

★GOLF GAMES: VW SCORES A HOLE-IN-ONE WITH THE NEW Mk VI★



europaean car

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180 MPH in a Carbon Fiber Clad R8

DARK KNIGHT



Obsession

Alfa Romeo GTVs
for work and play

Porsche Big Blocks

Sharkwerks displaces
more space



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Lost

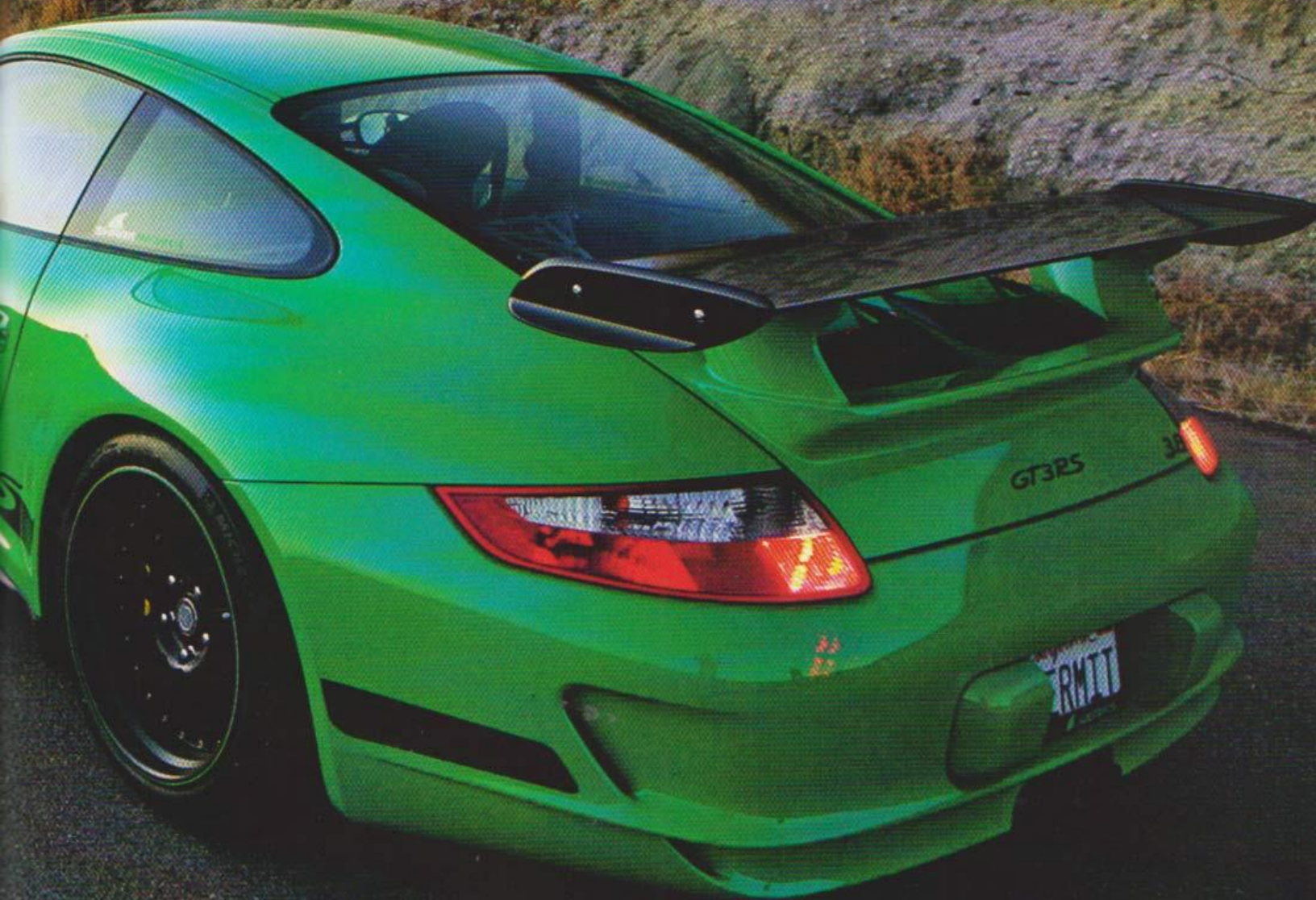
Transcending past, present and future in three **Sharkwerks Porsches**

