

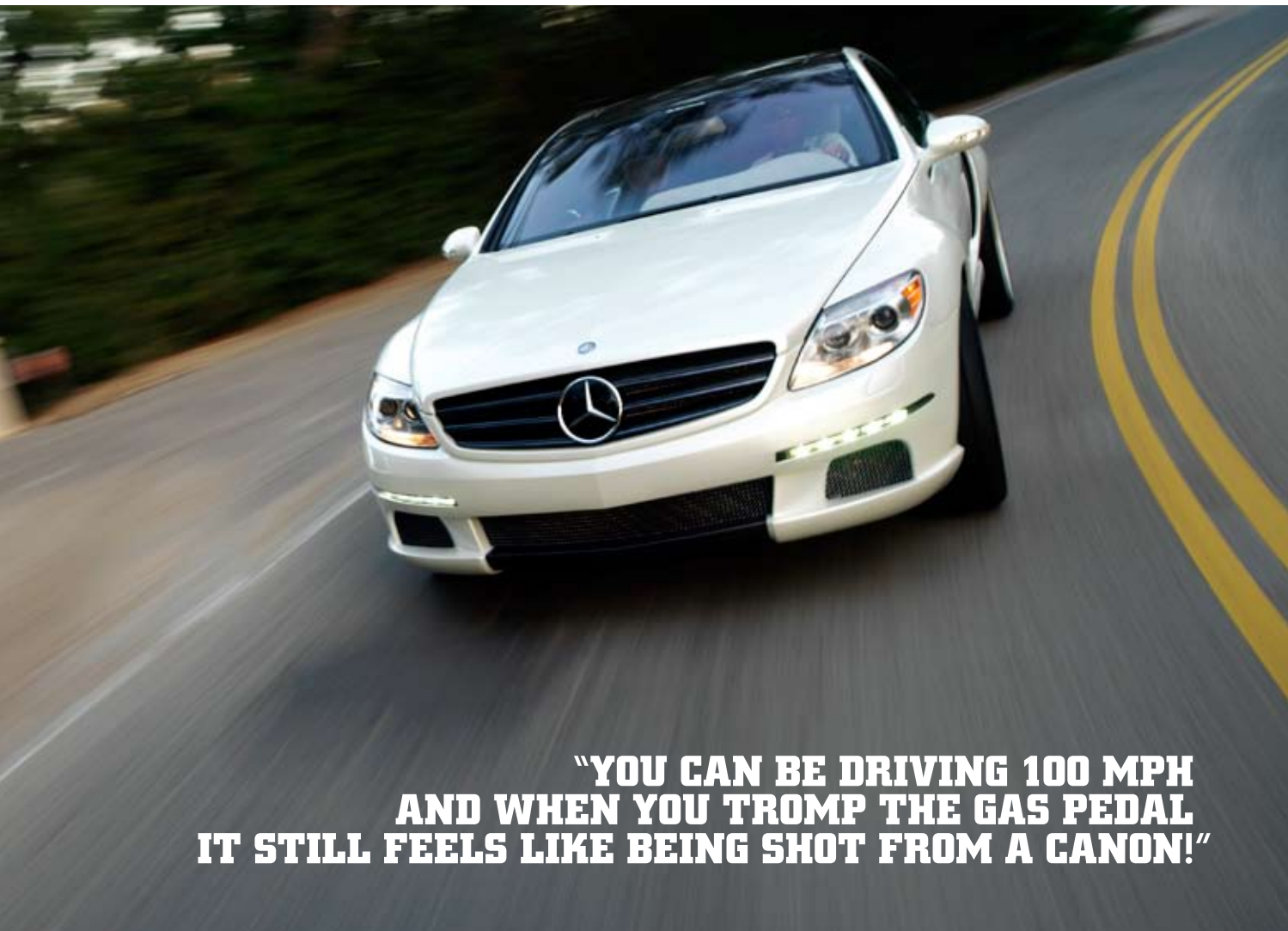
# REPRODUCING AN ORIGINAL CNC EVOLUTION V12



**CARNUTZ CUSTOMZ** EVOLVES INTO  
12 REPRODUCTIONS OF THIS

COACHBUILDING, OFFERING UP TO  
ONE-OFF **650 HP** MONSTER.

STORY DUSTIN A. WOODS PHOTOS JOOST DEMUYNCK



**"YOU CAN BE DRIVING 100 MPH  
AND WHEN YOU TROMP THE GAS PEDAL  
IT STILL FEELS LIKE BEING SHOT FROM A CANON!"**

Standing out from the pack at the SEMA show is not an easy task. Standing out in a good way is even more difficult. Exhibitors continuously attempt to defy convention and exceed expectation and so very often it all goes horribly wrong. Yet, surrounded by 42-inch spinning chrome rims, zirconia-encrusted grilles and Donked-out Impalas, the Carnutz Customz Mercedes CL600 managed to achieve success in both of these categories.

