

RED OR GREEN? HOT OR MILD?

# 9 Magazine

BY ENTHUSIASTS FOR ENTHUSIASTS

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NOVEMBER / DECEMBER 2012

## CAYMAN "RUSH"



### + PLUS

INTERVIEW: LEH KEEN  
WHEN A PORSCHE IS NOT A PORSCHE  
TURBO LOOK CAYENNE

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





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## FROM THE EDITOR



"Do what you love and it won't feel like work," is a statement that I always heard, but never thought would happen to me. When the opportunity to take over 9 Magazine came to me, I was reluctant with fear that print was dead. "No one wants print anymore," and "Print is dead," is what they said.

Well, I'm proud to announce that we have grown by triple digits this year. We've expanded the magazine to over 60 pages in full glossy color, and now achieve over 60K unique visits to our website each month. The magazine is also available for the iPad, and Android devices in digital format.

We've achieved a lot in three years, and we could not have done it without the support of our advertisers and readers like you! So, as we close our third year of publishing, please continue to spread the word and please don't keep us a secret!

In all honesty, this is not work. It's my life's passion. Driving these cars is a "Rush" for me. I enjoy each and every day working on this publication. Speaking of rush - we have a great issue for you! The "Rush" Cayman from Anibal Designs graces our cover with a Pure Blue Cayman. I've been a big fan of the "Rush" Cayman since I first saw them posted on Facebook. Every panel of the Cayman has been replaced with newly CAD designed panels. The finished product is so unique and aggressive.

We also have a great article by a new Contributing Editor to the magazine, Sean Cridland. Sean has written for other publications including *Panorama* and is an active member of the PCA. We'd like to welcome Sean to the publication. Also in this issue, we have an interview with Leh Keen, a look at some Porsche designed cars that are not actually Porsches, a Turbo-look Cayenne and a great article from the perspective of a medical doctor.

**We hope you enjoy this issue of 9 Magazine and look forward to 2013!**

Sincerely,

Vincent Catena

Vincent Catena

Editor-in-Chief, 9 Magazine

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**S**oft-spoken Santa Fe resident Tom Linton knows the question well, the one most asked in any restaurant in New Mexico: green or red? It refers to which color of chili sauce you want on your burrito, enchilada or chimichanga. It's not a question of if you like your food hot, but of which flavor hot you enjoy most. You see, even if sometimes it's ablaze or sometimes merely smoldering, we like the gastronomical fire in our bellies. So too it is for Linton and his cars; in this case his smoldering Olive green 1973.5 911T and his blazing 1974 Peru red Carrera.

Just as the talent for discerning the flavor of chili-sauces is an acquired skill, so it is for understanding the nuances of early Porsche 911s. In his case developed over an entire lifetime. Linton's passion for early 911s came in his teen years in the late 60s and early 70s. Like many of us from that era, he built models of his favorite cars. Unlike his peers who were building 1/24th scale Camaros, Mustangs, Impalas, or Furies, Tom was building 911s. He just liked their shape and developed an affinity for German cars early in life.

Not long after getting his driver's license in New York State, he had opportunity to drive a few different Porsches around the neighborhood belonging to friends; a 912, then a 911T and a 911E. It was the fulfillment of what he had been thinking while building his models. As the car magazines described, they were nimble, handled well, were easy on brakes, and had a great power-to-weight ratio. They sounded good too.

In 1978, while living in California, he got his first Porsche, the Peru Red 1974 Carrera in this article, though it didn't quite look like the same as it does now. It had been painted black and had the wide-body RSR flares added and carried huge eleven inch wide wheels in front and thirteen inch wheels in back. Linton says, "that RSR body was one of the most beautiful of all Porsche designs. The combination of the fender flair, wheel width, the front air-dam and rear valence; it was just a very sexy car and that's why I was attracted to it." As alluring as it was, he found it a bit much for the street and because the car was

