

EXCLUSIVE: WE TAKE YOU INSIDE THE PAGANI FACTORY

MODIFIED

LUXURY & EXOTICS



450 HP GT3 RS

**BIGGER 3.8-LITER ENGINE
HELPS PORSCHE'S CULT HERO
BREAK AWAY
FROM THE PACK**



SUPERCAR LIFE:
FIND OUT HOW YOU
CAN TRACK TEST
FIVE EXOTICS

A SOURCE INTERLINK MEDIA PUBLICATION

MAY 2008 \$5.99 U.S., \$6.99 CAN



Printed in the USA

DISPLAY UNTIL 05-13-2008



TRACK TEST:
240 HP LOTUS EXIGE S

BY
MIKE
SPECK

EVOLUTION MOTORSPORTS EVT700 TRACK TEST

**A CAR THAT COMBINES THE BEST OF
THE FERRARI F40 AND PORSCHE 959**

Back in 1990, two of automotive history's finest sports car manufacturers released their weapons of choice in a head-to-head competition to produce the world's most capable supercar. The result was Ferrari's fantastic F40 and Porsche's technologically advanced 959. Choosing which was better proved difficult for the few who had the chance to drive them.

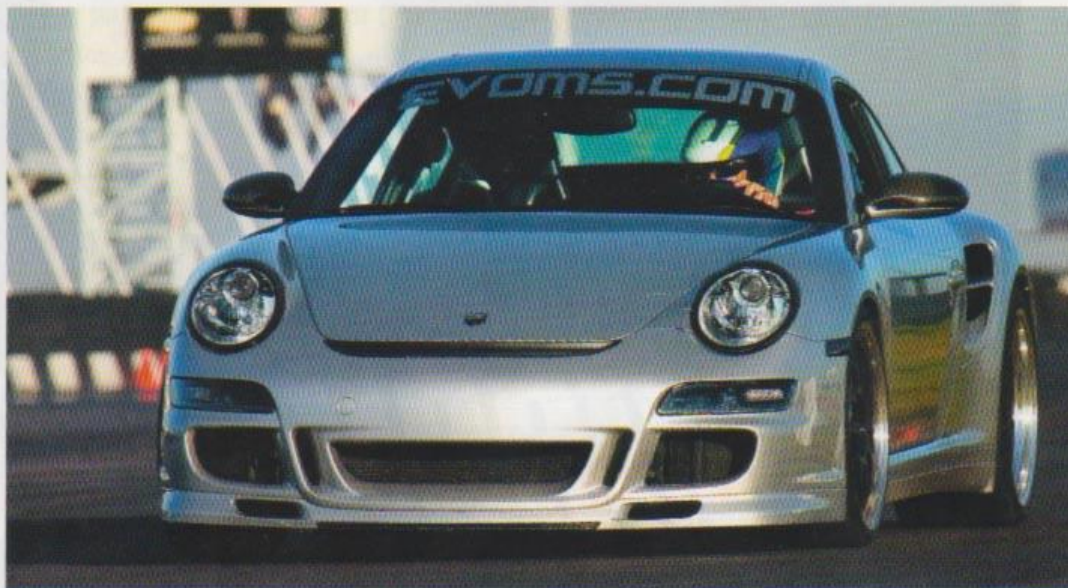
The F40 had an over-the-top look and was raw and racecar-like in its delivery of brutal horsepower. In keeping with its racecar roots, the F40 came sans any type of driver aids, such as ABS or traction control.

Meanwhile, the Porsche 959, sold in the U.S. only as a grey-market car, was function before form. Although it wasn't ugly, it lacked the downright sexual appeal of the F40, but the 959 was a rolling showcase of Porsche technology.

I always wondered what it would be like if you could meld the two cars – or at least the different concepts of the two machines. Imagine, a beautiful and brutal beast with all the latest technology. Well, look no further than the Evolution Motorsports Porsche 997 Turbo.

I drove EVOMS' newest street, track and dragstrip slayer – a Porsche 997 Turbo fitted with the EVT700 package. EVOMS' marketing and sales front man Mike Myers met me at the Bondurant High Performance Driving School parking lot with the company's tour-de-force 997. After a firm handshake and a few friendly words, he handed me the keys and told me to give him a ring when I was done.

I gotta tell ya, I really wonder how I get to do some of these things. This guy was leaving me with the keys to a car that offers roughly 50 percent more horsepower than



the original 959, and telling me to drive it hard and enjoy it. Someone up there must really like me.

To say that the EVT700 looked good doesn't even begin to cover what this thing brought to the table in the appearance department. It is because of cars like this that I'm really glad we include photographs.