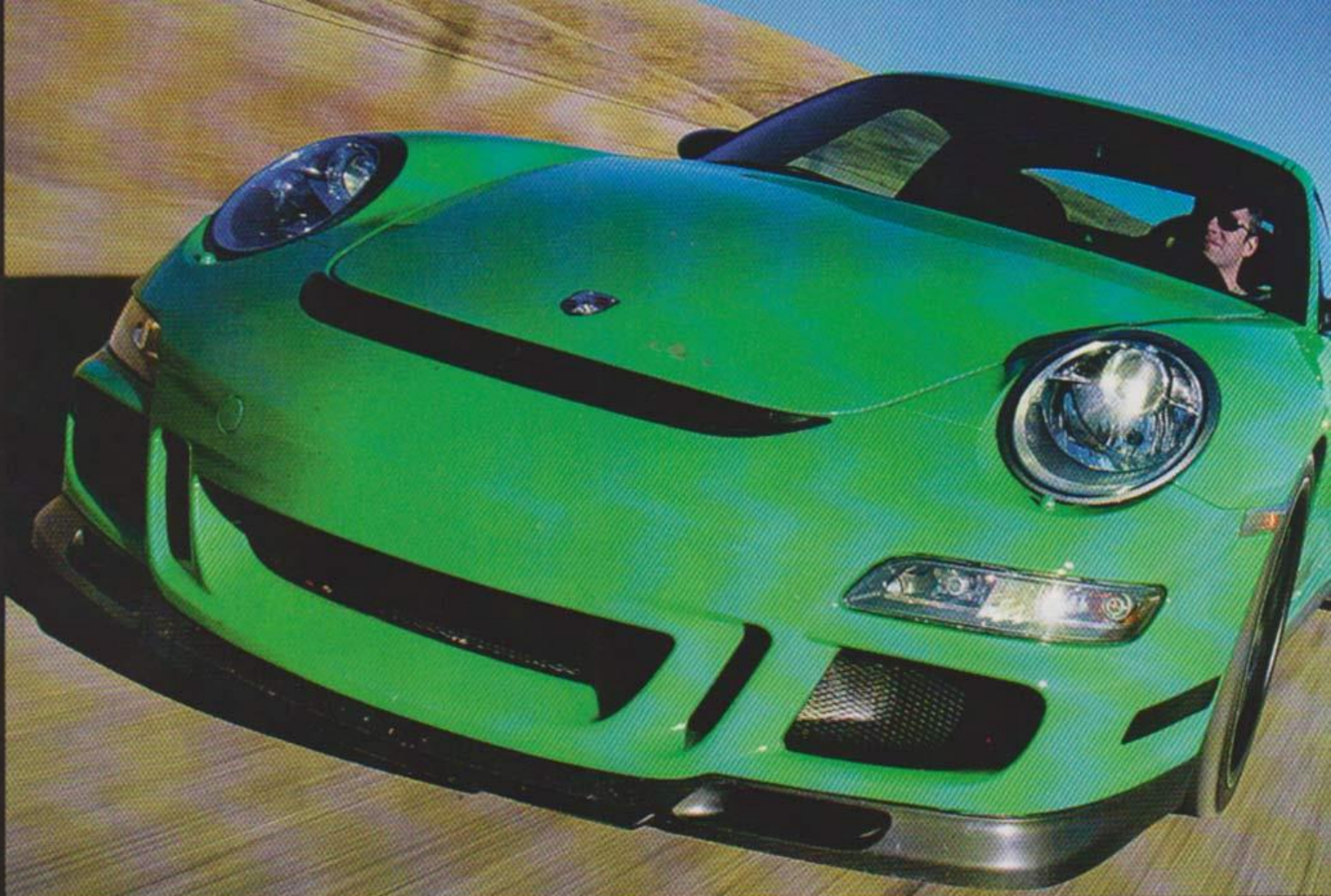
by Michael Febbo photography by Les Bidrawn

Ancient Mesoamerican cultures that thrived in the West before European exploration didn't share our linear view of time. They saw a more organic cycle with past, present and future all flowing through each other and intertwined in a fluid composite of existence. As I blast through blazing golden fields and vast mesas in three very different Porsches, my mind is sucked into a similar sort of vortex entwining German heritage, cutting-edge technology and visions of Stuttgart's future.

