

911 & Porsche

December 2011 www.911porscheworld.com

World

EAST MEETS WEST

EXCLUSIVE:
JAPANESE TUNING
ICON RAUH-WELT
GOES WIDE WITH
FIRST EURO
BUILT CAR



chp
£4.50 US\$9.99 CANADA \$12.95
No.213 www.911porscheworld.com



TWO-DOOR CAYENNE COUPE
CUT AND SHUT CAYENNE CUSTOM

964 TIPTRONIC CARRERA CUP
FACTORY BUILT AND RACED BY RÖHRL

CARRERA 3.2 BACK TO THE '80S
CARRERA 3.2 MEETS ITS '80S RIVALS

HOW TO: BRAKE CALIPER REFURB
FIXING 924, 944 AND 928 BRAKE CALIPERS

NEW 911 UNCOVERED
Full technical briefing reveals
the secrets of the new 911.
It's the best yet

SPEEDART BOOSTS PANAMERA DIESEL

Many enthusiasts may still be struggling to reconcile the words "Porsche" and "diesel". But that does not include the Stuttgart tuner SpeedArt, which five months on from the launch of the Panamera Diesel has introduced its own version, named PSg-300D and which showcases engine and styling upgrades.

The sole modification to the 3.0-litre V6 turbodiesel is an ECU remap, but that increases power from the standard 247bhp to 296bhp, produced 400rpm higher up the rev band at 4200rpm. Torque rises 18 per cent to 479lb ft, at 2600rpm rather than 1750rpm.

The Aero Kit, the "PSg" part of the title comprises front chin spoiler, side skirts, rear diffuser, front and rear air intakes, and a rear wing. The wheels are 22-inch diameter FSCs (Five Spoke Competition). All items are priced individually, the Power Kit for example €1990 plus VAT. Further details are available from SpeedArt UK on 020 8598 9115 or at www.speedartuk.com



HOT CAYENNES

Almost as soon as the original Porsche Cayenne was introduced the tuning companies, mainly German, began offering upgrade packs from wheels to full house engine conversions. Now that the second generation model has appeared they're doing it all over again



SPEEDART TITAN EVO XL £167,000

SpeedArt's most extreme Cayenne Turbo conversion is the Titan Evo XL and, while the name suggests a no holds barred approach, the Stuttgart tuner reckons it is a reasonably subtle reworking of the original even if it is running on outlandish looking 23-inch wheels. However the firm feels the Cayenne's particular strength is the SpeedArt engineering pedigree it has cultivated in its mere 12 years in existence which in this case results in around 600bhp and 627lb ft torque thanks to updated turbos, sports exhaust – a lightweight system made from titanium – and an ECU remap. A variety of suspension packs including a coilover setup are offered, and the power and chassis tweaking was sufficient for the heavyweight SUV to win its class in the Tuner GP in 2006 and 2007. SpeedArt has two UK partners, the better known among Porsche circles being Autofarm in Oxfordshire, but Cayenne conversions are dealt with by Auto Enhance in Essex which also works on BMWs and Minis.

Contact: Auto Enhance 020 8598 9115 or www.speedart.de