

Living the Legend

Each month, we get to know our band of reporters as they share their real-life experiences with their 911s

This month: A sound investment



If your 911 didn't come with the sports exhaust optional extra, there are aftermarket alternatives as Chris found

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2005 997S Cabriolet

Date acquired: November 2012
Last report: Issue 102
Total miles: 24,100
Costs: £1,482

I remember reading a great article in Issue 93 of **Total 911** by Chris Dearden about the importance of having a car that sounds as good as it looks and drives, and to be honest I couldn't agree more. Since purchasing my 997S back in November last year, I must confess that the only thing I was a little underwhelmed by was how tame it sounded; I was predicting a little more of the rawness and soul that you would expect from such an iconic sports car.

Of course, Porsche themselves recognised that some people want a little more sound

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from their 911, and did offer the option of a 'Sports Exhaust' switchable system from the factory, which sounds great, having since been a passenger in a car that had this option fitted. Sadly, the original owner of my car didn't go for this £2,000 option from the factory, so I started looking at the aftermarket options that would make my 911 sound as it should and hopefully improve the engine's performance.

My first call was to my friends at Milltek Sport, as I knew I had previously photographed a rather nice-looking 997.1

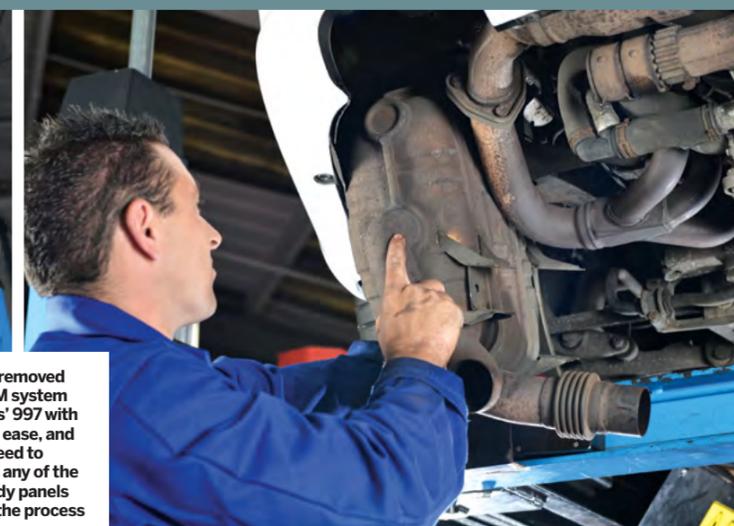
Carrera S cat-back system for them in my studio a couple of years back. They promised me that with the Milltek 'Cup' silencers fitted, the car would offer a more powerful GT3 sound as well allowing much better gas flow, in the process reducing back pressure. They also assured me that there would be no annoying 'drone' or resonance while cruising on the motorway. Perfect!

So after making the final decision to go ahead, I booked my car in at Milltek HQ in Derby where I was greeted by their chief system developer. He removed the old

Removing the OEM exhaust



Milltek removed the OEM system on Chris' 997 with relative ease, and didn't need to remove any of the rear body panels during the process



Fitting the Milltek system



The new Milltek system was duly installed in under two hours, and gives Chris the GT3 note he was after. New exhaust tips look great, too



system with a fair amount of ease – not even having to take off the rear bumper – and within about two hours the shiny new Milltek was fitted. At this point I should mention that all Milltek Sport systems simply accept your original OEM tailpipes, which is great, but as mine were looking a little tired I contacted Design911.com and got my hands on some new tailpipes, which had a slightly more aggressive look and filled the outlet surround much better, too.

Once the 911 was lowered back down from the ramp, it was time for the moment of truth, and

immediately after starting the car I noticed a more pleasing deeper tone on tick over! On the journey back home, I was really impressed with the transformation; the car sounded much more alive, just like any 911 should! At higher cruising speeds on the motorway I was also suitably pleased, as the sound within the cabin wasn't too intrusive at all. Big thanks must go to www.MilltekSport.com for delivering a great all-round exhaust package, and to Design911.com for their work on the tailpipes. **911**



It's out with the old, in with the new