The widebody CL600, dubbed the CNC Evolution V12, reinforces what we have seen come out of the Bellevue, WA, Carnutz facility over the past few years. The use of quality products (like Kleemann for the engine upgrades), as well as the originality, creativity and attention to detail displayed in every other aspect of the car, are staples of the Carnutz design philosophy. But with the CNC Evolution V12, Carnutz is entering brand-new territory.

"The CNC Evolution V12 denotes a

change in pace from a simple retail operation to a full-scale tuner," says Jim Pan, General Manager at Carnutz.

Both the car and the shop belong to Scott "Scooter" Bingham, whose vehicles are no strangers to the pages of *MLE*. We have featured his CLS55 in our Aug. '06 issue, and how could you forget the bright-blue Lamborghini Miura Corse Gallardo that graced our June '07 cover?

This vehicle, however, is different from past Carnutz creations. The CNC Evolution V12 may use some parts from other tuners, but it was designed and built to be a complete package. Bingham's other vehicles may have been one-offs but this one was built with the intent to replicate.

Pan says that a limited number of just 12 vehicles will be produced, on commission, based only on CL600 or CL65 models. To ensure these customers receive maximum exclusivity, the bodykit alone will not be offered for sale. This way, any-

thing that looks like a CNC Evolution V12, will be just that.

The reason for the exclusivity is because there is a lot more to the wild CL than just the aerodynamics—even if that is an important part of the package.

But before we delve into the luxurious interior or monstrously powerful engine modifications, the exterior alterations deserve a mention—even if they are better looked at than read about. "Anyone can bolt a WALD or Lorinser kit to a car, but what we do is totally unique," Pan says. He couldn't be more right.

The entire body of this CL600 was completely redesigned with new, more aggressive front and rear bumpers and wider front and rear fenders. The lines flow perfectly across the side of the CL with the front fender vent design perfectly recreated and enlarged on the massive rear fenders. The fenders may look a little extreme from some angles, but the



## SPECIFICATIONS & DETAILS

'08 MERCEDES-BENZ CL600

### ENGINE

Mercedes-Benz 5.5-liter V-12

### ENGINE MODIFICATIONS

CNC Evolution performance exhaust, performance air filters

### ENGINE MANAGEMENT

Kleemann ECU

### NUMBERS

Horsepower: 650

Torque: 792 ft-lbs

### BODY AND CHASSIS

CNC Evolution front bumper with carbon-fiber diffuser and integrated LED lighting, carbon-fiber front grille, front fenders with carbon-fiber inlay, side skirts, rear quarter panels, rear bumper with carbon-fiber diffuser, carbon-fiber roof, smoked tail lights, LED courtesy lighting, Maserati MC12 Bianco Fuji paint

### INTERIOR

Dual tone Alcantara seats, door panels, headliner, pillars, visors and dash; carbon fiber steering wheel and trim; brushed aluminum pedals; color-matched floor mats and Recaro Young Sport child seat

### WHEELS, TIRES AND BRAKES

(f) 22x9.5" Zenetti wheels with 265/30/22 Pirelli P Zero Rosso tires; 16" Brembo rotors with 6-piston calipers; (r) 22x11.5" Zenetti wheels with 315/25/22 Pirelli P Zero Rosso tires; 15" Brembo rotors with 4-piston calipers

### SUSPENSION

Kleemann lowering module

### I.C.E.

Valentine One concealed display; Image Dynamics iDQ 10" subwoofers, CD-2 comp drivers and mini-horn HLCDS; XS69 midbass drivers; Zapco DC1100.1 amplifier, DC1000.4 amplifier and DRC-SL controller

side profile is undeniably breathtaking. There is some exposed carbon fiber on the car, although most of it has been covered with pearl white Bianco Fuji paint—as found on the Maserati MC12. One particularly striking detail is the exposed carbon-fiber roof.

As for the wheels, they were specifically designed and built for this project and feature a carbon-fiber overlay as well as the exact same color paint as found on the body. As with other Carnutz creations, the wheels are from Zenetti and were designed with input from Bingham.

Under the hood is one of the few places where the Carnutz technicians chose not to get creative, instead relying on a dependable source for outrageous power. Like other coachbuilders such as Fisker, CNC went with Danish Mercedes experts, Kleemann, to





## THE COMPETITION



### BRABUS

By adding larger turbochargers, a more efficient intercooling system, a retuned ECU and by bumping the engine displacement to 6.3 liters from the stock 5.5-liter capacity, the SV12 S Biturbo engine package is the most powerful offered by Brabus. Output is rated at 730 hp at 5100 rpm and 811 ft-lbs at 2100 rpm. With a lowering module, a reworked but subtle aerodynamic package that was designed in a wind tunnel and lightweight 21-inch wheels, the SV12 S Biturbo can hit 62 mph in four seconds flat and top out at more than 211 mph. Stopping is also impressive, thanks to 12-piston front calipers and six-piston rear calipers.



