

DRIVES



Indeed, while Pilgrim works the Z/28's tenacious cornering ability and strong brakes around Barber's high-load corners, our guts feel shoved up against our body's left side. Braking for turns one and eight bounces our brain into the front of our skull—feels like it, at least.

However, that's subjective, seat-of-the-pants analysis, so the Camaro engineers enthusiastically rig up GPS timing equipment—they want to know where they stand—and send Pilgrim back out. He promptly bangs in a 1:36.29 lap on a track he's never driven before today (See track-tips sidebar, next page). Some perspective: The fastest lap a GS-class Camaro GS.R race car did around Barber in the Continental Tire Sports Car Challenge race last year was 1:36.02. So a Z/28 off the showroom floor can run with race-prepped cars in the Continental Tire series' quickest class. Yeah, chew on that for a bit.

Double-Threat GT3

Next to the Z/28, Porsche's most track-focused 991 Carrera drips with relative luxury. Our test car, graciously provided by Champion Porsche in Pompano Beach, Fla., features navigation, satellite radio, leather-and-Alcantara-lined interior with carbon-fiber trim—and floor mats! And, of course, plenty of GT3 go-faster bits.



The drivetrain is a reworked Carrera S 3.8-liter H6. The dry-sump lubricated engine makes 475 hp with a sky-high 9,000-rpm redline thanks to forged-aluminum pistons, forged-titanium connecting rods, new cylinder heads and rocker-arm valve control. Unlike previous GT3s, Porsche offers this one only with a dual-clutch transmission that includes lightweight gears and shorter ratios; shifts happen in less than 0.10 second.

The chassis sits about an inch and a half lower than a base Carrera and has aluminum shocks, revised wheel bearings and lighter springs. A two-mode variable

damping system and torque-vectoring locking rear differential come standard. Likewise, you get active rear-wheel steering, which turns the rear wheels 1.5 degrees in the opposite direction of the fronts at up to 37 mph and parallel to the fronts at more than 50 mph.

The GT3 comes standard with upsized brakes and cross-drilled steel rotors. If you want carbon ceramics like the Chevy has, go ahead and pony up another \$9,210. The GT3 also rides on more street-oriented Michelin Pilot Sport Cup 2 tires (245/35 ZR20 front, 305/30 ZR20 rear) mounted on center-lock forged wheels.