H&R springs lowered the car to just the right street-ride height. The muted-but-glossy silver paint contrasted perfectly with the black details and the purposeful black-centered, chrome-rimmed Fikse Profil 10 19-inch wheels.

Really, though, the EVT700 is all about being driven. The engineering staff at EVOMS have truly engineered the 700, instead of simply throwing power-making parts at it.

EVOMS kept the suspension stock for the most part, with the exception of the H&R springs. A set of factory-option carbon ceramic Brembos at the front and rear allowed for less unsprung weight. However, the true braking potential of the carbon binders would be better displayed if the car had been on a set of R-compound tires.

Inside, a discreetly mounted roll bar was tucked behind the front seats. It provided a good mounting point for the Schroth four-point harness that was the perfect length for holding me securely in the terrific carbon fiber seats.

The majority of EVOMS' engineering savvy went into the already brilliant engine. The stock turbos were enhanced with EVOMS CNC-billet turbine wheels, presumably for additional strength and decreased rotational and reciprocating mass. The majority of changes were made to the intake and exhaust systems and, of course, to the ECU.

According to EVOMS, their EVO Club-Sport intercoolers offer some 35 percent better flow through larger end-tank cavities and larger-diameter inlet and outlet passages. The aluminum intercooler cores are hand-built and are polished for an additional reduction in airflow restrictions. An EVO silicone boost hose kit in bright red routes air to and from the high-efficiency Swain heat-dispersion-coated intercooler.

VTG exhaust headers with pyramid design collectors were used. The headers dump into a set of metal-core HJS



catalysts and hand-fabricated straight pipes. The telltale tan residue (as opposed to black residue) in the exhaust tips showed that the car was running an aggressive or leaner air-fuel mixture setting for power.

On the engine-management side, the ECU was reflashed with the company's proprietary street EVOMS EVT700 software that allows for higher boost levels and also takes advantage of the dual mass-airflow sensors that come with the factory machine. The EVOMS intake and exhaust systems were also added. The result is some 700 hp, although we backed things off a touch for our test with a mapping that churned out a more modest – but still impressive – 580 hp to the wheels.

Getting that power to the ground certainly has its own series of issues, not the least of which is the potential for frying the clutch off the car due to

the very light stock feel. A GT2 clutch conversion package was therefore added. It includes a GT2 master-and-slave cylinder, which increases pedal effort and engagement feel.

Let me tell you right here and right now, the EVOMS EVT700 Porsche 997 TT is the hardest-accelerating car I've ever driven – period.

The engine provided a seamless onslaught of power, propelling the car down Bondurant's straight in alarmingly short order. It seemed to me that the EVT700 was a fair tick quicker than the Carrera GTs that I've driven, probably due to its ability to translate huge power output into neck-snapping acceleration through the tenacious grip of the all-wheel-drive system. Believe it or not, that same all-wheel-drive system and the exceptionally sticky street Michelins were at times overcome by the brutal power. Assertive full-throttle inputs at or

near 5500 rpm in second gear actually spun all four tires! It wasn't just a hint of wheel spin; it was more like all four meats getting cooked off the wheels. The wheel spin was so quick and so violent that it caused a throttle-induced oversteer that I could keep going as long as I kept the throttle open. Drifting on the power in an all-wheel-drive supercar – absolutely awesome!

Even on the DOT tires the car came with, there are few things on the street that would be a stop-light threat to this silver Stuttgart screamer with some Southwestern sizzle.

Incredibly, there was no turbo lag. It was hard to tell if the motor was actually getting fed through forced induction, as throttle response was amazingly linear.

As not much was done to the suspension, handling was a bit like stock. It was a little looser at entry than I thought it would be and it had a tad more wheel hop when cornering than I expected. The H&R springs that I've used in the past have always been good, as these were. But with the lowered stance of the car, it might have helped to increase a bit of the shock control of the spring, especially in terms of rebound and particularly toward the front of the car. In some of the faster corners when I was really adding power and getting traction, the front had a tendency to lift quite a bit, causing a little mid-corner and corner-exit understeer.

The EVT700 is a well-engineered evolution from an intelligently designed stock vehicle. EVOMS has plans to fit a proper set of coilover shocks and springs and will even add more power by moving up to Porsche's 3.8-liter flat-six from the current 3.6-liter layout. I can only imagine what the new car will feel like. **MLE**

"LET ME TELL YOU RIGHT HERE AND RIGHT NOW, THE EVOMS EVT700 PORSCHE 997 TT IS THE HARDEST-ACCELERATING CAR I'VE EVER DRIVEN – PERIOD."