(feature)

In Time





|| Lost In Time

Sharkwerks Tuning out of California's Bay Area has arrived in this mystical place with three cars that together represent the timeless soul of Porsche. A GT3 RS is perhaps the best modern example, delivering a visceral driving experience close to a

1970s air-cooled road racer. A Cayman S transcends the future of Porsche sports cars and mid-engine prototypes of the past. And the most advanced car, a brand-new 997 Carrera S PDK, connects both these current cars with the high technology all Porsches will

share in the near future.

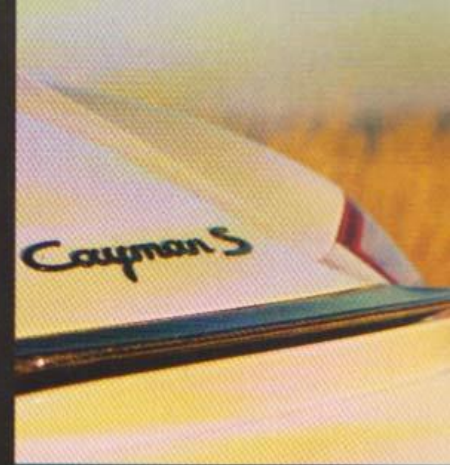
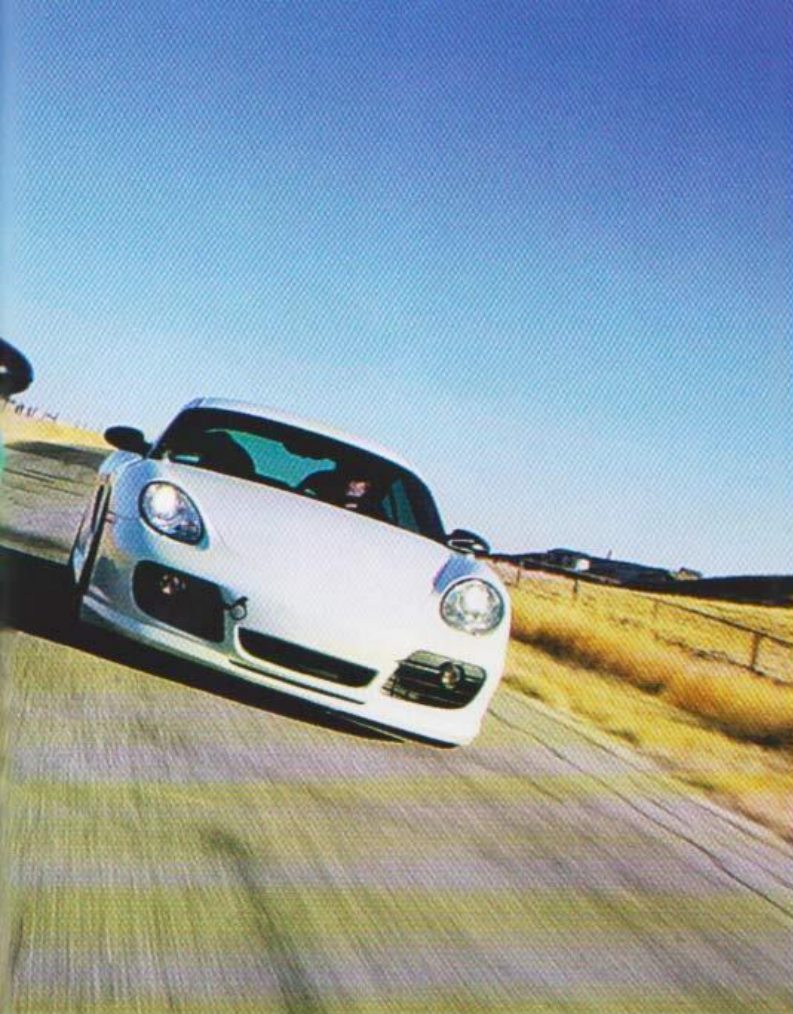
The first key to hit my hand goes to the GT3 RS. It's rather appropriate to drive it first considering this car could only draw more attention if it was on fire. The bright Viper Green paint draws an instant emotional response from onlookers. If you've never lusted after a '73 Carrera RS in this very color you may as well turn in your enthusiast card now. The big bi-plane rear wing, overtly aggressive front bumper and RS graphics would look silly on any other car. On the GT3 RS, however, it all adds up to animalistic brilliance. The guys at Sharkwerks refer to this car as ZKermit, a friendly singing frog it is not. I think ZGodzilla may be more appropriate.

