

9 Magazine

BY ENTHUSIASTS FOR ENTHUSIASTS

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NOVEMBER / DECEMBER 2013

2014 **PANAMERA** *Next Gen For The Grand Turismo*



+PLUS

THE LAST ANDIAL

EIGHT YEARS OF TRACKING A GT2

INTERVIEW: CASS WHITEHEAD

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





FROM THE EDITOR



It's hard to believe the Holiday Season is upon us. It's amazing how fast this year went. As you will notice, this issue of 9 Magazine has arrived a little later to your mailbox than usual. There are a number of reasons for this. First, we wanted to include photos of the newly introduced Macan. Porsche has teased us for years about this baby Cayenne and we thought it was important enough to include it in this issue. We believe the Macan will be the biggest selling vehicle of all time for Porsche. Secondly, 9 Magazine had the opportunity to attend the roll-out of the newly launched 2014 Panamera. Contributing Editor Sean Cridland traveled to Oregon to test and photograph the new line of Grand Turismo's from Porsche and the timing dictated a later print schedule. And all of this good stuff has allowed us to put together a great issue for you.

Andial was one of America's most successful and respected independent authorities on Porsche performance tuning. The impressive list of drivers that campaigned Andial-powered Porsches include Al Holbert, Mario and Michael Andretti, Al Unser, Sr. and Jr., A.J. Foyt, Derek Bell, Hurley Haywood, Hans-Joachim Stuck, and Jeff Zwart. 9 Magazine was privileged enough to get our hands on the last Porsche to carry the Andial name and you can read all about it in this issue.

Also in this issue, we have a great article about a 996GT2 that has had an impressive eight years on the race track. And as always, we have Porsche news, the latest hot products for your vehicle, Porsche lifestyle items and more!

We hope you enjoy this issue of 9 Magazine!

Sincerely,

Vincent Catena

Vincent Catena

Editor-in-Chief, 9 Magazine

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THE LAST ANDIAL

TEXT & PHOTOS BY: SEAN CRIDLAND

*By now, it's well known that ANDIAL has closed its doors.
This car represents the last to carry the ANDIAL name.*



On a clear Rocky Mountain morning, the lithe little 911 with the slant nose rolls off the trailer as its new owner Dave Petitti of Colorado Springs and his assistant prepare the car for only its second day of running since 1987. Resplendent in clam-shell white, accented with the black, red, and yellow stripes that mark its German heritage and the shop of its origin, it's already apparent: this is a special car. And Dave's "assistant" is no novice. He's none other than Dieter Inzenhofer, the DI of the legendary Porsche engine and chassis tuning company ANDIAL that was so dominant in American and International sports car racing in the 70s, 80s, and 90s. The car putting wheels on the ground is an Inzenhofer creation. It displays the love, care, and attention to detail shown by all of the previous ANDIAL race-cars, from their

917s, to their 934s, 935s, and 962s. It's a rolling piece of automotive excellence. More poignantly, it's the last of its line; the last car of the original ANDIAL shops.

By now, it's well known that ANDIAL has closed its doors, the name purchased by Porsche Motorsports North America to be used as a brand synonymous with the zenith of automotive performance. Alwin Springer left the company in 1997 to head PMNA and retired from active involvement in 2004. Arnold Wagner passed away in 2011. Dieter Inzenhofer kept ANDIAL going in its final days, but decided to retire in February of 2013 to pursue his personal hobbies of skiing, cycling, and the occasional consulting job. It also meant selling the 911 project car. As Inzenhofer notes, "Though I built the car, it was made with company money, so to close the business it had to be sold. I could have bought it, but I have other things I want to do now. Besides, Dave is a good friend and I can see it whenever I want."

The car has humble beginnings. Rather than being a purpose-built racing car, it was a modest purchase from a customer who couldn't afford the price of servicing it. According to Inzenhofer, "a gentleman brought the car into the shop around 1987 because it wasn't running well. When we assessed what it would take to get it going properly, he hesitated. Then, he asked if we would like to buy it. So we bought it as a project car." The car was nothing spectacular, just a little 1977 911 in fair condition. It sat motionless at the back of the shop for many years as other business projects took precedence.

