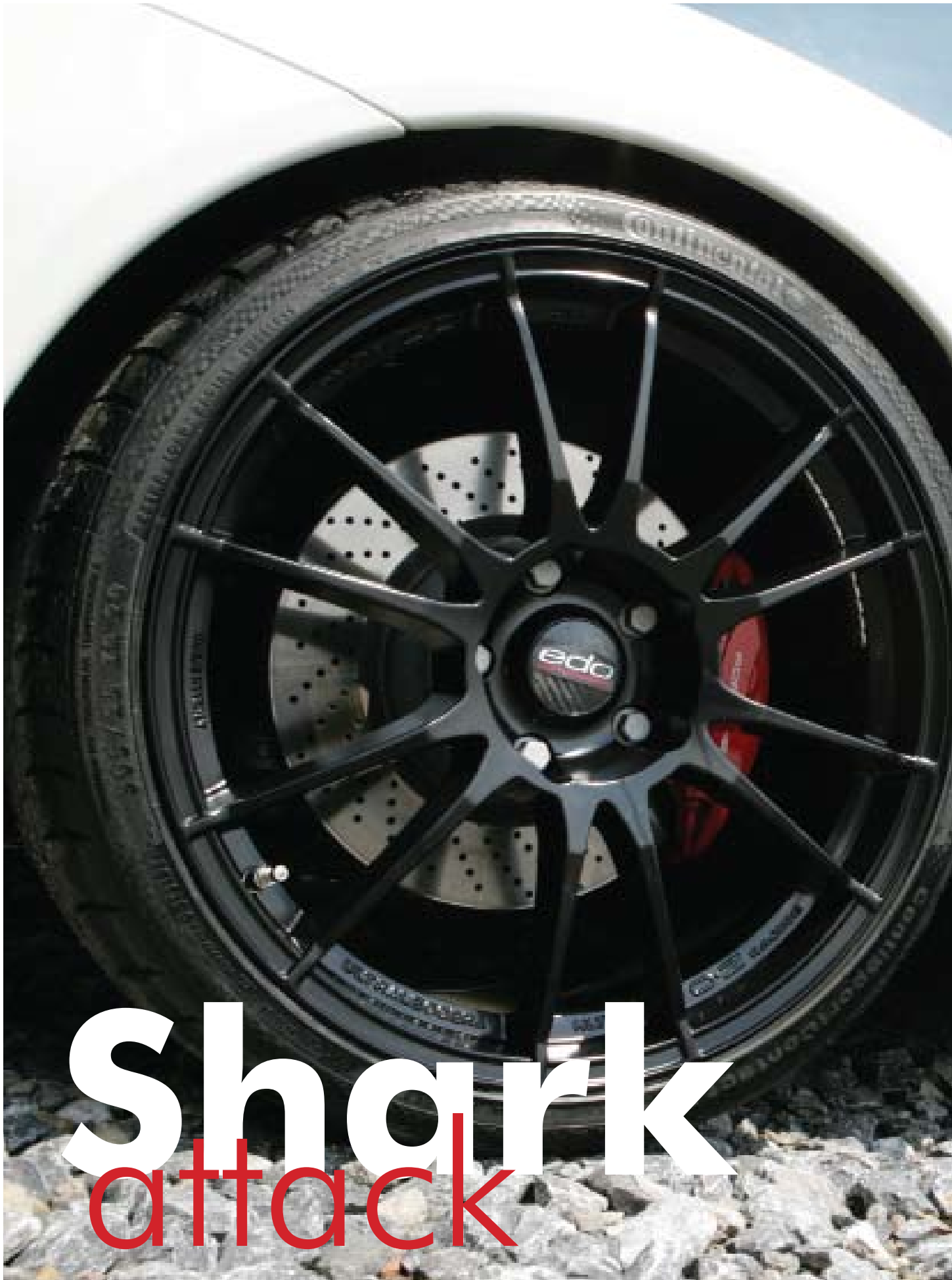



Edo 997 Turbo



# Shark attack



It may not be the most powerful  
997 Turbo conversion out there,  
but this Edo Competition Shark is  
none the worse for that

Written by Nick Hall  
Photographed by Lyndon McNeil

edo competition

## Edo 997 Turbo

Power corrupts, allegedly, but that doesn't stop tuners chasing horses like a pack of rabid wolves; and some of the firms that unleash hundreds of thousands of euros of Porsche 911-based madness on the world can be the worst offenders. But not Edo Karabegovic, who is as amused as anyone by the constant charge for the moon by some of the other tuners, with little or no thought to longevity.

