

9 Magazine

BY ENTHUSIASTS FOR ENTHUSIASTS

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JUNE / JULY 2013

TALE OF TWO **TURBOS**

+ PLUS

BENT WINDOW 356

INTERVIEW: JIM JONSIN



- PORSCHE NEWS
- HOT PRODUCTS
- LIFESTYLE ITEMS & MORE!





FROM THE EDITOR



The summer driving season is finally upon us. Time to take the top down and get out on the road! For many, it's been a long winter and now finally some nice weather! So, go ahead and enjoy that beautiful automobile!

The new model announcements from Porsche keep coming. Recently Porsche announced the new 991 series 911 turbo and turbo S plus a special 50th anniversary car which looks to be amazing. The Anniversary Edition 911 (featured on page 14) sports the widebody from the C4S in a two-wheel drive car. The interior has some special bits and is a throwback to an earlier time. This should be another big hit for Porsche. We soon expect the Macan SUV announcement and some real pictures of it. Until now we've only seen spy shots and preliminary information. It will be interesting to see the real deal.

We have a great issue for you! The cover story features two 996 series 911 Turbos. The 996 Turbo is one of today's best values when it comes to Porsche. It's a supercar in its own right and with prices at this level, they are extremely hard to resist. Read all about these two cars on page 22.

We also had some time to chat with famed music producer Jim Jonsin who has built a music empire producing some of the greatest pop music hits and is now on track to build an automotive empire with Rebel Rock Motorsports.

Thanks for your continued support of 9 Magazine and don't forget to check us out on Facebook and Twitter!

We hope you enjoy this issue of 9 Magazine!

Sincerely,

Vincent Catena

Vincent Catena

Editor-in-Chief, 9 Magazine



JUNE / JULY 2013 VOL. 12 NO. 3

9 Magazine
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877-243-0009
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VSC Media Corp.

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9 MAGAZINE - VOLUME 12, NUMBER 3
ISSN: 1540-1448

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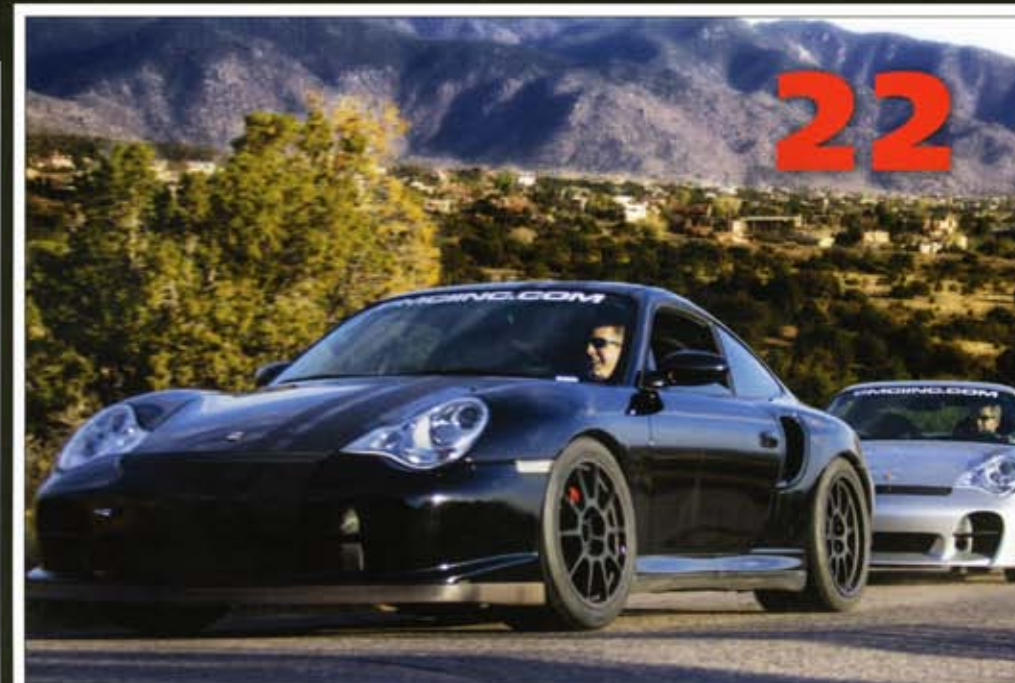
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TALE OF TWO *TURBOS*

“The 996 Turbo is one of the best values on the market, with both its successor 997 variant and its predecessor 993 Turbo demanding tens of thousands more in the marketplace...”

