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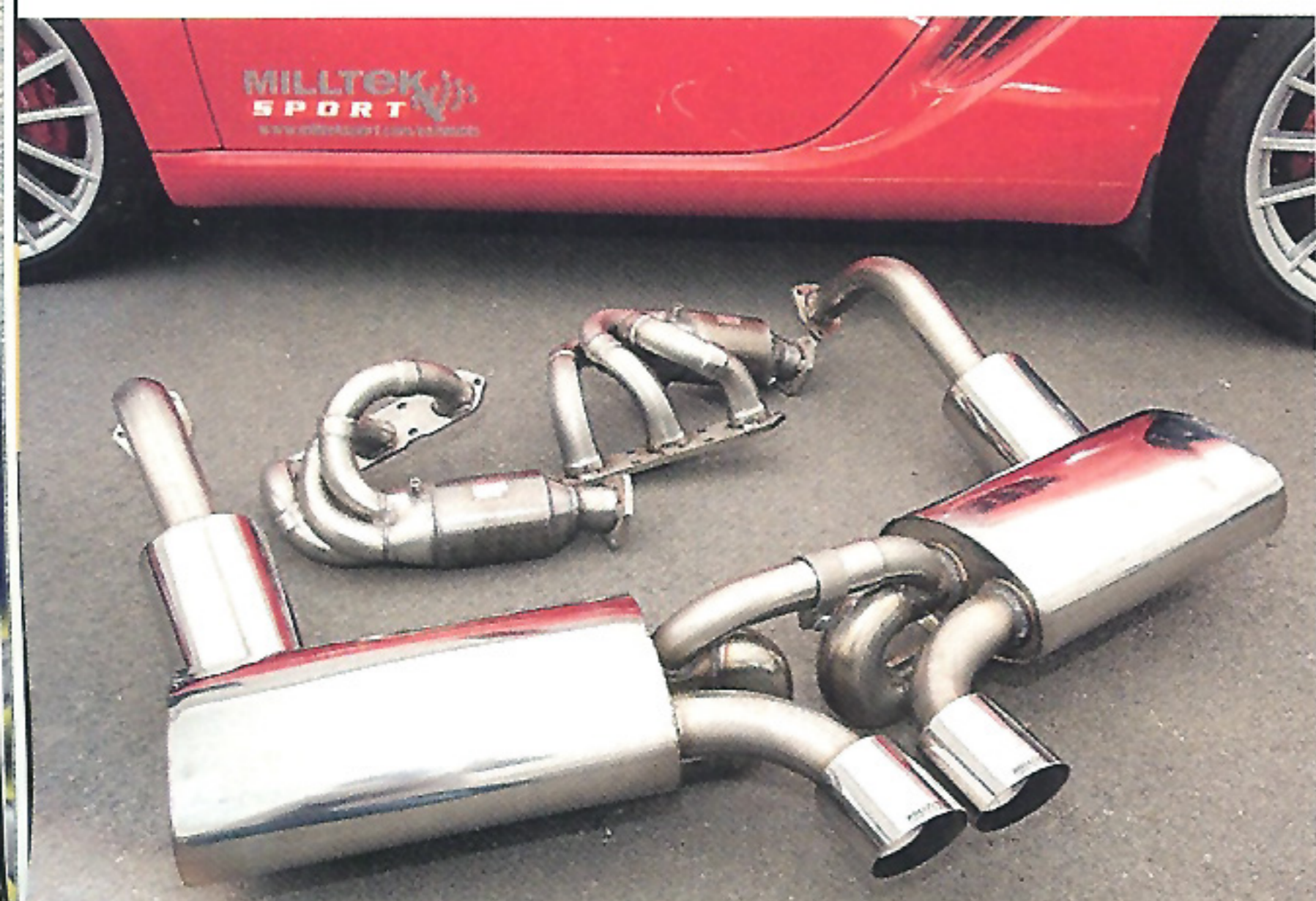
Visit an Internet forum, or scroll through the *GT Purely Porsche* inbox, and it won't take you long to find a flurry of correspondents with one thing on their minds: performance exhausts. Anyone who's visited the Porsche options list (in all its hardback book glory) will have come across the 'Porsche Sports Exhaust' option and the four-figure price tag that accompanies it. We've tried it a number of times on a variety of 911s and it does exactly what it says on the tin: which is enhance the acoustics of Porsche's flat-six engine while

providing nothing in terms of increased performance. Which is where the aftermarket exhaust manufacturers come in.