This Ahlen, Germany, based tuner's stock is rising stratospherically now and even the competition has a healthy respect for his work. A championship-winning race engineer who did his apprenticeship on Ferraris in Southern Germany, Edo knows about the holistic approach and thinks 600bhp is the limit for a road-going Porsche. What's more, he's proved it time and again by beating the opposition in the rare group tests with his 550bhp predator – the Porsche 997 Shark.

That's a 550bhp, mildly tweaked version of Porsche's comfortable range-topper ripping car, with up to

200bhp more to shred round the likes of Hockenheim and Oschersleben. Both circuits are power tracks, so that's a lot to give away. But moderation is the key to this conversion, for the most part, and Edo wanted a straightforward conversion that wouldn't go off the scale in terms of cost.

With more than 600bhp you're looking at new con-rods, and then new pistons and cylinders to get beyond 700bhp. And if the torque strays too high, then spikes in the curve can take an irrational toll on the differential, or burn it out completely. So that needs to be uprated and the point of diminishing returns goes flying past the window in a blur of wasted horsepower.

Edo is less interested in the output as he is in harnessing it to produce the fastest possible car round a track. His conversions tend to be circuit-biased as he took several domestic championships as a race engineer before turning his hand to road cars. He has swiftly carved out a formidable reputation – don't be surprised if Edo Competition sits alongside the pantheons of greatness like Ruf in the years ahead. He really is that good and anyone out for Turbo tuning would do well to knock on the door of his impressive new facility in the disused colliery in Ahlen.

Having taken the Nordschleife record with a 612bhp GT2, the work flooded in and Edo now spends his days producing bespoke conversions on every Ferrari and Lamborghini you care to mention. Porsches remain his bread-and-butter, though, with up to 40 Turbo conversions a year, plus a good few restoration and tuning jobs on older cars that have failed to meet the nostalgic expectations of their owners.

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An MC12 Corse, the super exclusive trackday version of the glamorous MC12 supercar, lay in his workshop alongside a Ferrari 512BB and Porsches of every vintage, from a gorgeous 930 right through to stripped-out GT3s and the basis of a wide-bodied 997 that looks much better than it sounds. Lamborghinis often come in to have their guts stripped and more power infused, so Edo is certainly not afraid of ponies; but only when they're strictly necessary.

As a street car, the 911 Turbo came armed with almost enough horsepower in his opinion, and needed just a few more to become the perfect road weapon.

Besides, Edo likes the power delivery at 550bhp, thanks to the VTG technology that means you can take fifth-gear through a bend that would have required a down-change to fourth or even third in the old 996 Turbo. He likes the fatter rear end, too, which he feels takes the whole shape back towards the purity of the 964 but, oh boy, he doesn't like the handling.

After the old 930 gained a reputation as a widowmaker, Porsche has moved consistently to understeer and that just doesn't work on a hard charge. "The 997 Turbo is a quick road car," Edo said. "But you need three cracks at a corner because it just doesn't have the feel and when it switches power to the front it pulls into understeer. A GT3 is a much more flowing car for a good driver, and that's the kind of experience we want to recreate with the Turbo."

And with that he threw us the keys and sent us on our way, to the surrounding roads that are an intoxicating blend of high-speed sweepers and low speed, twisting corners. It took one bend to see what he was on about, as the back end swung round with just a little too much

power on the way in. It felt like the start of a catastrophic moment, before the genius of this simple conversion kicked in at the same time as the Deep Blue-style Porsche computers.

As the back end swings, the four-wheel-drive feeds power to the front and holds the car in a neutral-oversteer stance the whole way through the bend with no meaningful input required at the wheel. After the frustrating push-on attitude of the standard car it felt a thing of beauty – all the feel, drama and tear-jerking joy of a GT3 with none of the risk.

With the help of partner KW Suspension, Edo has turned an undoubtedly fast yet deliberately blunted machine into a fine-tuned razor. Thrown into a tight bend the back end steps out in dramatic style and then simply hits the apex, catapults out and sends the car at the next bend as if elastic were involved. It's a disconcerting feeling, but took just three corners to get used to and five more to fall in love with. With the nose feeling for the limit

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The 997 Shark demands to be driven and the lazy feel of the standard car has gone

on one sweeping right-hander with triple figure speeds on the clock, I finally felt 100 percent in touch with every wheel on the Turbo.