This car in stock form is a monster; the one we have here is a radioactive city-crusher. Not satisfied with mere bolt-on modifications, Sharkwerks decided to build a car that goes to eleven. In typical mad scientist

✓ Sharkwerks 997 GT3 RS 460

- **Layout**
Longitudinal rear engine, rear-wheel drive
- **Engine**
3.8-liter flat six, dohc, 24-valve. Sharkwerks/EVO 3.8-liter big-bore kit including pistons, rings and liners, ARP head studs, Sharkwerks, exhaust system, EVO MS software
- **Transmission**
Six-speed manual
- **Suspension**
Factory MacPherson strut front, multi-link rear
- **Brakes**
Six-piston monoblock calipers, 350mm rotors (f), four-piston monoblock calipers (r)
- **Wheels and Tires**
HRE C-21, 8.5x19 (f), 12x19 (r) Michelin Pilot Sport Cup, 235/35 (f), 305/30 (r)
- **Exterior**
997 GT2 side skirts, painted rear intake scoops, Cargraphic lower front lip
- **Interior**
BK Harness bar, 996 GT3 Seats, Schroth 6-point harnesses, Dension MP3 integration
- **Performance***
Peak Power: 407 hp @ 7700 rpm
Peak Torque: 295 lb-ft @ 5200 rpm





feel that 3.6 liters is plenty of displacement. Sharkwerks felt a car of this magnitude deserves a bump to 3.8. Developed in conjunction with partner Evolution Motorsports (EVOMS), the package includes pistons, cylinder liners and all other required hardware. The heads are reattached with legendary ARP hardware. A Sharkwerks exhaust completes the hard parts while a custom software flash controls the combustion process.

The engine roars with a deeper tone than you'd expect from a relatively small engine. The revs come fast and effortless and belie the crushing 12:1 compression ratio. Throttle blips result in a snap that radiates throughout the entire car like flashes of jolting energy. The clutch is heavy and reminiscent of sport clutches in air-cooled cars of the '80s, but uptake is smooth once you're accustomed to the heft. The RS digs in off the line, the 305s in back throwing the car forward with ballistic ferocity. The 3.8 pulls

tach. There are no sudden jerks anywhere in the band and it just keeps building until 7000 rpm, where the power curve is nearly flat until the 8700-rpm redline. Power has been measured at 407 hp at the wheels compared to 375 for the factory car. It isn't a huge bump, but it's more power everywhere in the curve. This isn't like adding a more aggressive cam where you are pushing the power around. Torque has been gained everywhere.

Sharkwerks decided that Porsche did a magnificent job of suspension tuning right out of the box on the RS so the only real change to the chassis was in running stock. The factory wheels were replaced with a set of HRE C-21s measuring 8.5 inches wide in front and a full foot wide out back. The amount of grip is breathtaking, quite literally at times. Luckily, the interior is equipped with 996 GT2 seats, which live a tough life holding the driver in place during hard cornering. Supplementing seat

are mounted on a BK harness bar, behind the seats, resembling an artist's sculpture more than a structural piece. We're sure the piece is exceptionally strong, but we're never completely comfortable with anything resembling a futuristic, weight-optimized guillotine perched right behind our necks.

engine air-cooled aficionados usually lust after. Lack of a real edge, dulled reflexes and relative lack of power are just a few of the complaints. The real reason they don't like them however may be less obvious. With performance demands for the 911 becoming ever greater, there may come a time where the rear-engine

“Sharkwerks Tuning has arrived in this mystical place with three cars that together represent the timeless soul of Porsche.”

The RS is as close to an air-cooled Porsche you'll find in the current showroom. Fans of the old cars will likely be won over after a few minutes in one of these. This one from Sharkwerks gets even closer with its raucous sound, pure handling and explosive power. The RS takes us back to simpler, more focused Porsches of the past.

In the current lineup, a stock

design may become too great a physics challenge, and eventually Porsche may have to adopt the mid-engine layout for its flagship model. Porschephiles cringe at the very thought, but the Cayman my foreshadow future 911s. It wouldn't be unheard of; the GT1 was perhaps the ultimate incarnation 911 and it used its mid-engine layout for maximum efficiency in weight distribution