TEXT & PHOTOS BY: SEAN CRIDLAND

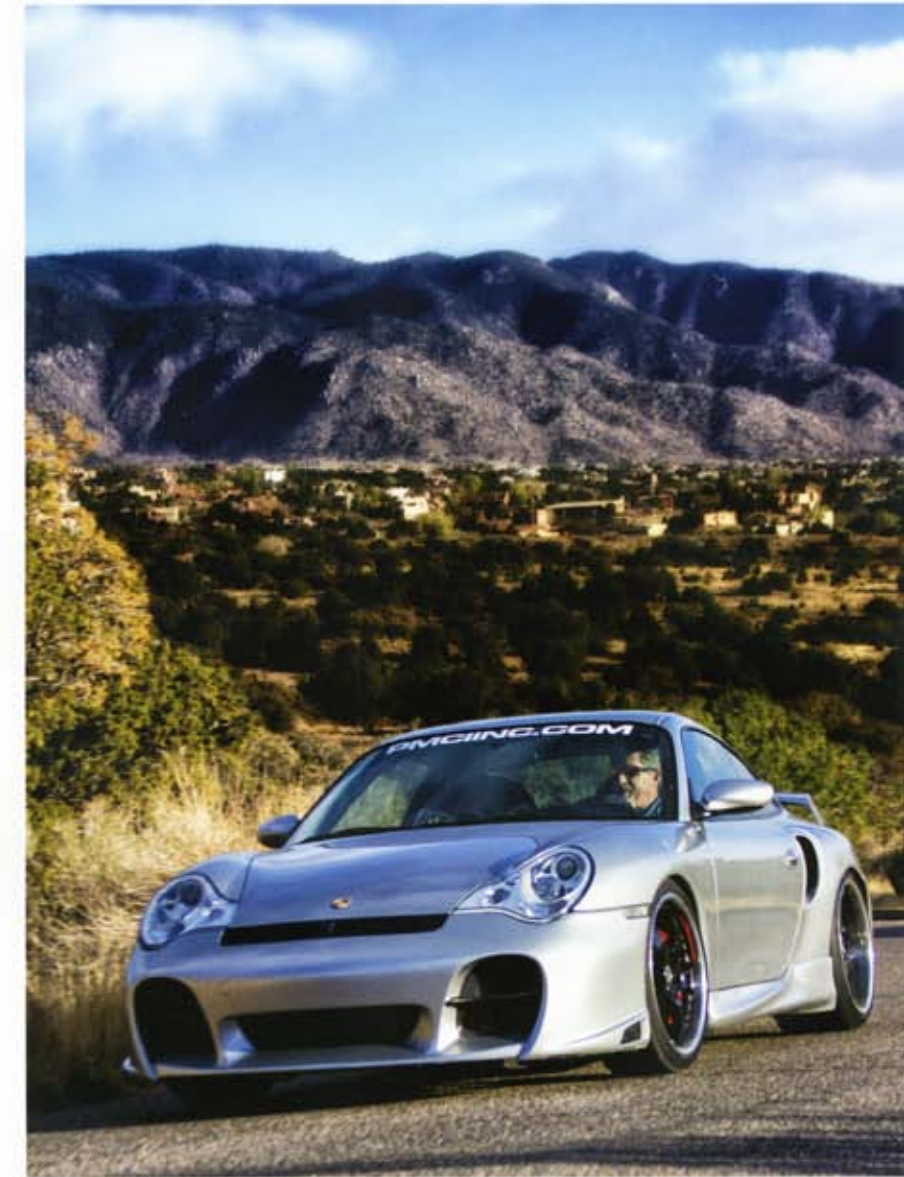


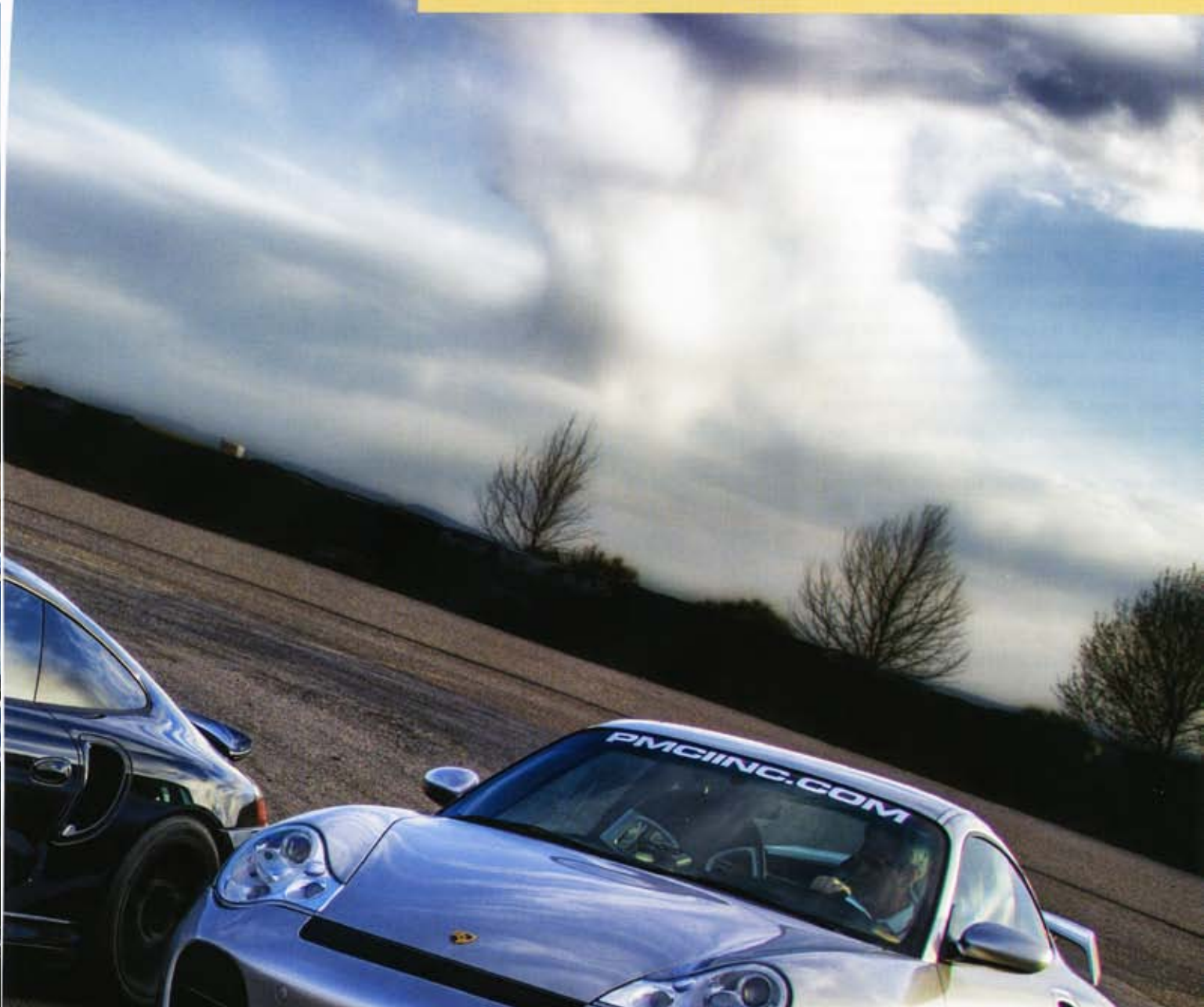


In the community of Porsche enthusiasts, the label "best values" always comes with a tinge of irony. "Best Value" cars are inevitably those ones that nobody really wants – usually because Porsche has done something unforgivably un-Porsche-like, whatever that means. Inevitably, these cars are priced considerably cheaper on the open market than those over-priced collectable models and years deemed exemplary by their low production numbers or their high performance characteristics or both. Notable "best values" include the 914, the 951, the 968, the 964, and the 996. Though they might be less prized for their investment value, the great thing about the lesser loved cars is that you never have to feel guilty about actually driving them. Several of the more prized models, such as the 73 Carrera RS are more suited to the portfolio and the bank-vault than the open road. Change the seat or the steering wheel in your 993 Turbo and you're likely to be written up in your car-club's list of persona non grata. Change your 996 Turbo and nobody gives a second glance. You may even be applauded for improving a car that few will publicly admit to liking.