# **RED or GREEN?** ***Mild or Hot?***

**"It's not a question of if you like your food hot, but of which flavor hot you enjoy most."**

TEXT & PHOTOS: SEAN CRIDLAND



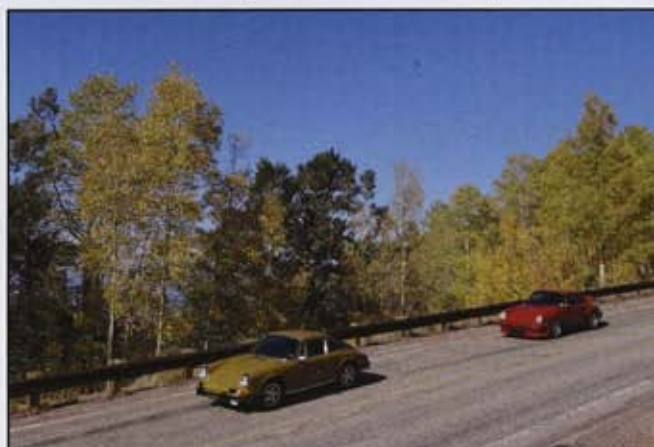




never fully converted to race trim, it wasn't quite enough for the track either. In fact, a tragic turn of events eventually convinced him to return the car to its original narrow body configuration. He was driving in an event at Willow Springs in the mid-80s when an instructor's passenger was killed in a crash. Tom, realizing that he was also driving at near-racing speeds without the proper safety equipment, decided enough was enough. Rather than run a make-believe RSR, he decided to get a real, factory built one with full roll cage and all the safety equipment for his track pursuits. In 1986 he found an RSR that needed work. He launched into a restoration of that car, which he owned and raced for twelve years.

Then he bought one of the original IROC Carreras from the Vasek Polak estate. Just getting to the car was an incredible story as he had to climb up and over several other recognizable and now-priceless historic racing cars that were stacked like cordwood in the Polak warehouse in southern California. Linton had the IROC restored fully over a period of a year and half, debuted it at Daytona in 2000, then raced it in SCCA and PCA and later on in HSR and SVRA and has since sold it to an un-named celebrity collector.

Regarding the 74 Peru Red Carrera, since he now had real RSR cars, he decided to restore the Carrera to its original color and shape. That meant removing the giant flares and wheels, but also returning to the classic form that is considered one of the most beautiful of Porsche's street cars and to the unique rich Peru red. Though



the RSRs have come and gone, the Carrera has served a dual purpose over the past couple of decades as a very fun street car and a respectable track car. At Rennsport Reunion III in Daytona it was the quickest 2.7 liter car on the track.

His business led him to the 73.5 911T. Linton has managed to live out his boyhood dream, having raced in several series since the 80s. He's been a PCA

member for 30 years and a member of the Early S registry. He's worked things out to his advantage in his business life also. Having left California in the late 80s, he moved to New Mexico and eventually started a classic car storage business. As he tells it, "in 1998 I had four cars in a two-car garage and one day a light-bulb came on and I thought other people might have the same problem." So rather than enlarging his home garage, he decided to buy half an acre of commercial property in Santa Fe. He started small, but now has a burgeoning business storing rare and collectable cars

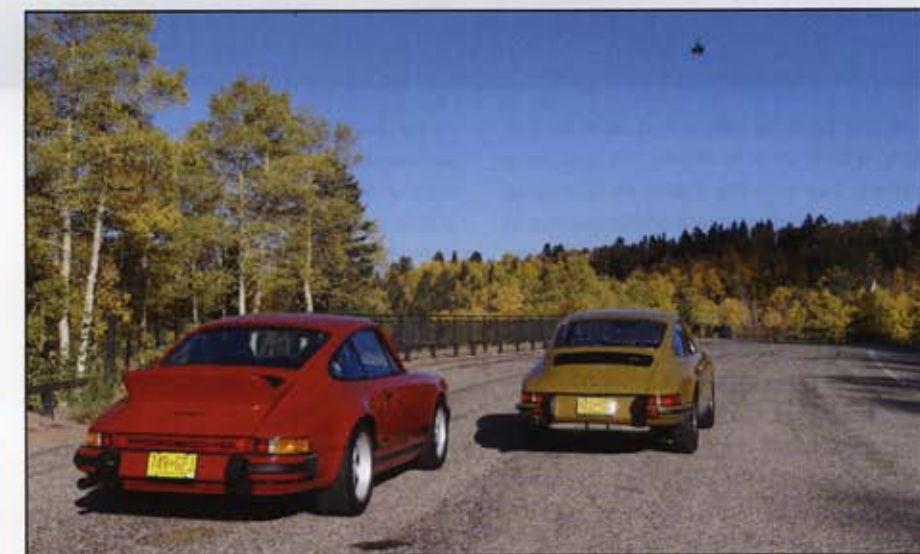
The 73.5 911T, Tom says, was a storage-client's car and came up for sale when it's owner left the country for

