

## BARTH VS GORDINI

'DE PUNTO IS FAST, MAAR DE CLIO IS FURIOUS'



HET LOO 'HET WAS NIET ALLEEN ELEGANT, MAAR OOK GEZELLIG'

EEN SCHOONHEID

## AUDI A7

'De vraag is: draag je hiermee de juiste auto?'

## BLIK VOOR DE TOEKOMST NISSAN LEAF

'Ja, hij biedt rijplezier, genoeg voor (af en toe) een tevreden grijns'



# autovisie

9 SEPTEMBER 2010 €3,95

De Telegraaf



Duel op de Nürburgring: 599 GTO contra 911 GT2 RS

# AARTSRIVALLEN

**DE RIT MET CARLY PELLINKHOF**  
'IK HEB MIJN LEVEN GEVULD MET TECHNISCHE UITDAGINGEN'

**OUT OF AFRICA**  
HET WONDERLIJKE VERHAAL VAN DE CITI GOLF

MERCEDES S-KLASSE  
LEXUS LS 600H  
PORSCHE PANAMERA  
BMW 7 SERIE  
AUDI A8  
VW PHAETON  
JAGUAR XJ



**AUTO'S VOOR BAZEN**  
Welke stuurt het fijnst? Welke is het lekkerst op de achterbank?

If you don't know Carly Pellinkhof as one of world's best tuners, you probably do know her because of her extraordinary lifestory. During this ride, Carly tells us how she led Carly Motors' big successes when it comes to Motorsport.

'I KNEW AT  
A VERY YOUNG AGE  
THAT I WAS BORN IN THE  
WRONG BODY'



# S

STEP INSIDE OF THE ASTON MARTIN DB9 WITH CARLY PELLINKHOF BEHIND THE WHEEL, AND YOU WON'T GET THE FEELING YOU'RE BEING DRIVEN BY A WOMAN.

Flexibly she drives this beautifully arched sports car through the chaotic bustling traffic of North-Holland, accelerates and brakes robust on places where possible, and performs donuts on an abandoned parking area while having a grin on her face. For Carly, this is merely playtime, because she is actually very busy.

She's leading her business Carly Motors, which is situated in Leiden, and she's effective at the developing department of BMW Motorsport. She's also running her own Vespa dealership together with partner Fem (37). Also worth mentioning, she is very active when it comes to stock exchange and gives great advice to friends, about stocks & investments.

Her love for motors was lasting. Carly started motor racing, and she'd be hired as a tuner more and more. "When they started also hiring me for car motors, I noticed I lacked the proper knowledge", she says. "Cars were much more complex, and weight became important too, so I went to study engineering at a night course. During the classes of combustion process techniques in motors, I stood in front of the class, while the teacher would step aside, because I knew everything about it."

Meanwhile she grew more and more famous on all the circuits where Carly helped legions of worldwide renowned drivers to victory. Something she's very modest about. Competitors literally would say: "Carly only has to rub the car with a cleaning cloth, and we'll be in big trouble!" Time after time her cars finished first, even Macau would be conquered 4 times in a row.

About her immense success as a tuner – Carly is still contracted by and strongly involved with BMW Motorsport, for whom she does engineering development and software – She says: "Others left for home after 5, 6 o'clock, while I wouldn't let go of any problem/challenge until it was solved. I'm still like that: When I can't sleep at night, I turn on the computer and work on new ideas. How can I improve a motor? How can I increase its speed? You also need a lot of guts when it comes to this. You just can't always be careful not to damage a motor. You need the guts to find out where exactly lies the limit of a motor."

TEXT VIOLA ROBBEMONDT  
PHOTOGRAPHY SYTSE DIJKSTRA/  
THANKS TO KROYMANS HILVERSUM



During The Ride gives Carly the DB9 quite the tracks: "In terms of beauty the DB9 does have everything; it's is tough, it's is Stylish. It is a classy car, so to the appearance I do not want to change anything."



"Carly Motors was nominated in 2005 for 'Best Raceteam' at the Autosport Awards, the year before we won with Tom Coronel the Independents Trophy for best private team in the European TouringCar Championship. It was the first time I wore a smart blazer and skirt. I still remember everyone looking around asking themselves where is Carly?! You could hear a pin drop the moment I walked up the stage as the winner, I was deadly nervous. But taking that step, also felt like a huge liberation."

Carly strokes the small wheel of the DB9 with admiration. "The M5 appeals to me, because I know what technique lies behind it", she says. "But when it comes to beauty, the DB9 has it all, it's cool, and it's classy. All the GT-racing made me appreciate the brand (Aston Martin) and the technique more. It's a car of class, I wouldn't change anything of it's appearance."

