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The *Art* of *Speed*

Another blistering take on the latest generation 911 Turbo, this time from the Speedart stable.

Story: Dominic Holtam Photography: Max Earey





The BTR-II 580 Evo is a fairly arresting-looking machine all-round, irrespective of the paint job

Yowser' isn't a word I'd ordinarily use, but it is the one that escapes my lips involuntarily after throwing open the door of the Speedart BTR-II 580 Evo. For those of us more used to 911 cockpits that are more sombre than an undertaker's AGM, it's quite a shock to be confronted with swathes of seriously eye-catching red carbon fibre trim. And red dials. And red contrast stitching on the leather upholstery. And red piping on the floor mats.

To be fair, the outside might have given me a few hints, too. Clearly taking inspiration from the latest generation of GT3 RS, Speedart has employed a subtle grey paint scheme for its latest creation, highlighting it with vivid scarlet. The edge of the roof spoiler and rear wing are

along with the front of the lower lip spoiler and the rims of the multi-piece forged wheels, all picked out in the vibrant shade. It certainly makes you look twice.

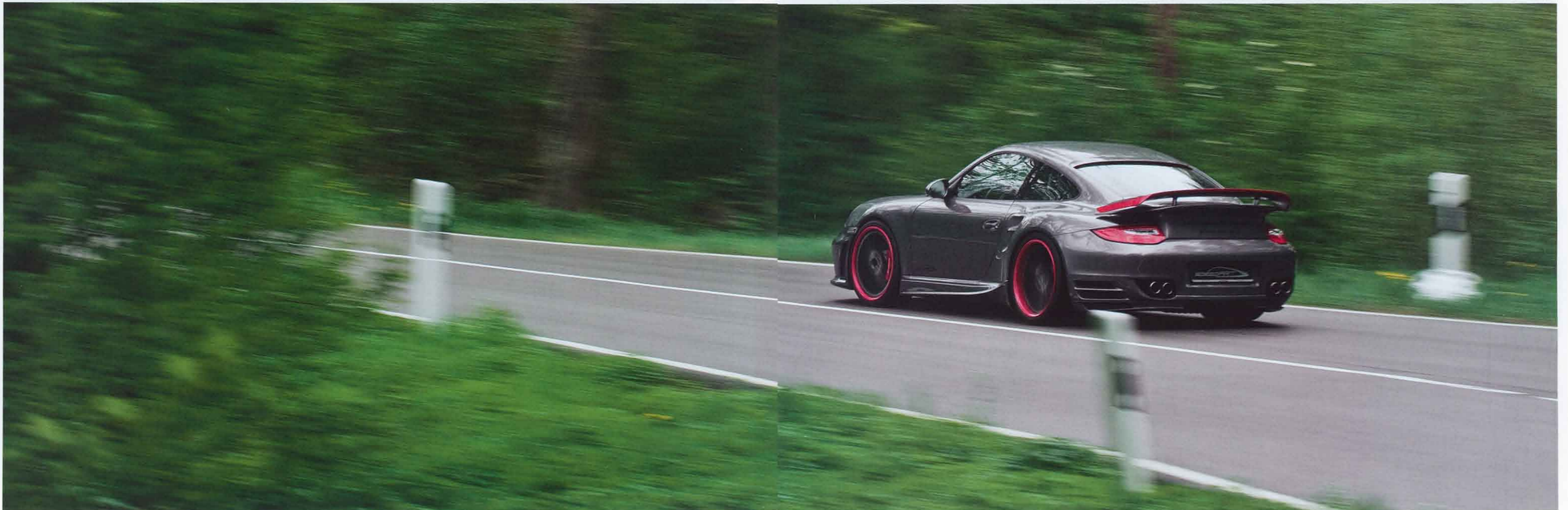
The BTR-II 580 Evo is a fairly arresting-looking machine all-round, irrespective of the paint job. It takes the standard car's flowing lines and pumps them up with a whole heap of extra muscle. The front bumper gets bigger, more aggressive air intakes with extra driving lights below the running lights, a 'cable-extension' lower lip and vents ahead of the front wheel arches. While chunky side skirts carry the lines into the haunches of the car.