business. Its body – though not damaged substantially – had seen better days, it didn't run very well and it was blue. It was a solid car, had never been in any kind of accident, and had no rust. It was just unloved. He thought it would be a good project car to learn about 1973 911s. Of course he wished it were an S, but if it were, it would have cost far more than the price he paid.

Sometime back in the 1970s it had the kind of paint job where they don't remove any of the trim or windows. It was pretty faded from spending its life in the California sun. He found scratches under the poorly applied blue of a green color. He wasn't sure if it was chartreuse or olive. "I thought it would be fascinating to do the research and if it was one of those two colors to restore it to its original." Linton speculates that it was painted blue because the lack of UV protective coatings on cars from the 70s meant its original Olive-color probably faded to make it look like an army-vehicle. But he was intrigued. Linton, who also collects art, is fascinated with the colors Porsche chose back in the 1970s. He says "There are some really fun colors from back then. Think about it. You see red, white, black, yellow and silver Porsches all day long. Only in the 70s do you see colors like Peru red or Olive green."

The Olive 911T had been optioned with 911S trim: sway bars front and rear, Fuchs alloy wheels, 911S gauges. So for a car that didn't have a sun-roof and power windows, it was a bit special. He decided to take it on as a personal project for a ground-up restoration. He did most of the work himself, contracting out the paint, headliner, upholstery and carpet. It's restored to as close to original as possible. Compared with the 74 Carrera,

**Power-wise, the big difference is that the Carrera has a 1976 European Carrera RS 2.7 engine as opposed to the USA version 2.4 in the 73.5 T. With the larger displacement comes more torque and a distinctive power-band.**