It's an oft-quoted proverb that the eyes are the windows to the soul. But if that's the case with the Porsche 996 Turbo, it's an apocryphal one, without much real meaning. Let's face it; many Porsche afficianados still have a beef with Horst Marchart, Harm Lagaay, Grant Larson, Pinky Lai and the whole 986/996 design team for pairing the 911 "design of the future" with the Boxster's front clip for budgetary concerns. Especially egregious to these mavens of automotive fashion are the matching headlights, meant originally to provide a common thread throughout the Porsche model line-up but also to save the cost of designing several different light assemblies during a time when the company was attempting to gain a stronger financial profile. The fact is, to the great majority of the non-Porsche-owning world, the cars are all a little funny looking. We know that too. But we've always overlooked that in the interests of drivability and performance. And the 996 Turbo is a car that has both, in spades.

For those of us not so hung-up about things we can't see from behind the wheel, there are more than enough features that make up for this one small digression from Porsche perfection. And there's one giant advantage those lights bring: the 996 Turbo is one of the best values on the market, with both its successor 997 variant and its predecessor 993 Turbo demanding tens of thousands more in the marketplace. That means you can pick up a very nice 996 turbo for significantly less than the price of a new 981 Boxster. Think about it. Which would you rather have: the snappy little Boxster or the big, bad, mean Turbo. Yes, lots of people will go for the Boxster, but that other group – you know who you are – you want the POWER. Let the haters hate, you'll forget the headlights the first time you step on the go-pedal.





“ Predispositions and prejudices of aesthetic and mechanical tastes aside, the 996 Turbo produced from 2000 through 2005 – is currently one of the best values of any model Porsche of the modern era... ”

Predispositions and prejudices of aesthetic and mechanical tastes aside, the 996 Turbo – produced from 2000 through 2005 – is currently one of the best values of any model Porsche of the modern era...because of those headlights. Performance-wise, it has one the biggest bangs for the buck. And, try as I might, I've never been able to see its lights while I'm driving. Of course we know that the 996 Turbo is a little soft in the ride-area for such a powerful machine. But then most of its owners are not track-denizens or autocrossers and don't really notice. If you really want the stiffer ride of a performance car, you're still going to look for the GT3. Or, you can go the route of the owners of the two cars in this article; start with something already great and create the car of your dreams.

The silver and black cars you see in the accompanying photos fall into that "slightly altered" category that will keep you from winning concours trophies, but put a BIG smile on your face as you drive the car hard at an autocross or on a track day. Looking at the black 2003 996 Turbo owned by Albuquerque, NM dentist Billy Sapp, except for the flat-black stripe and the flat black wheels it simply shows itself as a nice example of that model and year. But on closer examination you start to notice subtle several little details that add up to big performance. Its purposeful stance shows less space between the tires and the subtly wider fenders. The 2.5 degrees of negative camber in the front wheels suggests much more than a light-to-light Mustang-beater. The brakes, while not noticeably larger, are wearing Porterfield pads, which helps to explain the rail-yard-like scream of metal-on-metal when applied. If some real time were spent crawling around, one might start to see the large, adjustable, H&R sway bars, the GMG suspension links and bushings, the Elephant camber-plates, and the Bilstein PSS9 struts surrounded by custom wound springs.... That is if one can see past the 275/40-18 and 315/30-18 sized street-worth Nitto NT01s worn on CCW (Complete Custom Wheel) wheels, made with the correct offset so there would be not need to use spacers to accommodate the larger tires. Replacing the Nittos for track and autocross days are Hoosier A6's. On the hood, it wears a "Kit 750" badge which suggests there might be something going on inside too.



