



Cargraphic's pair of 997 Turbos prove that you don't have to go overboard to get a Porsche that stands out from the norm.

Words: Chris Knapman  
Photography: James Lipman



# Low Flying missiles



Quad exhaust tips are included in Cargraphic's upgrade, as is the GT2-style rear wing as seen here on the black 997 Turbo

Unlike mainland Europe, the US and the Middle East, the average British Porsche driver just doesn't get the mega horsepower thing. Whether this is due to the expense involved or the fact that over here there really isn't that many opportunities to deploy the power that a standard 911 comes with, let alone any more, is hard to tell.

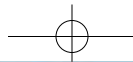
It is for this reason that Porsche tuning in the UK tends to be of the 'wheels and wings' variety, with even this enough to differentiate you from the norm, while a simple exhaust and ECU remaps tends to be as far as most will go in search of more power. A typical modified 997 in the UK therefore might well look like one of Cargraphic's 997 Turbos, neither of which set out to grab headline power figures or wear extravagant body kits, but instead represent the

kind of tasteful upgrades the average Porsche owner might consider.

We'll start with the orange car, which, being the only 997 Turbo of this hue in existence (it's actually Pure orange), was already something of a head turner when Cargraphic got its hands on it. However, the owner of the car wanted to address the latest Turbo's two obvious styling weaknesses, and so Cargraphic added a set of its own 20-inch three-piece wheels, along with lowering springs built by H&R to Cargraphic's specifications to reduce ride height by 20mm. Instantly the car was transformed, proving how simple it is to personalise your Porsche without going overboard. Also added was the company's full sports exhaust system, manufactured in the UK and said to add 25bhp and a 25lb ft of torque over the standard system thanks to improving the flow of gasses from the engine, all







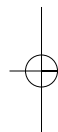
Cargraphic's 997 Turbo programme begins with a simple exhaust upgrade, but if you have the funds there is also a 3.8-litre 678bhp engine conversion on offer too



without the need for any ECU remapping. It's also 5kg lighter than the original exhaust but the payoff is that it is pretty loud, particularly between 2500-3000rpm.

The black car is the next evolution, combining the exhaust upgrade with an ECU remap. After all, one can't deny that it's human nature to always want a little more than you already have, even when what you already have is 480bhp...

The Power Kit liberates 544bhp and 589lb ft of torque from Porsche's 3.6-litre flat-six, which



## Cargraphic 997 Turbo



**Both 997 turbos look pretty stunning, and only a top fuel drag racer and/or a certified lunatic would be left wanting more performance**

means very serious performance indeed. Where the orange car feels very similar to standard, only a lot louder, the black machine positively hurls itself at the horizon at any given opportunity. It hits noticeably harder at around 2500rpm, before kicking again at 4000rpm, but in reality it all feels a little too fast on the road, as if its keen to reach speeds where you stand little chance of being in full control.

In addition to this Power Kit Cargraphic also offers a 3.8-litre engine conversion with 678bhp and 664lb ft of torque, but that is more to

demonstrate that such a feat can be done, and to cater for the small number of customers after such extensive work. The reality is that it is the sports exhaust, along with a Power Kit that will be the most popular upgrade for the Turbo, as Michael Schnarr (who along with his brother Thomas, owns Cargraphic) explains: "So far it has been the back box for the 996 Turbo that has been our best seller and the 997 Turbo looks to be following this. Compared to the original, our back box saves weight, gives more power and can be ordered with four tailpipes, which I think

looks better, too. With 911 Turbo owners the aim is obviously to be quicker – they want more power and more torque – but also to have more prestige is important too."

With the black car the prestige factor is taken care of by the company's GT2-style rear wing, as featured on its ballistic 997 GT3 RSC (issue 70), now with brackets that allow it to extend and retract on the Turbo's existing mounting points. To balance the extra downforce this creates, Cargraphic has also fitted a new lip spoiler beneath the front bumper, similar in design to



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that of the standard car but with additional vents in front of the wheels to lower air pressure under the 997's nose. This car also wears 19-inch Champion one-piece wheels, whose deep dish once again improves upon the Turbo's standard wheels, while like its orange sibling it wears lowering springs that enhance the 997's stance without sacrificing PASM operation.

At present, both cars wear the exhaust in the loudest of the three settings that Cargraphic

offers and, as I've already alluded to, it's a little too much. When pressing on the soundtrack is fantastically raucous, as if you're piloting a low flying jet, but in low speed driving the constant drone is a little grating.

As for the rest of the car, there's little to criticise. Even the most ardent anti-modifier would have to admit that both 997 Turbos look pretty stunning, and only a top fuel drag racer and/or a certified lunatic would be

left wanting more performance than the 544bhp Power Kit offers. The question is, once you give into the dark world of modifying, where does it stop? ●

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