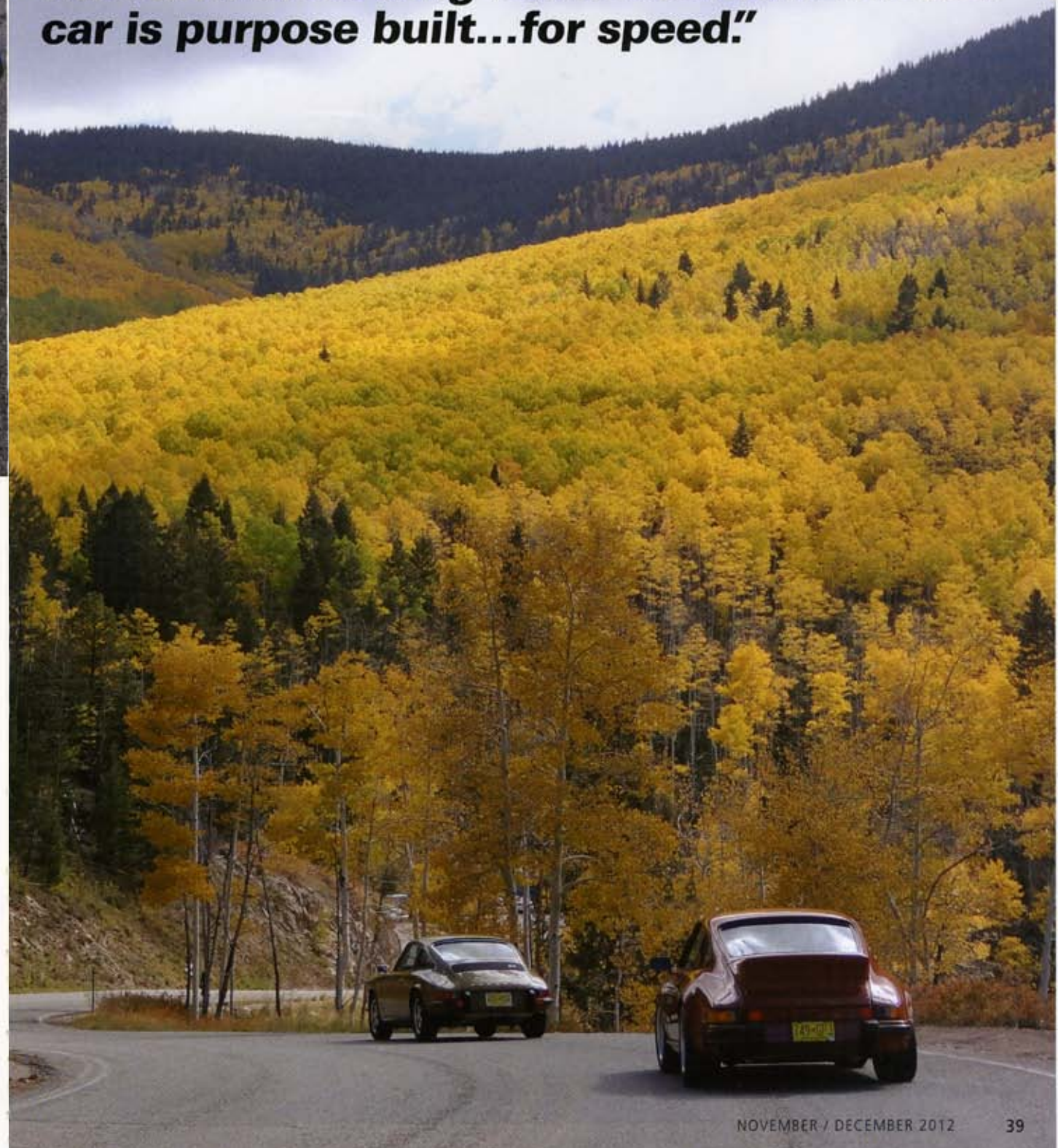
it's a polite little car with tiny little brake calipers, and soft suspension. It has nice comfortable seats that you sort of sit on top of as opposed to being engulfed by the hip and rib support of the sport seats in the red car. In the 911T, when you go around a corner, you're basically hanging on to the steering wheel to stay in place. It has about 100 less horsepower than the Carrera (130hp versus 230hp) and a lot less on the handling side also.

The 74 Carrera is Linton's fun car. It's has stiffer suspension, a modified Euro-spec RS engine, sport seats, wider wheels and tires, and bigger brakes. When he started with the car it was fairly bone-stock except for its wider body and wheels. Even though he put it back to the narrower body, he built it to be better in handling, braking, and horsepower. The Peru red Carrera has big brakes, so it stops on a dime. But when Linton drove the Olive green car for





**“The suspension on the Olive car is very soft and comfortable compared to the Carrera...it’s the kind of car you could get into and drive long distances.’ But the red car is purpose built...for speed.”**



the first time, he had to get used to how long it took to slow down. He was on a driving tour with the Santa Fe Concorso -- a Southwestern event which aspires to the status of Pebble Beach and Amelia Island. He says the first couple of times he hit the brakes, it really got his attention because the car wasn't slowing down nearly as quickly as the Carrera! The suspension on the Olive car is very soft and comfortable compared to the Carrera. As he says, "it's the kind of car you could get into and drive long distances." But the red car is purpose built...for speed.

Power-wise, the big difference is that the Carrera has a 1976 European Carrera RS 2.7 engine as opposed to the USA version 2.4 in the 73.5 T. With the larger displacement comes more torque and a distinctive power-band. The Carrera comes on powerfully around 4500 to 5000 rpm and is really strong all the way up to about 7300 rpm. The T has more of a linear progression, making about the same amount of power all through its rpm

range, but with no burst of acceleration or exhilaration in the higher rpms. The two cars weigh about the same, right around 2300lbs. Although the 74 was a little heavier when it was fully stock, over the years Linton has taken enough out that even with the roll-bar it's still about 100lbs lighter than when it started life.

