



**9 Magazine**  
BY ENTHUSIASTS FOR ENTHUSIASTS

www.9Magazine.com

FEBRUARY / MARCH 2013

Blazes of Color

# Echos of Fury

**997 GT3 RS & BRUMOS B59**

**+ PLUS**

**QUIZ:** Are You a Porscheophile?  
To Bra Or Not To Bra?



**Interview: Bob Chapman**  
**Life is Short: Take European Delivery**

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





## FEATURES

- 16 WILL PORSCHE PRODUCE THE GRAN TURISMO?**  
Porsche unveiled the Gran Turismo concept, but will they build it?
- 20 BLAZES OF COLOR ECHOS OF FURY**  
997 GT3 RS & Brumos B59 roam the enchanted land in a blaze of color.
- 35 WHAT PORSCHE ENTHUSIASTS CAN EXPECT IN 2013**  
We look ahead to new models.
- 36 TO BRA OR NOT TO BRA**  
Using a Bra to protect your front end is a very popular choice for many Porsche owners.
- 40 INTERVIEW: BOB CHAPMAN**  
9 Magazine talks with photographer Bob Chapman from Autosport Image.
- 48 THE QUIZ: ARE YOU A PORSCHE ENTHUSIAST?**  
Take the quiz and find out!
- 56 LIFE IS SHORT: TAKE EUROPEAN DELIVERY**  
A Step-by-step guide on how to take European Delivery of your new Porsche.

## REGULARS

- 07 NEWS**
- 13 EXHAUST NOTES**
- 14 HOT PRODUCTS**
- 61 OVERDRIVE**
- 62 LIFESTYLE**

>>> [www.9magazine.com](http://www.9magazine.com)

Check out our website, featuring the latest Porsche news, featured content, and product information and sign up for our updates. Also visit us on: FACEBOOK, TWITTER, & INSTAGRAM



## FROM THE EDITOR



Welcome to 2013! Thank you for joining us! We are pleased to have you with us. No! You didn't miss an issue. We have made some changes to the magazine, including some design changes and little tweaks here and there. The first thing you will notice is the size increase in the publication. We have added a half inch to the width and a quarter inch to the height so we can offer larger photos and more robust space for our articles. The addition of more advertisers and subscribers has provided us with the means to fund the expansion. We could not have done this without you, so thank you!

We have also decided to start the year with a February / March issue. This will allow us to stay ahead of the curve like most magazine publishers do. It will give us an opportunity to mail the magazine earlier so that you will receive an issue a month ahead of the calendar date.

With all that aside, we have a great issue to start the New Year. In this issue, we have an article about the Limited Edition Brumos B59 and the 997 GT3 RS done by Contributing Editor, Sean Cridland. The photos are fantastic and the scenery in the South West is absolutely amazing! "Blazes of Color" is a completely appropriate title as the red, white, blue, orange, and black fill the pages.

Are you a Porscheophile? Take the test and find out. We'd be willing to bet that more than 50% of you are! Also in the issue we test drive the new Cayenne Diesel and decide if a bra is right for your car. As always, we have the latest Porsche news, hot products and lifestyle items.

We hope you enjoy this issue of 9 Magazine!

Sincerely,

*Vincent Catena*

Vincent Catena

Editor-in-Chief, 9 Magazine

**9 Magazine**  
P.O. BOX 110263  
Lakewood Ranch, FL 34211  
877-243-0009  
[www.9magazine.com](http://www.9magazine.com)

**Publisher**  
VSC Media Corp.

### EDITORIAL

**Editor-in-Chief** Vincent Catena  
**Editor** Kate Vertucci  
**Lifestyle Editor** Anthony Pepe  
**Contributing Editor** Sean Cridland  
**Contributing Editor** Brad C. Brownell  
**Contributing Editor** Robert L. Turner

### ART AND PRODUCTION

**Creative Director** Robert Ross  
**Production** Hyun-Jung Hwang  
**Circulation** Eileen Rosenzweig

### ADVISORY BOARD

**Wayne Dempsey** Pelican Parts, Inc.  
**Joe Fabiani** Fabspeed Motorsport  
**Fabryce Kutyba** GMG

### SUBSCRIPTIONS

[Subscriptions@9magazine.com](mailto:Subscriptions@9magazine.com)