Inzenhofer didn't get started with the build until 1998 or 1999 and then only in his spare time. The first change was to the roof. As he remembers, "the car came with a sunroof, which isn't perfect for racing. The body shop we used was looking to put a sunroof on a car they were working on, so we traded roofs." They measured both cars very carefully and cut them in exactly the same place,

then welded the swapped roofs back on the cars. The process was relatively easy, trimming quite a bit of weight off the top end of the project car. Next came some minor repairs and stiffening and Inzenhofer had a roll-cage installed which tied into both the front and rear suspension, stiffening the car even more.

After that came the slant-nose fenders. As Inzenhofer recounts: "we had the slant-nose fenders at the shop, so we figured why not? Let's make something special. They're steel, and I figured the 911 is so light in the front that it needed weight up there. The fenders came from Europe. Someone hand-made them from regular 911 fenders, hand-bending them into the shape of the slant-nose. They have a lot of bondo on them, but what-the-heck, we need the weight in front."

The rear 1977 fenders were retained in their original configuration, since he figured the car wouldn't be an all-out racer, but a fun track car suitable for the occasional club race. To complete the body



transformation, Inzenhofer found some European doors without side-beams to save additional weight. Then the car sat motionless again while other projects took priority.

Eventually he got around to building the engine and transmission. Though the car originally had the 2.7 liter engine with Bosch continuous K-Jetronic induction, Inzenhofer used a new case, cylinders, pistons, and connecting rods to build it into a 3.6 liter with a fully electronic induction system. It has a fairly mellow camshaft from a 1992 C2 because, according to Inzenhofer, "this type of management system requires a certain type of manifold vacuum and if you go too aggressive with the cam it loses the vacuum and it doesn't work right. It would have flat spots and at certain rpms it just wouldn't function right." The engine is cooled more than adequately with an oil cooler from a 917/10 installed in the nose of the car with some custom fitting. All the electronics have been moved forward onto the



interior rear bulkhead or in the nose of the car for ease of maintenance and weight distribution.

The exhaust headers are from a standard 993, but with the catalytic converters cut out. Hearing the car at speed on-track, it has a deep, raucous sound, hinting strongly there's something special hiding beneath the black rubber-trimmed whale-tail. All this adds up nicely for a strong power to weight ratio. It's been dynoed at 293hp at

sea-level and the car weighs around 2100 pounds.

The transmission has its own Inzenhofer touch, as well: "I built the transmission with a cooling system. It has a big, racing oil pump. Each gear is lubricated, identical to the 75 RSR. It has a limited slip from GT. The car could be raced if David wanted to."



As you climb into the car, you immediately notice the elegantly simple, all-business ambience of the cockpit. There's nothing in view that doesn't have a function. The doors have the plain RS panels with door-pull. The windows are all plastic/polycarbonate, slightly tinted. The cage is simple, purposeful, but unobtrusive. Sparco racing seats, combined with 5-point harnesses keep driver and passenger firmly in place. The dash displays only the gauges needed to keep the driver alert to the performance of the car's systems. The engine electronics on the rear bulkhead are easily accessed and have an aesthetic value of their own, almost decorative in appearance. There are only two embellishing cosmetic flairs: the bright Porsche emblem on the gear-shift handle and the ANDIAL-labeled gauges which subtly remind the driver that this is no common 911.

For suspension, Inzenhofer continued his drive toward lightness and purpose, keeping it as simple as possible for the job at hand. He used Bilstein dampers and retained the torsion bars, since they keep the center of gravity low, though he notes that it could easily be

converted to coil springs. But he did upgrade to a turbo rear suspension, just in case he were to install a more powerful engine later on. The wheels are 17x7" in front and 17x9" in rear.

Final touches include all the tow-hooks and electrical cut-offs it would need to be legal for racing.

