Compared to the curvy, softer lines of previous Boxsters the new one serves up a sharper, more muscular look. No more will Boxsters be confused as 911s by highway passerbys. New Boxster headlamps are squarer shaped as compared to the 991's more oval design. The car's side profile has a pronounced air scoop design reminiscent of the Lamborghini Gallardo. Out back there is an air spoiler wing that's nicely integrated into each side's tail lights. The design is not elegant, but surely unique compared to the 991 giving it a character of its own. The interior features a Carrera GT inspired raked center console that raises the manual gear shift closer to the steering wheel. As a result, we expect manual shifts to take less time.

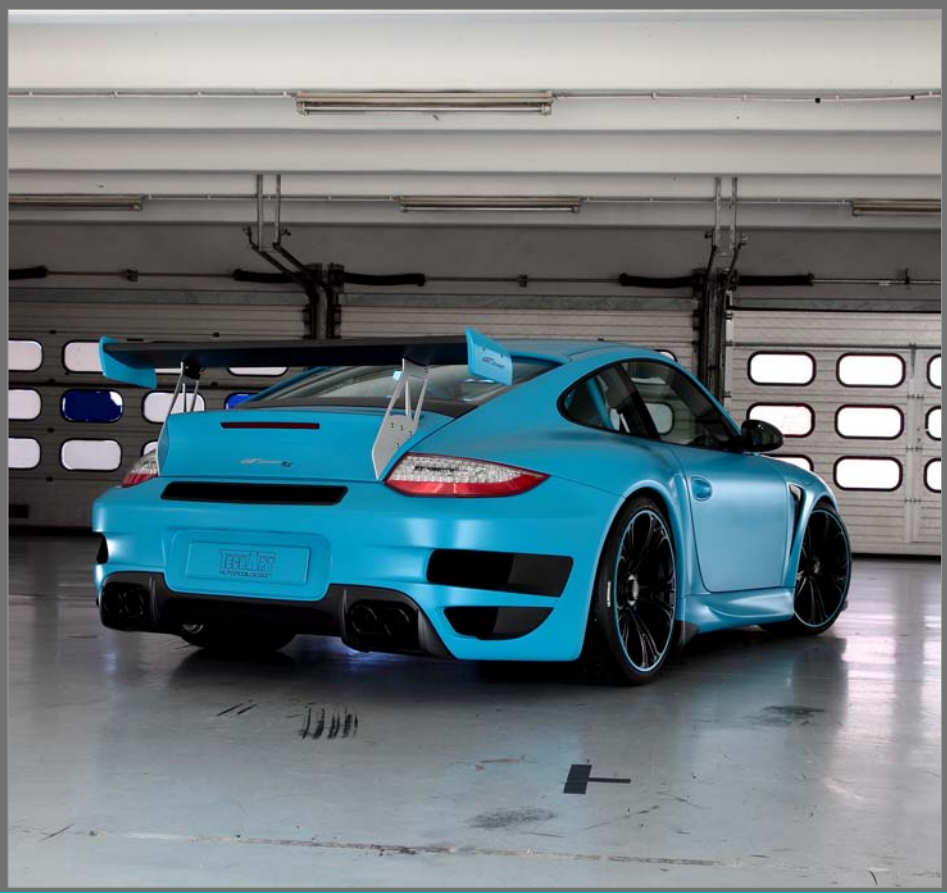
The base model comes equipped with a 2.7 liter version of the 9A1 flat-6 with DFI and sports 265 HP, an increase of 10 ponies. The S-version is endowed with a more potent 3.4 liter 9A1 and yields 315 hp, a modest increase of 5 horses. Umm, even the 2011 Boxster Spyder has 5 more horsepower than the new S model. Both versions are available in either a six-speed manual or a seven-speed PDK transmission. According to Porsche, standard Boxsters with a PDK sprints to 60 mph in 5.4 seconds, while the S-model with a PDK does it in a more brisk 4.7 seconds. Impressive as these times sound they are in line with the previous model. Progress? It doesn't really seem so. However, Porsche made a decision to focus on making the Boxster more useable, better handling and more visually unique. In these goals they seem to be successful; we can only hope more power comes in future model years. ***AA***