And with 550bhp at its disposal, it's more than fast enough, hitting 62mph in a much sharper 3.5 seconds and topping out at an almost unbelievable 210mph. With the help of a new air intake, engine management and exhaust system this machine has now changed from the civilised everyman's supercar to a wailing banshee.

Edo likes loud exhausts and this one is a belter. Pushed beyond 6000rpm the Turbo's new system echoes every rev around the cabin with passion, heart and soul. It injects that much needed fun factor and forget the added horsepower; it's worth it just for the soundtrack.

Liberated from the excessive muffling of the base car, the 3.6-litre twin turbo sounds downright dirty and, while I'd leave it in the higher gear in Zuffenhausen's creation just because there's no real reason to grab the downchange, here the alert back-end and haunting engine note mean you'll do it every time. Tauter in every

respect than the standard Turbo, the 997 Shark demands to be driven and the lethargic, somewhat lazy feel of the standard car has gone; the dead wood in the steering, exhaust and just about everywhere else is gone.

The new front lip spoiler, side skirts and rear wing almost certainly help the car's high-speed stability, too, although Edo isn't the type to jump in the wind-tunnel with bits of string hanging off the car. He simply jumps in and drives it until the wheels fall off or he's happy with the balance, whichever comes first. Whatever the case, dropping the nose that fraction closer to the floor serves to compact that fat front end and give it the touch of muscularity it perhaps lacked in base form. The downside is you'll lose a few splitters if you drive it like we did, but that's the price you pay.

As for the brakes, Edo will take your money and fit an upgraded system with 370mm front discs, but all he'd done on this particular example was fit GT3 pads – and it works. It's a testament to Porsche's basic work that the steel brake kit requires so little work to get right, and it's a blinding insight into Zuffenhausen's marketing nous that the 10,000 euro PCCB ceramic brake upgrade that most casual observers assume must be better can actually make them spit with pure rage.

Not one tuner will recommend the upgrade and while you always have to look at their motivation, which largely includes flogging on a 5000 euro steel brake kit of their own, but when someone is telling you to save your money and simply change the pads, then it's hard to see what he has to gain from lying about it.

When they're cold, the race-bred pads squeal their protest, but they don't stay cold for long in his customer's hands and are soon biting as hard as the Shark that gives

# Edo 997 Turbo

**Specification**  
**Edo**  
**Competition**  
**997 Shark**

**Engine**

3.6-litre flat-six with replacement air intake, sports exhaust, ECU, Secam intercoolers  
Power: 550bhp

**Chassis**

Three-way adjustable KW sports suspension, coilover dampers

**Wheels**

OZ Ultraleggera;  
Front: 8.5x19in;  
Rear: 11.5x19in

**Bodywork**

Shark front lip spoiler and rear wing

**Interior**

Aluminium pedals and kickplates





## Edo 997 Turbo



it the name. "I have seen so many different systems from other tuners and these work perfectly," he said. "There is no need to spend too much here when this works so well."

But when he's thinking so carefully about the pennies, it comes as a shock in the next breath for him to casually mention the 18,000 euro Secam intercoolers fitted to this example. That's an almightily expensive bit of kit, dwarfing the price of the rest of the conversion in its entirety, but then this is not a man for frivolous expense and if the Rolls-Royce, or Porsche, of intercoolers is on the car there's a solid reason.

"We are the only ones to use these, and they come from the company that makes all the F1 intercoolers," Edo explained. "They make 30bhp, but it's more than that. Some guys might claim they have 650bhp, but with standard intercoolers they'll lose 50bhp after 20 minutes of hard use and it just goes down from there. We recommend that people upgrade the intercoolers before they do anything else, because it helps maintain the power and the engine."

His next upgrade will be with modified turbochargers, but will still have just 585bhp at its disposal, even with the pain that will go with fully modified VTG. He just doesn't feel the need to go for the full 650bhp fire-breathers that roam the Earth like rabid wolves looking for fresh meat. He knows that a fast car is more important than headline figures, so while the others go chasing for the moon, he's just happy to raise the bar and turn an exceptional yet ever so slightly blunted machine into a real road warrior. **911**

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