And that would be an understatement. Since Billy got the car as his daily driver back in 2006, the engine – while still based upon that solid Metzger designed 911 case famous for its toughness – has been reworked considerably by local mechanic and engine builder Russ Kelso. Displacement capacity is up to 3.8 liters, with Pauter rods pushing Mahle racing pistons. Cylinders and heads are held in place by Raceware studs. A GT2 oil pump, GT2 fuel-pump, high flow fuel lines, high flow injectors, Hitachi mass air-flow, Garrett turbos, Evoms high-flow intake plumbing, intercoolers, and chip switch all contribute to oil, gas, and air getting to all the right places in copious amounts with high efficiency. Exhaust gasses escape through Fabspeed headers mated to a custom fabricated final exhaust, which – if I may say – provides for

a distinct, throaty, and powerful song worthy of any world-class baritone whose life is in imminent danger.

Lots of horsepower is always a good thing, but delivering power directly and efficiently is another. With a dynoed horsepower output safely beyond its 750 badge, it sends its prodigious torque through a lightweight flywheel and stage four clutch, a modified transaxle and differential, all of which is directed through a B&M short-shift.

Considering the 996 Turbo is already a mighty ride, one might ask, "How did all this happen?" It turns out that Sapp started down the garden path like so many of us; you know the one. You've always liked cars, had a few nice ones, but then eventually

found your way into your first Porsche. For several months, maybe even a few years, you're content just to have it. Driving to work and back or maybe show it off at the country club just feels good. Maybe you punch it a few times on a lonely stretch of highway just to see what it can do. Occasionally you give it some stick on the freeway ramp to test its handling, but you always back off prudently. Then, one day, your curiosity gets the better of you and you're entered in a PCA or SCCA autocross or DE day. It's as if Morpheus just handed you the red pill and the Matrix has revealed itself to you; it's impossible to turn back from the truth. He found the first event fun, but hadn't learned the subtleties of driving or the tricks of setting up a car. Rather than being satisfied that he'd tried it, the experience only made him more

curious. From that point on, Billy Sapp found himself more and more fascinated with the temptations all car-nuts succumb to: more power, better handling, more grip. Fenders were widened by Albuquerque's master Porsche body-man Kirk Maurer. The tires got wider and softer and stickier. More grip meant increased lateral forces leading to more body-roll, obviating the need for stiffer springs and adjustable damping. Noticeably better handling meant more capability for keeping power on the road and who doesn't like more power. Bigger turbos are always good, but there's a point when increased boost demands more fuel. Bigger injectors are good, but only if the fuel system can feed them fast enough, hence the GT2 pump and lines. Eventually came a tear-down and re-build with increased displacement –now