TechArt 997 GTstreet RS

The Blue Max Missile

By: Kevin Sims
Photos By: TechArt Press



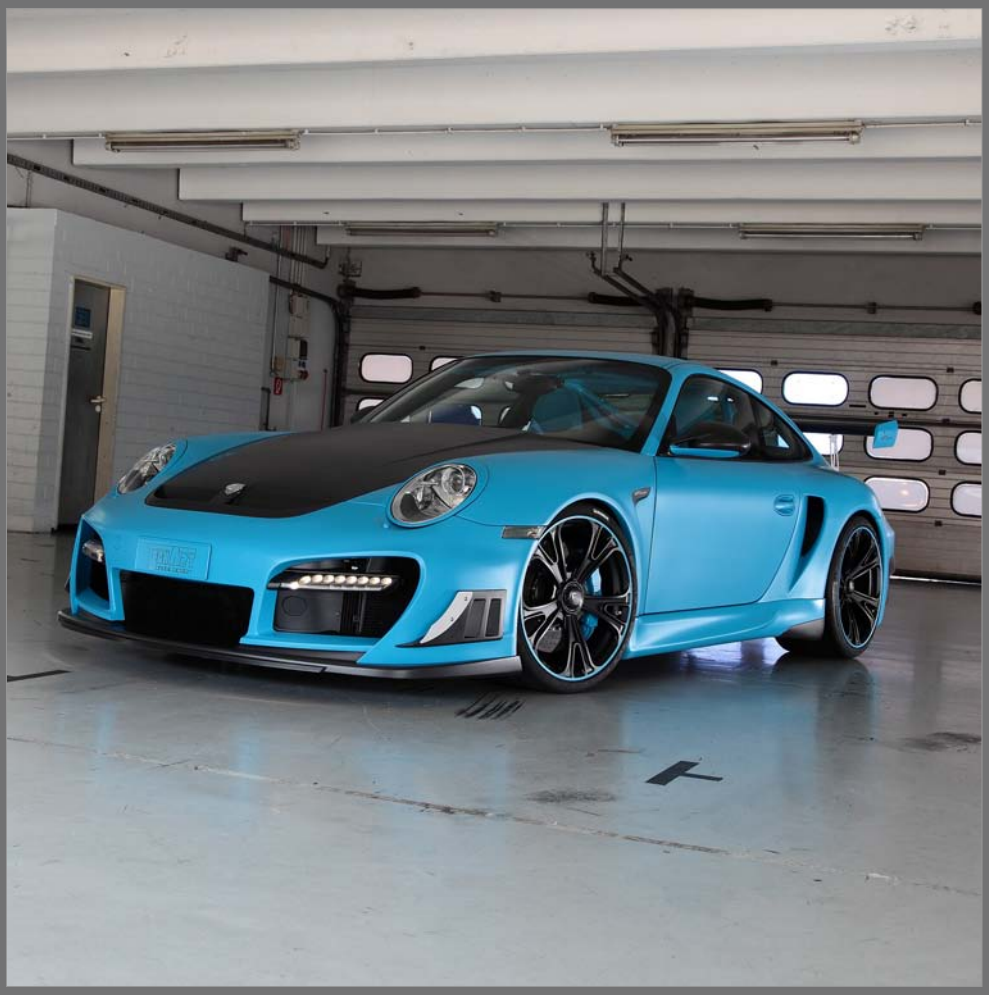


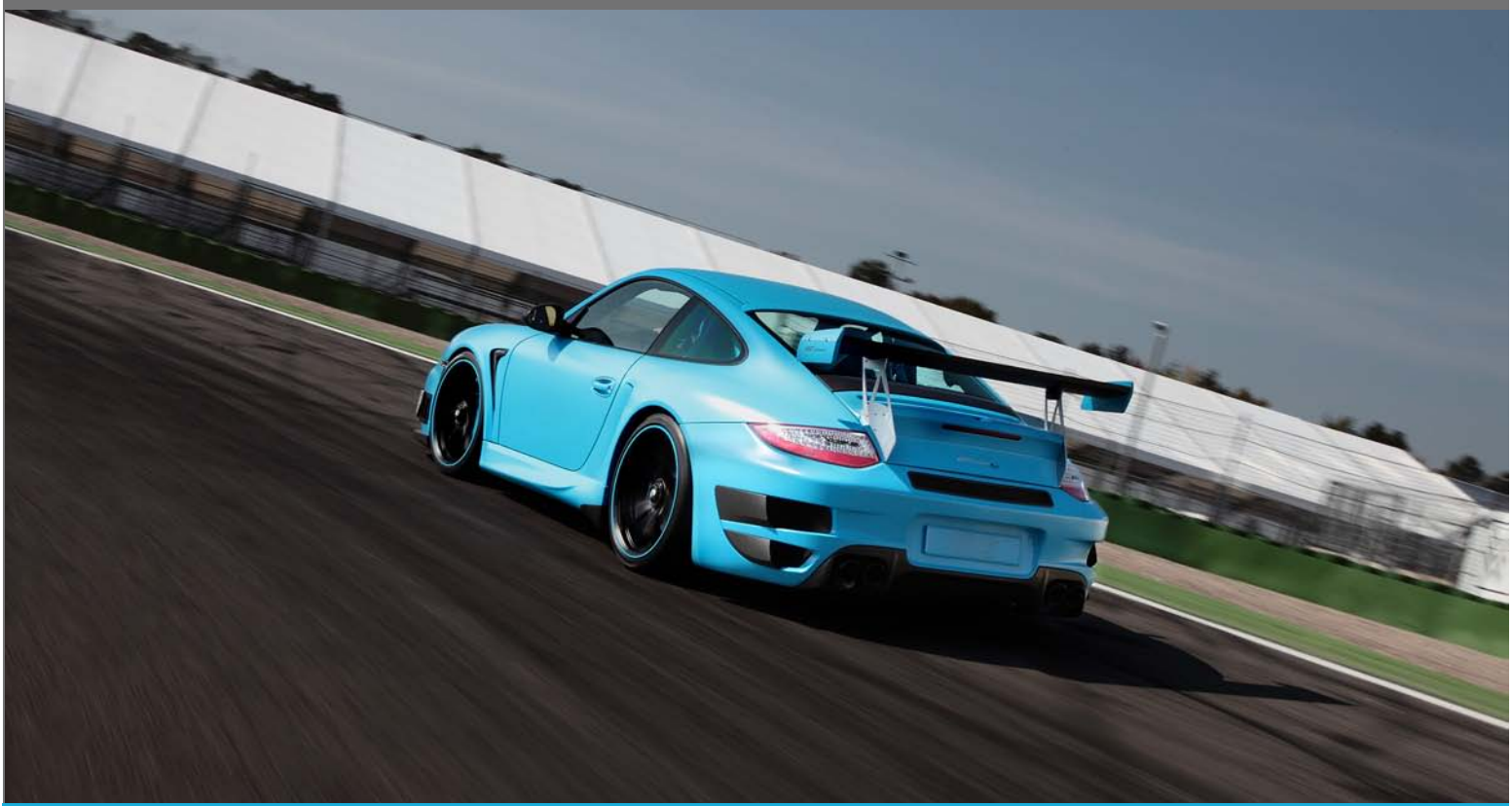
With the release of the GTstreet RS, TechArt has surpassed their own high standards by delivering a machine that's able to achieve a lap at the famed Hockenhiem circuit in a blazing 1:06.811. With such an impressive mark the GT Street RS has earned the title as the fastest and most powerful streetcar TechArt has ever produced.

The pride of the Leonberg based company may epitomize the ultimate in TechArt's autobahn prowess; however, the GT Street RS is more evolutionary than revolutionary. Like its GTstreet brother, the GTstreet RS is based on the most current rear-wheel drive turbo platform, and in this instance, that means the 2011 Porsche GT2 RS. Featuring a TechArt massaged twin-turbocharged flat-6, the new bad boy in town cranks out a delectable 720 horsepower at the crank and an abrupt 663 lb/ft of torque. That's roughly 100 more ponies and a welcomed 147 more torques than the GT2 RS. The result of TechArt's lustful power seeking is a GT Street RS which rockets

to 60 mph in 3.3 seconds and arrives at 124 mph in another 6.2 seconds. In full testosterone mojo, the GT Street RS surpasses the GT2 RS's 205 mph by a piquant 13 mph.