Phil Millington, MD of Milltek Sport, is one such manufacturer and his company's latest exhaust system for the 3.4-litre Cayman S has been receiving high praise from all who have sampled it. Not surprising considering Porsche does not yet offer its sports exhaust option for its baby coupé.

"We sent one of the first systems to the Cayman Club in America and they have independently

tested it and reported back with some encouraging results," explains Phil. Those results were an at-the-wheels increase of 21bhp to the standard car's 295bhp and an additional 10lb ft of torque to add to the 251lb ft already produced, endowing Porsche's baby coupé with near 997 Carrera levels of power. But Phil is quick to point out that Milltek is not in the market of claiming wild performance gains: "Porsche has to design and manufacture its products to meet global legislation, and the result is that compromises have to be made – with an exhaust system it will



From the factory your new Porsche's performance is held back by legislation, but Milltek Sport's latest exhaust system goes some way to releasing the Cayman S's hidden potential. Words: Stuart Gallagher Photography: Max Earey



be in areas such as sound and performance.

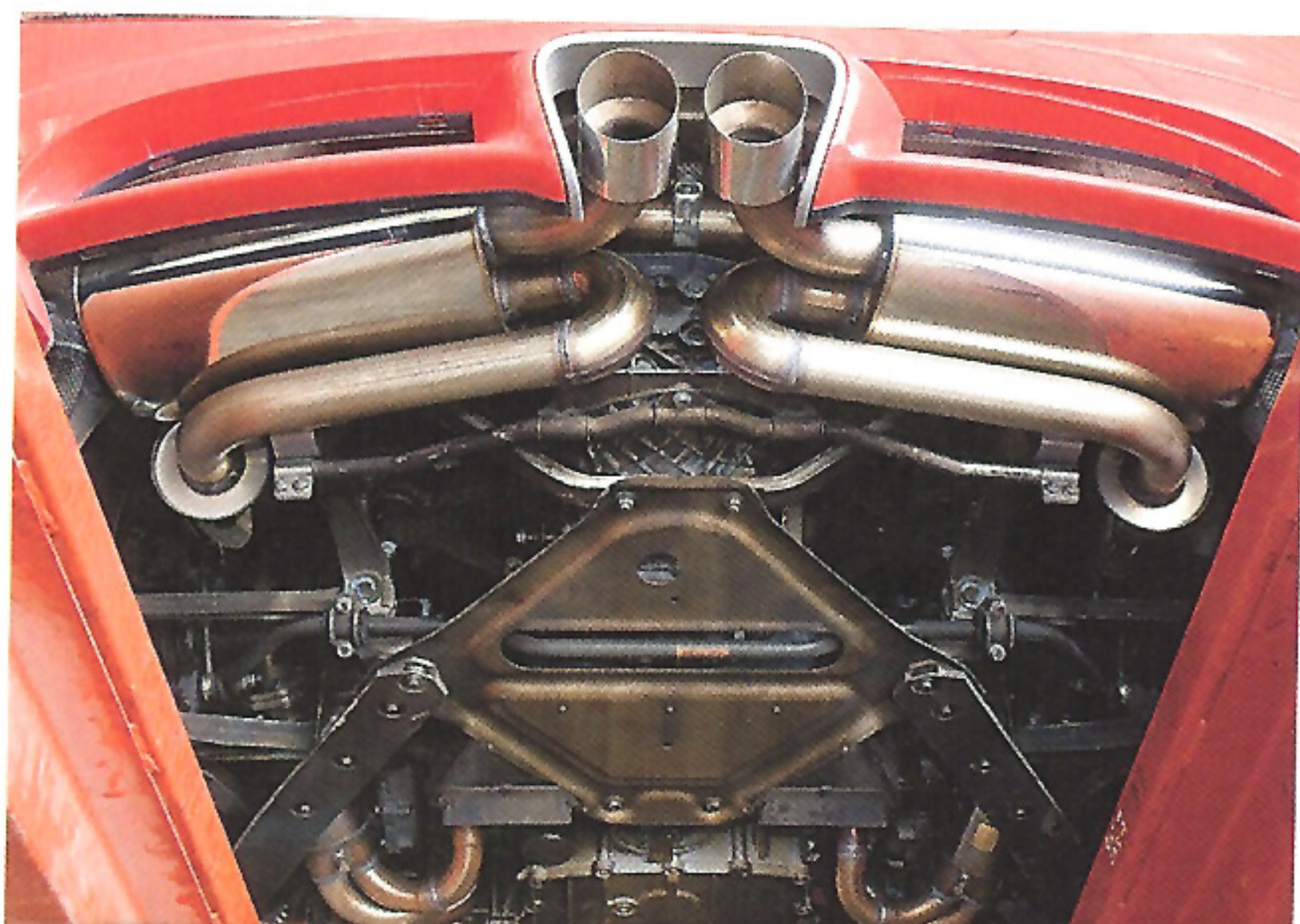
"With this new system for the Cayman S, like our existing Porsche exhausts, we have set about removing the restrictions Porsche is forced to put in place – these are traditionally to do with the engine's breathing – and developed a system that gets the best from the engine. In the Cayman's case we felt the engine tailed off from around 5000rpm, but there was still plenty on offer, and so we began developing a system that tapped into these restrictions."

