



Joe Croser
Northamptonshire, UK

@jcx911

Model 997.2 Turbo
Year 2010
Acquired December 2015



13 years ago, Porsche introduced its active suspension management system, PASM. The concept

was simple: vary the damping characteristics of the shock absorbers to suit different conditions.

At first glance, PASM was a revelation, but for many owners it soon became a zero-sum game where comfort was traded for handling and vice versa – it wasn't possible to enjoy both at the same time. This left many PASM drivers using the more comfortable setting most of the time, giving up on balance and grip.

Thankfully, my pal found a solution in the Dynamic Suspension Control (DSC) from TPC Racing in the USA. Taking the factory PASM system to the next level, DSC Sport utilises the car's G-sensor, throttle position sensor, brake sensors and other data outputs to provide a more intelligent, more instantly active suspension which transforms the car's balance and comfort at the same time – eliminating the need for compromise.

It took me around ten minutes to swap out the PASM controller for the DSC controller – it is a plug and play solution – and I was off to test it out. Immediately I could feel that my car was more compliant on our country lanes; the shock absorbers more happily soaking up the bumps. And yet when called upon, individual shocks instantly stiffened to keep the car flat as the road undulated.

"Throw it into some challenging corners," my mate told me. "There's no need to be gentle with it. It works best when you make big demands of it." He wasn't wrong! I headed



straight for the B671 between Elton and Wansford, as it hosts a glorious string of bends with inverse and adverse cambers galore to really unsettle driver and car alike – but not today. With DSC Sport engaged the car was both comfy and planted, and when I pointed the car at the apex of the trickiest bend the DSC Sport controller worked its magic, stiffening up the offside front corner to maintain a level of balance mid-bend that I'd never experienced before. DSC Sport is nothing short of incredible.

Over the space of the next week I sought every excuse to get out and drive the Turbo – I felt like I had a new car. "The Porsche feels so much comfier," said my little girl on the school run. "I could easily do long journeys in this now." I stifled my villain's laugh.

Sorted then? Almost... TPC also provide a free software utility to edit the suspension settings for individual needs. Naturally I dived in to see how it works, and I was delighted when Tom at TPC told me I was the first motoring journalist to work with the DSC software.

I'll report more on that when I have had more time to play. If you have a PASM equipped Porsche I suggest you check out dscsport.com to locate your nearest dealer, as this'll be the best \$1,200 you will spend.



...t from Munich's traffic jams to
...nd down the Porschestraße –
...returning home. As I parked up
...museum's underground foyer
...the handbrake exploded, with the
...ton being fired off into the depths
...pit, followed by a long spring. It
...minutes to retrieve the button
...out that it simply screwed back
...We thought Steffi might have
...extended Stuttgart sleepover!
...destination was the amazing V8
...lingen – with themed rooms and
...just next door, it's a real treat. On
...also managed a couple of traffic-
...of the old Solitude racetrack.
...remainder was the journey home via
...ere was still the German B500
...d a gem-like section of the N40
...m proud of Steffi the SC – 35
...d still capable of 2,500 miles of
...g – this was the perfect journey
...e before she goes off for a well-
...nter restoration.