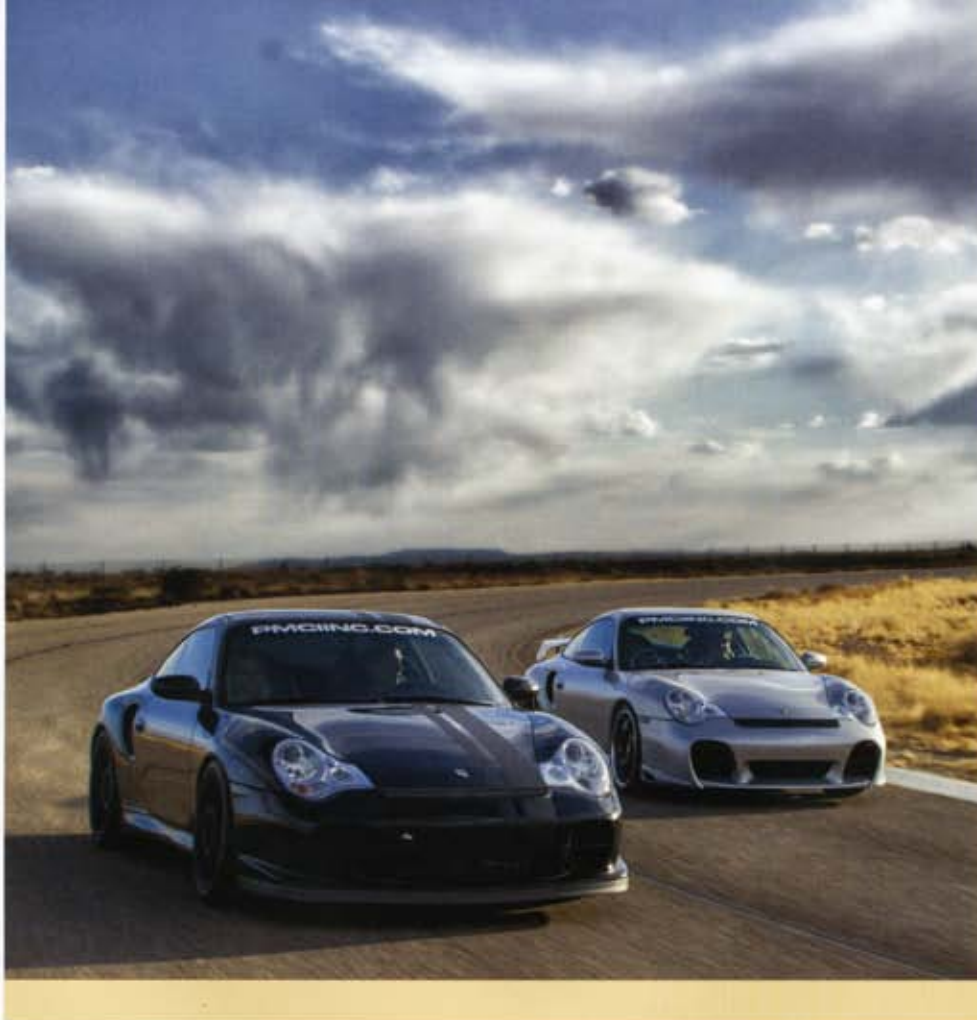
to 3.8 liters – and improved valves and camshaft pushing the output to somewhere in the 800hp neighborhood. Interior-wise, the dashboard, door-panels, and headliner are all still stock. Though the AC is no longer in place, the stereo and CD player still sound great. And the original stock seats have been replaced by Porsche competition seats.

With a sensitive competition clutch and lightweight flywheel and springs designed to keep the car flat even with the most aggressive lateral movements, the car is a little more stiff than one would want for any trips other than to a local autocross or track day. In fact, it's often trailered to PCA and SCCA autocross and track days where its main purpose is to vanquish all challengers; partly because of the ride, partly to save wear

on its very soft and sticky tires, and partly to keep from burning up expensive race-fuel, which it often carries. That said, it's a car that is so fast and so well balanced and stuck to the road that it becomes addicting. I found that after 10 short laps at our local raceway, I had to make a decision: either turn into the pits and walk away or never drive my "somewhat altered" 964 again because it is so tremendously less in practically all fronts when compared to Dr. Sapp's black beauty when driven with confidence and enough room to let it stretch its mighty legs. For now, this is Billy's closest commitment toward a full race-car...till he takes the last step off the cliff that started with the purchase of his first Porsche.

The Arctic Silver 2002 996 Turbo has a slightly different story. Independent Porsche mechanic Russ Kelso came about his passion for Porsches because of their legendary strength and reliability. Growing up in Albuquerque, his dad was an airline mechanic. Though the senior Kelso didn't like working on cars – too dirty, compared to airplane engines – he would help out fellow members of his church with their cars on weekends. Of course that meant young Russ, as cheap (read free) labor, would do a good deal of the crawling around. Eventually Russ slid into his dad's trade fixing airplane engines, but the job required travel and possibly moving. Then came the airline cuts, so it was off to school for retraining as a neonatal nurse, which required caring for some highly sensitive machinery and equipment, something he was already good at. Cars were always in the equation: Mustangs, Corvettes, dune buggies, etc. But when he got an appetite for racing it was obvious there was only one marque to go with: Porsche. Great handling, great power-to-weight, and legendary durability meant more racing and less maintenance.