And indeed they have. The Milltek system

– which can be ordered as a full system (as tested) or a cat-back system – has a distinct, woofly noise on start-up but instantly settles to a solid tone little louder than the standard system. Commute around town and cruise along at a moderate speed and there is no booming resonance, embarrassing purr or ridiculous burble you'd associate with a traditional aftermarket exhaust system. Move into the Cayman's power band and the exhaust note rises with measured aggression, and when the engine's VarioCam Plus kicks in and as the revs climb higher the engine continues

to push with renewed vigour to the redline. It's not the increase in power you first notice, but the freedom the engine now has to rev when stretched to its maximum velocity. And while there may be a noticeable increase in the power department the Cayman's athleticism is as strong at the redline as it is when powering through the standard car's factory programmed peak outputs.

It may only be an exhaust upgrade, but our extended drive across the Peak District was one of the most enjoyable we've had at the wheel of a Cayman since its launch. The system has also





managed to smother a large proportion of the standard car's poor cabin noise.

The stainless steel system itself consists of a pair of free-flow sports manifolds which also have a pair of Hi-Flow sports catalysts replacing the standard items attached, and it is these that make up the majority of the system's improvements. With a reduction in CPSI (cells per square inch) of the cats the full system sees a drop in back pressure from 6.5psi to paltry 2.0psi. If you opt for just the cat-back system you'll benefit from a drop to 1.6 from 3.4psi. And you won't be deafened or fall foul of the track day police either, because the cat-back system has a dB reading of 99.9, the full system just 100.2 compared to the original car's 99.2dB reading. CNC machined and hand assembled at Milltek's Derbyshire factory the

system also increases flow-rates (hence the engine's improved top end performance).

And thanks to the design of the Cayman's rear bumper elements of the system's design can be clearly seen, and it is so much more aesthetically pleasing to look at than the factory fit item with the gleaming stainless steel pipework replacing the factory fitted silencer box. It's a shame the positioning of the Cayman's engine prevents you from seeing the beautifully crafted manifolds too, they're an engineering work of art.

The Milltek system isn't going to appeal to those who have a desire to drive around town sounding like a 2.8 RSR fitted with a straight-through pipe (fun for a while, tiresome sooner than you think) but is perfect for those with a desire to liberate some of the hidden potential

the factory are obliged to keep from us, while adding a touch of aggression to a suppressed exhaust tone.

There are noisier exhausts on the market, with performance claims bolder than Milltek's and other exhaust pipes large enough to live in, but today's Porsches deliver their performance in such a subtle and discrete manner that Milltek's latest offering appears to be the perfect complement; its quality is unquestionable, as are the company's claims, and more importantly it works ●

CONTACT:

For details of your nearest Milltek stockist and prices, please contact Milltek Sport +44 (0)1332 27280 or visit www.millteksport.com

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