At the rear, the BTR-II gets a two-piece rear diffuser, a small rear window spoiler and a huge 'BTR-XL' rear wing with 'Ram Air' vents to force-

feed air to the turbocharged flat-six - more of which later.

Underneath the arches sit 20-inch LSC Forged SE multi-piece wheels. 8.5-inches wide at the front carrying 245/30 Cup tyres, with 12-inches at the rear shod with 325/25 section rollers. The wheel design gives maximum value per inch with five double spokes that go all the way to the edge of the rim. With the rim itself in contrasting colour the spokes look even longer.

Speedart has fitted what it refers to as its F1-Sport steering wheel. This is, in keeping with Euro-Tuner tradition, smaller in diameter than the stock item, and heavily sculpted to fill your palms. At the back of the wheel, the paddles are distinctly different. Instead of the stumpy standard ones you get glorious metal shards for





flick-flacking up and down the PDK gearbox.

It's an interface that instantly makes the BTR-II feel different and I think the wheel and paddles give it a slightly edgier, racier feel than the Techart Turbo, which you can read about on page 43 of this issue.

It has a shade more noise, too, although less performance than the Techart. However, there's not a lot in it: this car is fitted with €10,000 worth of Speedart's Powerkit III upgrade. The engine work consists of an exhaust system, sports induction (assisted by that rear wing) and

a remapped engine management. It kicks out 580hp and 583lb ft of torque. That's about 40hp and 30lb ft shy of Techart's conversion. There are more extreme states of tune undergoing development, though, culminating in a 650hp range-topper.

As we get underway with our road test, I can't help wondering what an extra 70hp might feel like because this car is, as you might imagine, very fast indeed. Speedart claims 3.2 seconds to 62mph and a top speed in excess of 200mph even with the lairier drag-inducing aero kit

fitted. Now these don't represent an enormous hike over the stock machine but there is tangibly more of everything, everywhere: mid-range is meatier, the top end more adrenalised. You can choose to use less ratios without impediment but the reward for working the 'box hard is also there.