During his early racing days a business opportunity became evident. There were lots of Porsche-owners looking for mechanics to service their older cars, the ones the dealer could no longer efficiently accommodate and the race-cars he competed against on weekends. And so another career started, one that has lasted over twenty years and supported his growing family. Different from Billy, Russ doesn't know how many Porsches he's had over the years. Some were race-cars, some were drivers, some



were parts cars. His shop, Performance MotorCar Investments, Inc. performs all ranges of mechanical services on all models of cars. He lost count of how many engines and transmissions they've built, somewhere well over two hundred each. His 996 Turbo came to him as a side-effect of the housing-market crunch that drove many investors to liquidate their toy collections. Taking a look at it, the car was obviously beautiful, but had been missing some of the tender-loving-care needed by machines of this magnitude. It was just too beautiful to pass up.

Cosmetically, it came equipped with a Tech-Art body kit with GT2 tail, HRE 19" diameter wheels, 12" in rear and 10" in front mated with 235/35-19 in front and 295/30-19 Continental SportContact 2 tires. Recaro seats are sturdily surrounded by a beautifully chromed factory GT roll-bar, with the driver held in place by a Schroth 6-point harness system.

While not as radically powered as Billy Sapp's car, it's no weakling. With K24 turbos, high-flow fuel lines and filter, high-flow intake plumbing, flashed ECU and custom-fabricated final exhaust mated with a stage

2 clutch and B&M short shift, it moves along very quickly. Helping it around corners are GMG suspension links and bushings, H&R sway bars and springs. Pulling it to a stop are front brakes from a 997 Turbo.

Kelso takes a different approach with his 996 Turbo. He's built several race-cars. His 914-6 race-car, known affectionately and respectfully as "The Pig" is legendary in New Mexico as a giant killer at Albuquerque's NAPA (formerly Sandia) Raceway. A white body with the same kind of "butcher's cut" paint job as the legendary Pink Pig 917 race-car of the early 1970s, Kelso has been vanquishing all comers for as long as anyone can remember in autocrosses and road-racing events. Recently, he's given "The Pig" a rest and has been vintage-racing an orange 930 that has provided a different kind of challenge and fun. As a result of his having run actual race-cars, he relishes the relative luxury and sophistication of his 996 Turbo. To hear him speak of the car, he says "compared to all my other cars, this is a Cadillac!" And so it is, with a ride that can get you around on the long distances found in the Southwestern United States without crippling back pain, the silver car is civilized and sophisticated, even



with that ever-present hint of aggression suggested by the Tech-Art front cowl and the strong presence of the roll-cage suggesting that business could be done, if needed. Both the acceleration and stopping power are stronger than anyone would ever need on the street, but then if you're a fan of turbo-power, you're not one given to fits of moderation and under-statement, are you?

Epilogue. Whether a portion of the Porsche community likes the "eyes" of the 996 or not, I find myself thinking of these two cars in terms of a different aesthetic. Sitting in the driver's seat before turning the key, it's as if I'm feeling the build-up of an Ennio Morricone theme-song from a 1960's spaghetti western, complete with eerie whistling, driving guitars, pounding drums, and mystical chanting. Unmistakable, instantly recognizable, and evocative of

rough and loose characters whose mortality is too close to ever let them fully appreciate beauty and tenderness. These two Turbos, the silver and the black one, perform with an aplomb and cool brutishness that can rip through quick opinions of appearance or décor with a single stab at the gas-pedal, just as Clint Eastwood's lonely stranger could mow down scores of bad-guys without so much as a grimace. And with the same easy seriousness the panchoed hero would move on to his next adventure, the attention required to keep two brutishly powerful automobiles such as these two Turbos pointed in the right direction as they apply their might demands a sober, ever vigilant attitude; one that results in a carefully rewarded inner beam of deep satisfaction. Roll the tympani, bring in the echoing whistle, strum the overly dramatic guitar; in this writer's opinion, the

Porsche 996 Turbo – as represented here – is all Porsche, as dictated by its design team to provide the fastest, best handling cars in the world and make it feasible to drive them all the time, every day. Mission accomplished, cue the fading sunset. 🌇