Doing the math, the power to weight ratio makes the difference between the two cars. Linton notes that until Porsche started developing their turbo models, nearly all new cars were compared against the 73RS for power/weight ratio and his 74 Carrera compares favorably. Linton knows that the Euro-Carreras and the 73 RS are already demanding top dollar on the market. His is a 74 US Carrera with a Euro engine, so it performs exceptionally, but it's not going into the stratosphere of value like its "original" brothers and sisters. 73RS's are selling for around \$400,000 and up depending on which model and individual provenance, making them almost too valuable to

drive anymore. He finds it a little ironic considering about 1500 73RS's were built versus less than 500 74 Carreras. He frequently drives his both on street and track. In fact he drove it from New Mexico to Monterey last year for Rennsport IV. He says except for being a little warm going through the Mojave Desert, it was just fine. The car ran perfectly.

Another point of interest for Linton is that apparently the Peru red and the Olive green cars were built very close together, maybe within a few weeks, maybe even on the production line at the same time. The 74 Carrera is one of the very first built, while the 73.5 T was one of the very last of its model line. The 74 shows a build date of early September while the 73.5 -- as best as he can tell -- was built in July. The original DOT sticker was lost in the blue-repaint in the 70s when they didn't care too much about future collectors. He hasn't found anything yet in the vehicle identification number to prove its late build date, but the date-stamps on the

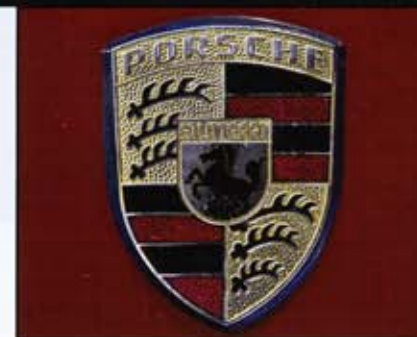




window crank and speedometer are May and June, respectively. So he thinks it was built sometime in July. Given that the factory shut down in Augusts for vacation and re-tooling, the two cars could have been in the factory at the same time. He'd really like to pin down the dates just to satisfy his own curiosity.


Handling? The 74 will go anywhere you point it. It's very solid and predictable. It turns in really well. It has turbo tie-rod ends, coil springs in the rear and bigger torsion bars in the front. You just point the car and hold on. It turns very, very well. On the other hand, the 73.5 911T is a little on the vague side. You have to make little corrections on the steering wheel at speed. If it comes loose, as early 911 drivers know, you have to keep your foot in it to keep from getting in trouble. But he confesses that he doesn't have that good of a feel for the 73 yet, having only driven it about 100 miles since the restoration, whereas he's got thousands of miles on the 74 at race-tracks around the country.

Looking in the engine compartment of the 73 we see a few oddities that he thinks he can pin down to its late production date. Porsche, at least in the earlier days, was well known for "economizing" at the



end of their model runs. This showed up as Tom was replacing the fuel filter on the 73.5. He kept ordering 73 fuel filters but none of them would fit. Eventually he discovered that his car was fitted with the 74 version. He also found that the yellow fan shroud was from a 911E, but that it was painted black to the specs of a 911T. He has no way of proving that it was the original, but there's nothing in its records which show it being removed and replaced for any work. He's wondering if anyone else with a late 73.5 has any experience with a similar replacement.

For Tom Linton, the cars are investments, but they're not untouchable. With his racing past he wants a car he can drive, but will still appreciate in value, but he enjoys the fact that he can still use them to have fun. Unlike a stock or a bond or a lump of precious metal, Linton enjoys his cars and the people he meets with similar interests. With next year being the 50th anniversary of the introduction of the 911, he's looking forward to touring the recently restored 73.5 to various events around the country, seeing some other cars of that era, visiting with old friends and making new ones with the same interests. During his 30 years of involvement with Porsches he values the friendships he's made as much as the cars. As he puts it, the people are "fun, interesting, and knowledgeable and the cars bring us together from around the world."

So, for those of you wanting to know: What if you like both green and red chili on your food? The local's response to the server is "Christmas" no matter the month of the year. In the case of Tom Linton's Olive green 73.5 911T and Peru red 74 Carrera, we'd have to say that's an apt description of a perfectly paired set of mild and hot 911s, suitable for any Porsche enthusiast's tastes. 

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