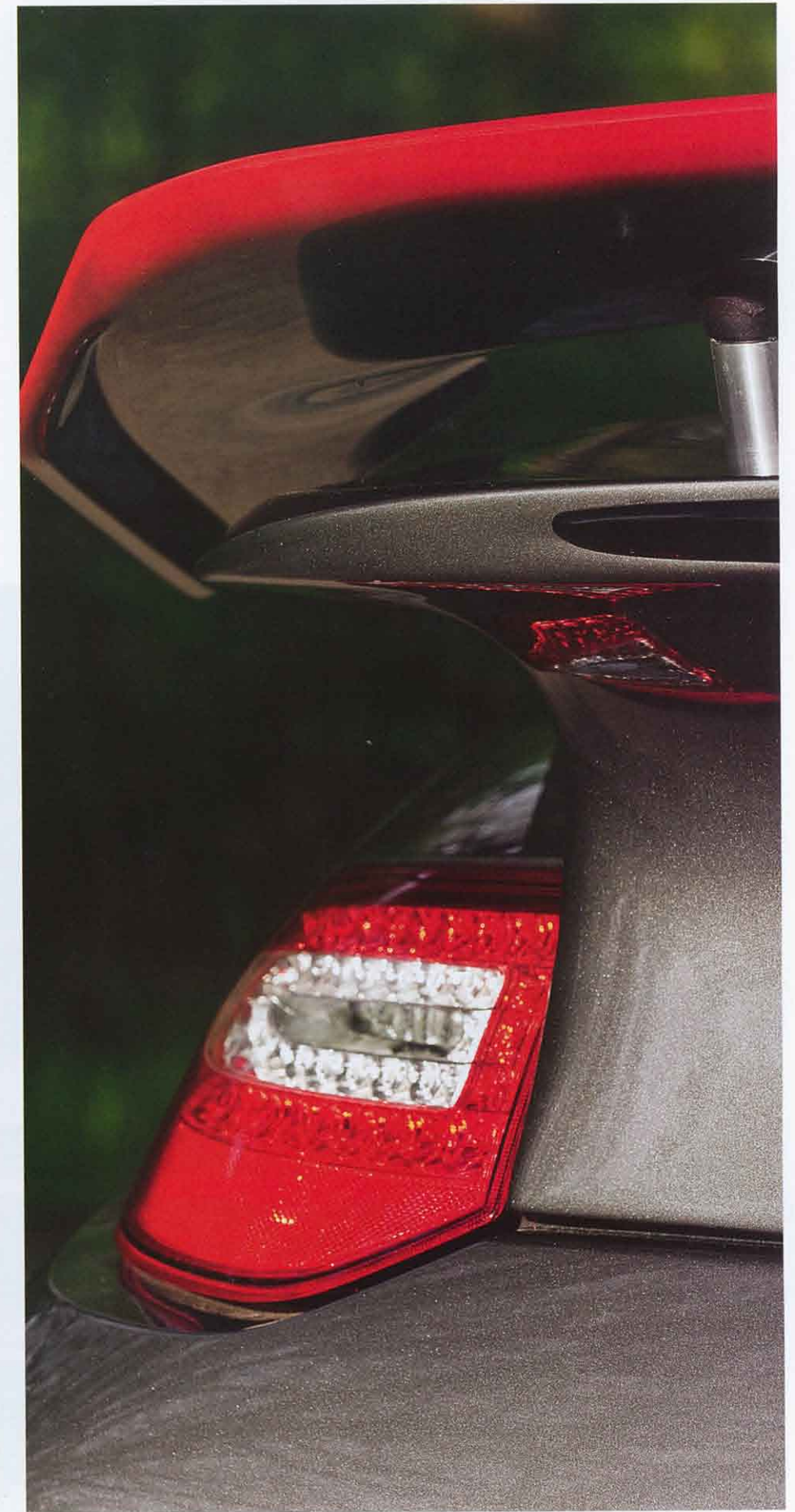
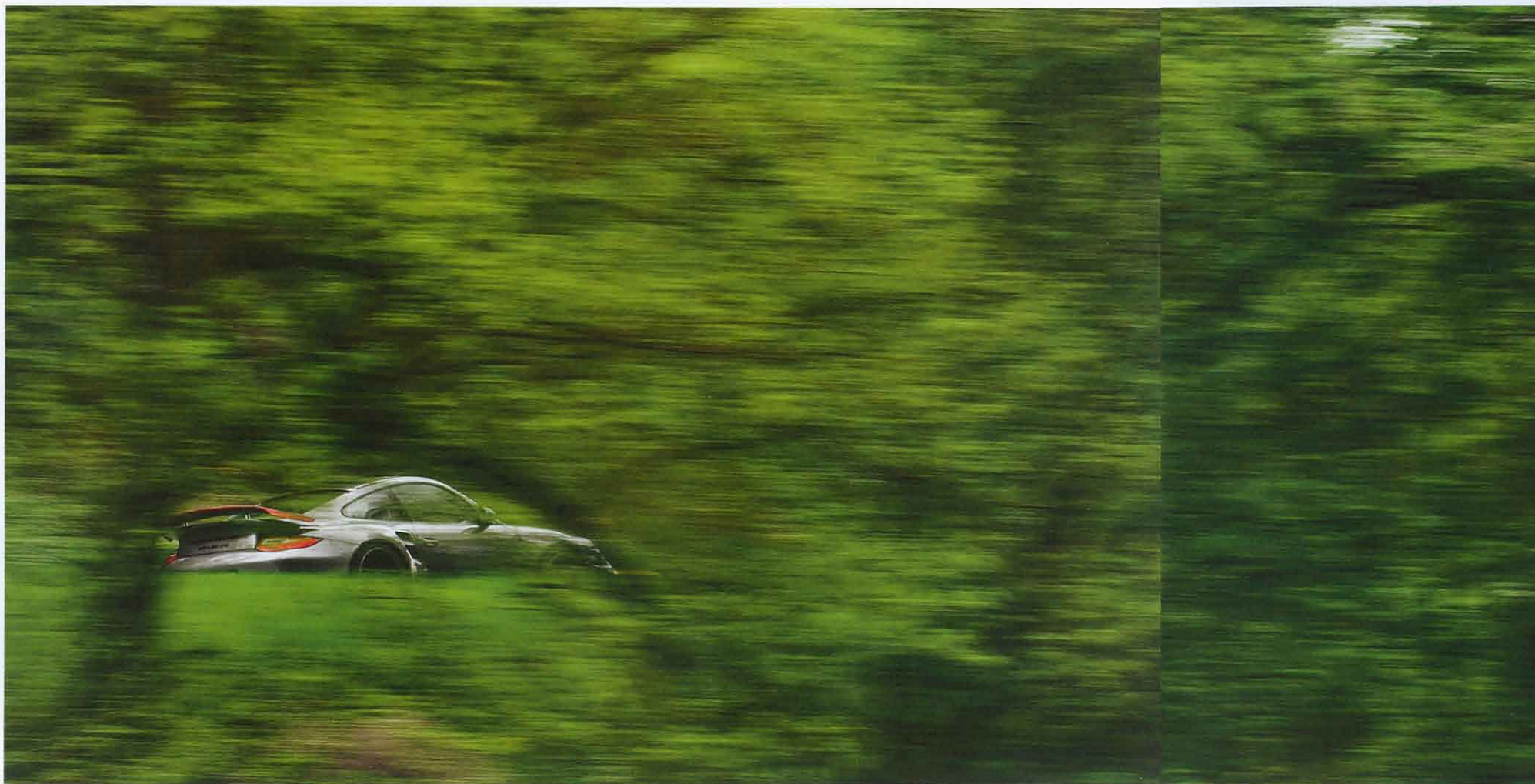
This car is about to head off for track testing and is therefore running Michelin Pilot Sport Cup rubber. The following day dawns grey and drab and we have to contend with the wet. The Cup tyres will clearly be less happy in these