All this high speed merriment is achieved through the addition of larger twin KKK-BorgWarner VTG turbos with a max boost of 23.9 psi, race inspired carbon air intake pipes, larger intercoolers, a sport exhaust with competition headers, a sport air filter, and TechArt tweaked computer engine management. The body features eye catching body conversations that employ a lower front apron with a fixed carbon splitter and an additional adjustable splitter made of polyurethane-RIM. The front bakes and intercoolers ensure extra air flow through the addition of air-ducts in the nose. Out back, the GTstreet RS is graced with an enhanced carbon-fiber rear spoiler and an integrated diffuser in the rear apron. The aero alterations are said to increase downforce by 22 pounds at 87 mph. TechArt centerlock 20-inch Formula race wheels are used with 8.5-inch width in the front and 12-inch width in the back. *AA*

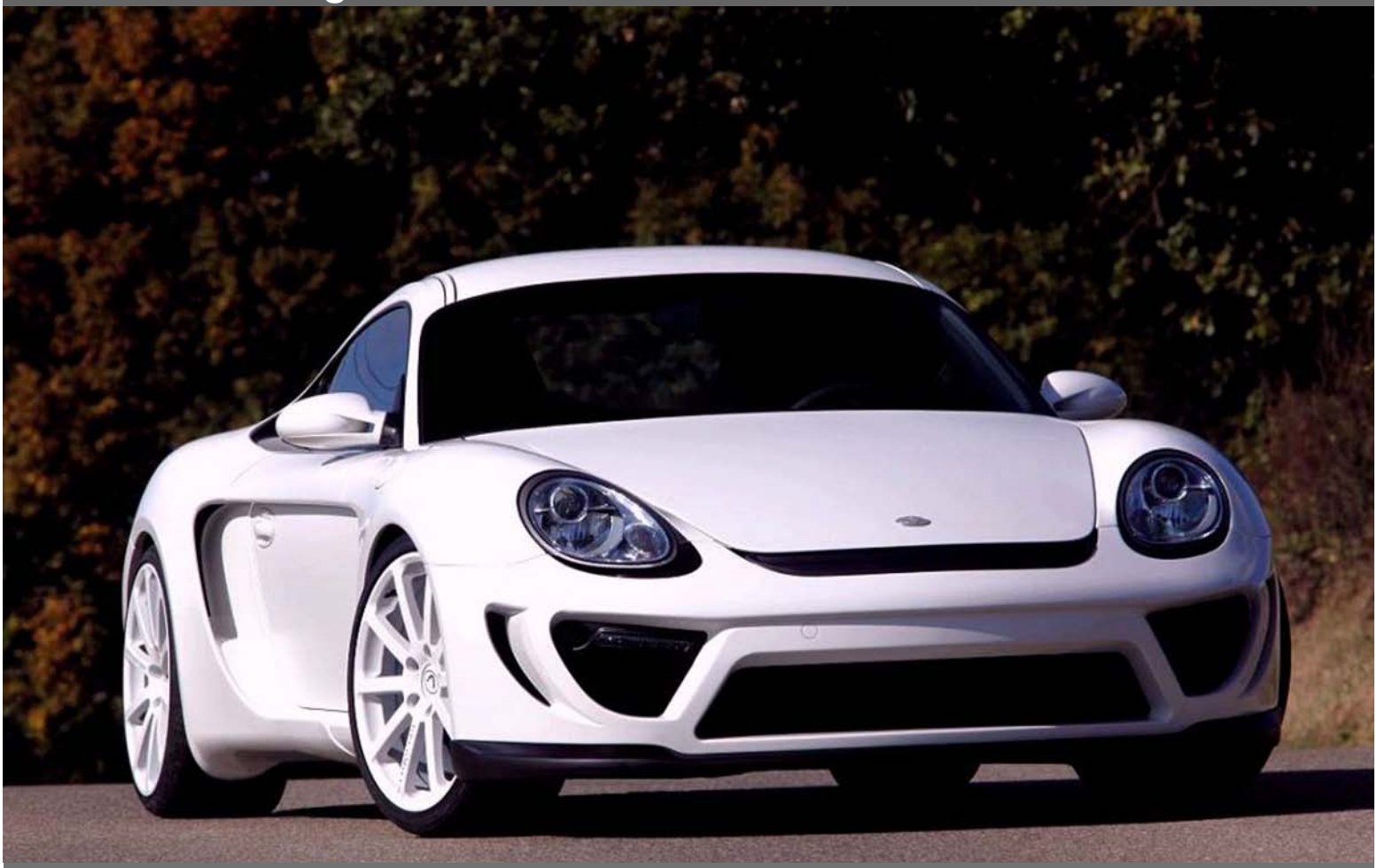


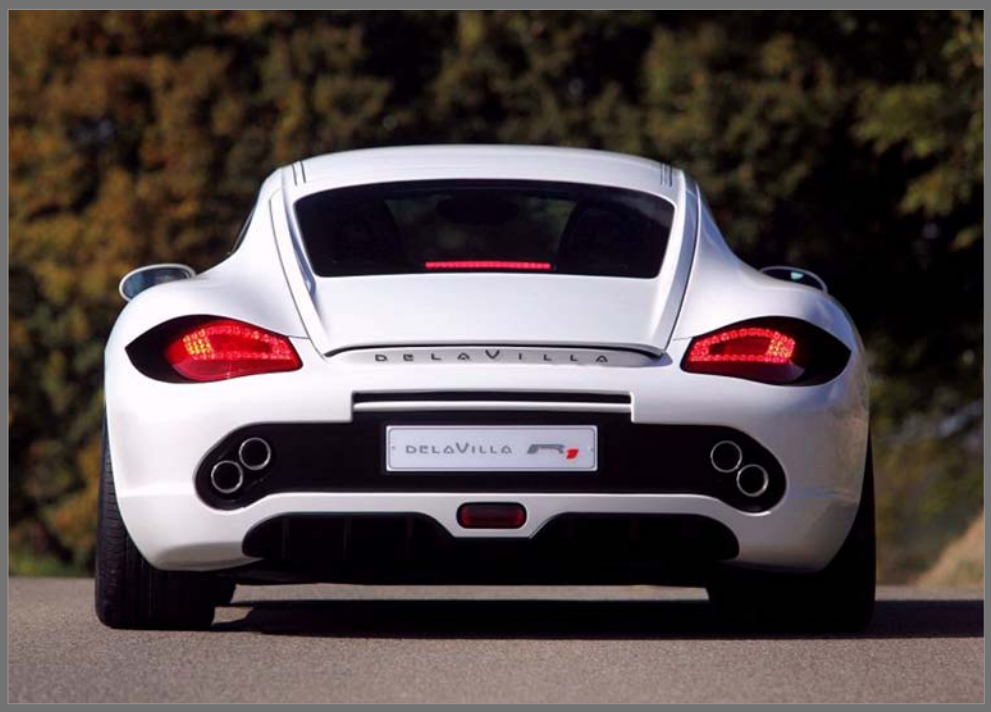


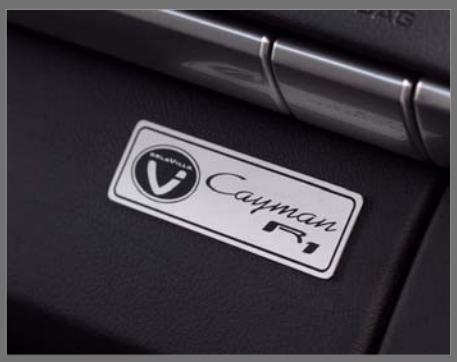
Delavilla Cayman R1

French Kissing A Crocodile

By: Kevin Sims
Photos By: Delavilla Press

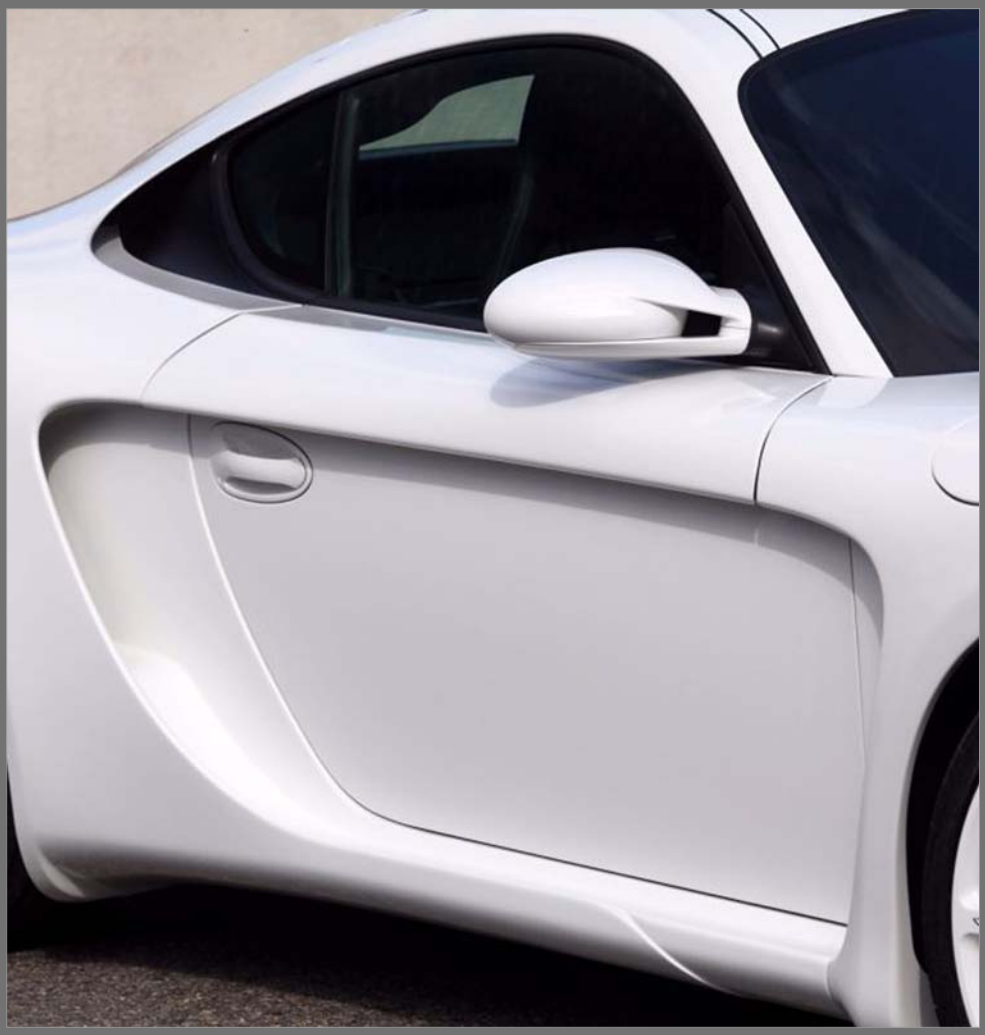


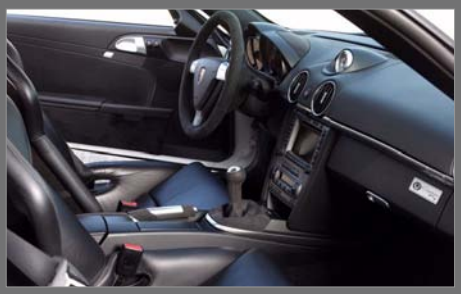




Delavilla blesses the Cayman with a touch of French styling giving the functional German sport car genuine romantic flair. Delavilla's redesign displays mastery of artful body design like such Italian greats as Pininfarina or Zagato. Never before has a tuned Porsche been described as sensuous, but with the

Delavilla Cayman R1





Delavilla R1 one can be. Seemingly taking inspiration from the Alfa GTZ, the body kit garnishes wider fenders and quarter panels accompanied with new side panels and bumpers. As a result the Delavilla R1 is 4.7 inches wider and 7.1 inches broader in the tail. A tasteful four pipe exhaust also adds a nice rear styling dimension. A highlight is the design's creation of an air intake scoop in the facade of the 911 rear window shape while retaining the Cayman window. Bravo! The R1 is offered in either a 340 hp or a 385 hp street engine. For the track, a 420 hp engine is available. Regretfully, Delavilla has not offered specifics on how power was gained. Alas, the real story is the body and how its graceful lines pay visual dividends. *AA*