### CARLSSON

The Carlsson CK60 RS performance package for the CL600 produces 640 hp at 5000 rpm and 797 ft-lbs of torque at 3500 rpm. Both kits are comprised of an upgraded ECU as well as new air filters and a new exhaust system. Top speed is rated at 200 mph for both models with a zero-to-60 mph time of 4.2 seconds for the CK60 and four seconds flat for the RS.

Carlsson also offers a suspension-lowering module, big brake upgrade and a complete aerodynamic kit as well as many popular wheel designs.



### RENNtech

Just released from RENNtech is its Stage 2 performance package for the CL600. With a new ECU and high flowing carbon-fiber airboxes, the package is much less involved than the Brabus one. Costing a fraction of the price, the RENNtech package delivers most of the same punch with 640 hp at 5000 rpm and 775 ft-lbs of torque at 1800 rpm. RENNtech limits the top speed of its cars to 186 mph. Sold separately are 20- or 21-inch wheels that are extremely lightweight and look spectacular. A brake package is also available that includes 16.2-inch front rotors with eight-piston calipers.



### LORINSER

Known more for wild aerodynamics than for performance parts, Lorinser customers need not look to other tuners if performance is what they are after. The LV 12 biturbo kit, which includes a modified ECU, produces 630 hp and 749 ft-lbs of torque. It is a little less than the competition, but nothing to scoff at. Even down 10 hp to the RENNtech kit, Lorinser engineers are confident the car can still compete on the autobahn with a top speed of 205 mph.

deliver the sort of output one would expect from such a bold-faced Benz. With the addition of a Kleemann ECU, horsepower output was raised from a stock 510 hp to 627 ponies—which the CNC engineers increased to 650 hp, thanks to improved air filters and their own exhaust system. The stock torque number of 612 ft-lbs has also been increased dramatically to an asphalt annihilating 792 ft-lbs.

Bingham's righthand man, a gentleman who goes by the name Tred, has been fortunate enough to have some serious seat time in this screaming 600. The desolate stretch of desert from Las Vegas to Los Angeles has no doubt been the site of many an automotive indiscretion, so it was certainly an ideal spot to stretch this CL's legs. "Jim and myself had the chance to give this car a real shakedown on the way home from SEMA," Tred says.

Now, looking good is all fine and dandy but what does 650 hp and 795 ft-lbs of torque feel like in a car that tips the scales at 4,895 lbs? "The most surprising thing about this car is how silky smooth it is until you plant your right foot," Tred says, before adding, "You can be driving 100 mph and when you tromp the gas pedal it still feels like being shot from a cannon!"

From behind the wheel, the Carnutz CL impresses not just in the performance arena but also in the quality and creativity of the accoutrements. While original aerodynamics may be new to the company, opulent interiors are a staple of its design philosophy. Rivaling the quality of a Brabus or the originality of a Carlsson Aigner CK65 RS (as featured in the May '08 issue) is no simple task, and so we commend the effort and the achievement. In a style all their own, which very much matches the exterior design of the vehicle, the CNC Evolution V12 uses Alcantara and carbon fiber in an original way that pushes the boundaries of conservative designs normally associated with vehicles of this niche.

While there is certainly no comparison to driving the Carnutz car, even just starting at it is an enjoyable pastime. Throngs of SEMA goers will attest to that. So how was it received?

Other than some comments about the rear fenders, admits Pan, the reactions were overwhelmingly positive. Besides, he says, cars like this are supposed to be divisive. The goal was to make a bold

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statement and display the potential CNC has as a full tuner. This is something they certainly achieved

The car even garnered a nod of respect from the owner of CEC Wheels (which is, among other things, the importer of Brabus parts into North America). "Claus Ettensberger even told us that this is exactly what a modified Benz should look like," Tred brags.

With only 12 vehicles set to be produced, the first few may already be spoken for. According to Pan, interested customers have already come forward from—where else?—Dubai. Carnutz is also in talks with a gentleman from the Netherlands to solidify details on his CNC Evolution V12.

Rarely, if ever, does the entire MLE

staff agree wholeheartedly on a project. Editor-in-Chief Colum Wood will endlessly ramble on about some canary-yellow ocular atrocity or anything that happens to be white with gold rims, while everyone always seems to discount my opinions because I think there isn't a car built that doesn't look better in black. This slick CL, however, was a build we unanimously agreed upon and was something we could all appreciate.

On top of that, we have to hand it to a shop that took a massive risk by producing a vehicle in America that is set to be sold to an international audience (as opposed to the other way around), while at the same time proving that not every wild and crazy custom creation comes from Southern California. **MLE**