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conditions, but the BTR-II will have a chance to see if it retains the 911 Turbo's hard won all-weather credentials.

The car had felt incredibly surefooted on dry tarmac and even now it's fairly unflappable. Push a little too hard and the front will start to scrub wide while injudicious application of the loud pedal results in a shimmy from the rear tyres as the BTR tries to shake its ass.

The addition of H&R lowering springs does give a firmer ride and there is a distinct preference for the better-surfaced roads – broken



It's remarkable that a 911 of such potency manages not to scare the driver, even in these slick and slimy conditions

asphalt induced a bit of fidget. I'm sure the benefits would be clear for track work, but I'd prefer a slightly softer setup for general road use.

It's remarkable that a 911 of such potency, running such extreme rubber, manages not to scare the driver, even in these slick and slimy conditions. The benefits of the four-wheel drive system teamed to adaptive damping really do offer a very reassuring safety net. And if you reign in and short-shift it is still possible to

make fairly indecent progress – even though you know you are using just a fraction of the car's potential. And while there are obviously limits to how hard I'm prepared to push a 200-odd thousand Euro car in these conditions, I'm impressed nonetheless.

The wacky interior colours are clearly designed for maximum impact at shows and demos but the quality of the trim is very good with a lovely deep lustre to the carbon trim



pieces and high quality stitching on the leather. For the kind of top end customers the BTR II will attract, this degree of personalisation is entirely necessary.

Of course, you could opt for just the power kit and fit it to your standard-looking 911, or you could fit the aero package to your car without bothering about the extra speed – 911 Turbos are hardly sluggish are they? The choice is left to you and your budget.