All in all, it took about 5 years to build. Then, when Inzenhofer was done, business projects demanded yet more time. The car sat still for several more years, though he would occasionally start it up to circulate the oil. Eventually, it was taken to Willow Springs in 2012 to run for the very first time! With only minor and easily remedied teething issues, the project was considered a success. Again, it sat while Inzenhofer was making the decision to retire and preparing to close the business.

During his occasional visits to Southern California, long-time friend Fred Veitch of Colorado Springs began looking at the car. According to Veitch, "I was aware of the chassis because I was considering it as a possibility for my effort at Pikes Peak. When I looked at the car I





was blown away with the quality of the build. There are some amazingly unique pieces on that car that you just don't find on a track car; the engine is amazing, the transmission, that 917 oil cooler; all of it. But, I didn't buy it." Veitch eventually settled on a 996t for his Pikes Peak project car, which would be prepared and crewed by Petitti.

It was Veitch who suggested the car go to Petitti. Veitch knew that Petitti was looking for a collectible race-car and had introduced David to Inzenhofer a few years before. Inzenhofer joined the Veitch Pikes Peak team and was immediately impressed with Petitti's skills. According to Veitch, "The highest compliment Dieter can make is that he didn't have anything to do during the race other than to help out a little bit with tire pressures and gathering data. David had the car so well prepared. Dieter has commented several times about how good David is as a mechanic and a crew-chief and how organized he is and how comfortable Dieter is in how David goes about his work."

Veitch thought Petitti would be a perfect match for the car. "I mentioned it to him because I know what high-quality work Dieter and ANDIAL have done. And secondly because it would be the last car that would come out of Dieter's shop." Petitti says he knew for a while that ANDIAL was going to be closing and that the car would be available, but it went in one ear and out the other. Then one weekend he went to California to spend time with Dieter and looked at the car more carefully. He decided he'd like to have it. He made an offer and Inzenhofer accepted.



Inzenhofer has no regrets about letting it go. "I'm getting up there in years and it's time to move on. I have other things I want to do. Plus it's such a nicely balanced car and I just thought it would be nice if it found a home with someone who would truly appreciate the car."

In early September of 2013, Inzenhofer came to Colorado for a private track day to help Petitti through the first running of the car and to make sure it had no teething problems. According to Petitti, "It was the first time I drove it and it took some getting used to, maybe because it is so light. It's not SUPER-torquey; it's more of a momentum car that you need to carry speed." The positioning of the pedals for heel-toe is perfect, but he and Inzenhofer agreed that the powerful 993 turbo brakes take a delicate touch. They also agreed that the car was very tossable and with trail-braking rotates very nicely.

Inzenhofer's intuition about adding weight to the front was spot-on. During the testing-day, the front tires weren't doing much other than offering a little guidance.... Temperature-wise, they didn't heat up very much whereas the backs came up "normally."

Overall, the day was a very satisfying experience for all three friends. Veitch, running his Pikes Peak car in preparation for his 2014 effort, was happy to see David and Dieter having a good time in pit-lane and on-track, taking turns driving the car and sharing notes. Petitti was very happy to have picked up a car that would be on many people's dream list and working with a living legend. And Inzenhofer was enjoying his retirement, having time to hang out with friends and seeing his last creation in the caring, appreciative hands of a good friend. He kidded Petitti that he had never driven the car so hard when he owned it! 🏁



Petitti is very happy with the purchase and honored that it was bestowed on him as part of "the family." He says, "When Dieter was going to close the business, he was hesitant to have the car just go on the open-market. So, word started to go out amongst the "friends" that it would be available." Petitti assured him that he would take care of the car and preserve its heritage and Inzenhofer is satisfied that the legacy would be persevered. Even though it's not one of the legendary ANDIAL 935s or a 962, it's a car that ANDIAL has sweat-equity in as their final creation.

It turns out that everyone was happy with the deal. Says Veitch, "I'm delighted that David got the car. And I think Dieter is too and that it ended up with someone who will appreciate the car and take care of it the way it should be cared for."

"All in all, it took about 5 years to build. Then, when Inzenhofer was done, business projects demanded yet more time. The car sat still for several more years, though he would occasionally start it up to circulate the oil"