During the ride, Carly gives the DB9 a good dash, when the traffic lets her. "look, in the ref range of 4500 and 5500 the engine isn't very responsive. So it could be possible to squeeze a little more power out of it. Also, there's a bit of a delay in the throttle; it should be a bit more fierce. But it could be as a result of the Lambda-regulation (which enforces engines to be more efficient and cleaner for the environment). That's something I might have to take a look at. If I would purchase this car, I would take out the ECU to reprogram the management system. I would make the brake resistance more personal, I think it brakes too well, actually. When you brake heavily, it deaccelerates too harsh and quickly. I personally find it better if it brakes gradually; so the more pressure you put on the brake, the more it actually brakes without directly activating the ABS."

**'IF I JUST FILLED  
MY HEAD WITH  
TECHNICAL CHALLENGES,  
THERE WAS NO ROOM TO  
WORRY ABOUT  
MY LIFE'**

Carly steers smoothly the beautifully vaulted sports car through the traffic, and strongly inhibits true when possible. Grinning she turns on donuts an abandoned parking terrain. It's just a moment of playtime.



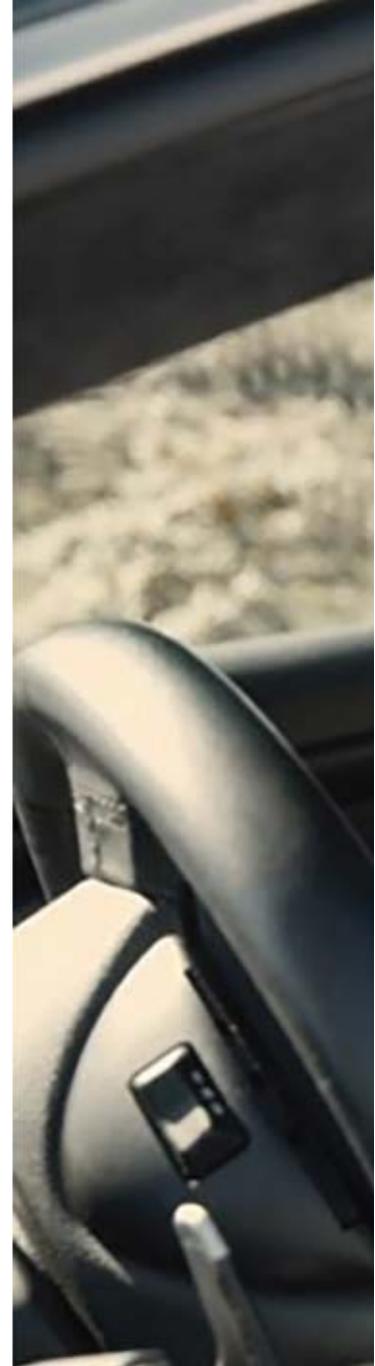
"Through my transformation I'm sure I lost a third of my muscle power. I used to lift an engine by myself, now I ask one of the young workmen to help me to lift the engine for connection at the Dyno."

I still love to watch F1 and I'm crazy about the technics behind the M5. I still have technics on my mind 24/7. I think working on the dyno is still my most favorite thing to do. That's when I'm intoxicated and people know they better not interrupt me. That's when I'm one with the engine. Gaining some horsepower here, or a better torque on a certain RPM there. I know where to search for that gain, and when I succeed, it give me great satisfaction."

At the moment Carly works almost daily, for BMW amongst others, to improve the emission. "I'm working on a system to dispose of the need of a heavy catalyst", she says. "From there on, software will be developed for the new generation of BMW's."

Alongside of these challenges, Carly also works hard on the success of her Vespa-Store/Dealership in Amsterdam. She tells: "That store isn't really my kind of thing, but that's what I like about this challenge: to turn a badselling store into something succesful. I want to win. There's nothing like crossing that finishline as the winner. That way of thinking has ofcourse always been stimulated in the raceworld too, because of certain expectations. People expect a lot from me and I love to meet those expectations."

At this moment, Carly Motors doesn't own an active team. Carly: "There's three reasons for this. Firstly, I stayed in the United Stated a lot the past years."





"Look, in the range between 4500 and 5500 it feels not quite yummy. There could be made slightly progress. I would prefer to remove the computer to improve and refine it's management system."

## 'BECOME ONE WITH AN ENGINE ON THE BENCH, THOSE ARE STILL THE BEST MOMENTS'

Secondly, we had the scooter (Vespa) Dealership which needed some good hard work to get off the ground. And the ETCC became the WTCC, which made it harder to get sponsored. That's why the whole Carly Motors Team went on pause. But I would love to race with some of my favorite drivers again, in the future. The teamwork, the development and the testing of racing motors will always be my thing. Furthermore I'd like to enjoy my time being a woman more. Less stress from responsibilities. I would also love to travel. Everyone knows me here and I would love to go somewhere where no one knows me. I'm still too motivated and driven with my work, to take time off for too long. When I finish something, I immediately start with the next thing. Oh well, that's just who I am.