### ADVERTISING

[Advertising@9Magazine.com](mailto:Advertising@9Magazine.com)

9 MAGAZINE - VOLUME 12, NUMBER 1  
ISSN: 1540-1448  
COPYRIGHT 2013 BY 9 MAGAZINE. ALL RIGHTS RESERVED. PUBLISHED BI-MONTHLY BY VSC MEDIA CORP., POST OFFICE BOX 110263, LAKEWOOD RANCH, FL 34211. 9 MAGAZINE IS PUBLISHED AS AN INFORMATION SOURCE ONLY. THE PUBLISHER DOES NOT ENDORSE THE PRODUCTS OR SERVICES ADVERTISED HEREIN. THE SOURCE OF THIS INFORMATION IS NOTED OR INFERRED WHENEVER POSSIBLE. THE PUBLISHER IS NOT LIABLE FOR THE ACCURACY OF THE INFORMATION. THE PUBLISHER CANNOT BE HELD RESPONSIBLE FOR ANY ERRORS OR OMISSIONS. REPRODUCTION OF THE CONTENTS OF THIS PUBLICATION WITHOUT PERMISSION IS STRICTLY PROHIBITED. SUBSCRIPTION RATES FOR ONE YEAR (6 ISSUES) \$19.97 POSTMASTER: SEND ADDRESS CHANGES TO 9 MAGAZINE, PO BOX 110263, LAKEWOOD RANCH, FL 34211. 9MAGAZINE IS NOT AFFILIATED WITH PORSCHE CARS NORTH AMERICA OR DR. ING. H.C.F. PORSCHE AG. PORSCHE® IS A REGISTERED TRADEMARK OF DR. ING. H.C.F. PORSCHE AG. ALL COPYRIGHTS, REGISTERED TRADEMARKS AND/OR REGISTERED TRADE NAMES ARE PROPERTY OF THEIR RESPECTIVE OWNERS.



# Blazes of Color Echos of Fury

Text and Photos By: Sean Cridland



*This is one of those places  
where colors are violently  
brilliant, sounds are startlingly  
vivid, and reality intermingles  
with dreams...*





Standing alone on the top of a dormant volcano in north-central New Mexico I take in the vast blue sky that stretches over the sprawling caldera dominating my gaze. At one time this area was rocked by a cataclysmic explosion that threw portions of it into Kansas. Yet today it's known for its serenity, its Alpine micro-climate, and for those of us who live nearby, for its wonderful mountain roads, complete with hundreds of corners, several switchbacks, lots and lots of elevation changes, and scenery as diverse as it is beautiful. Waiting for my subjects to arrive, I recall several memories of the area; some marked by the reverie of natural beauty, some by former loves of by-gone days, but also others that include the time I met eight super-cars on one of the World Class Driving excursions or a more recent conversation I had at this same exact spot with Sir Stirling Moss during the recent Santa Fe Concorso. I could never have known when I moved to the locale more than ten years ago that my quest for pastoral serenity could be so seamlessly intertwined with my appetite for sophisticated automotive mechanical art.

This is one of those places where colors are violently brilliant, sounds are startlingly vivid, and reality intermingles with dreams; where feelings become hyper-extensions of fantasy and seconds drift easily into hours... and back again. It is, after all, New Mexico: the Land of Enchantment. So it was as I spent a late November day with two of the most coveted contemporary models of the 911 and their owners. Leading up to the occasion, I could only imagine what my day might be like, but I had a feeling it would be something special.

Breaking from my meditation, I began setting up my equipment and it wasn't long before I heard that unmistakable metallic whine coming down the hill from the east. Then, a blaze of brilliant white, stroked elegantly with red and blue, emerged from the shadows of the forest, came down through several gears and rolled to a stop only feet from me. It's the 2012 Brumos B59 Hurley Haywood Edition GTS number 3 of 5 belonging to Mississippi transplant Santa Fean Riley Kelley. In case you're wondering of the "3 of 5" nomenclature, don't worry. The B59 is not a Borg, but one of a very limited edition of five cars built specially by Porsche to celebrate driver Hurley Haywood's five victories in the Daytona 24 Hour race, which all came in Porsches. This one is a tribute to win number three, when Haywood was driving a Carrera RSR entered by Ecurie Escargot (Team Snail).

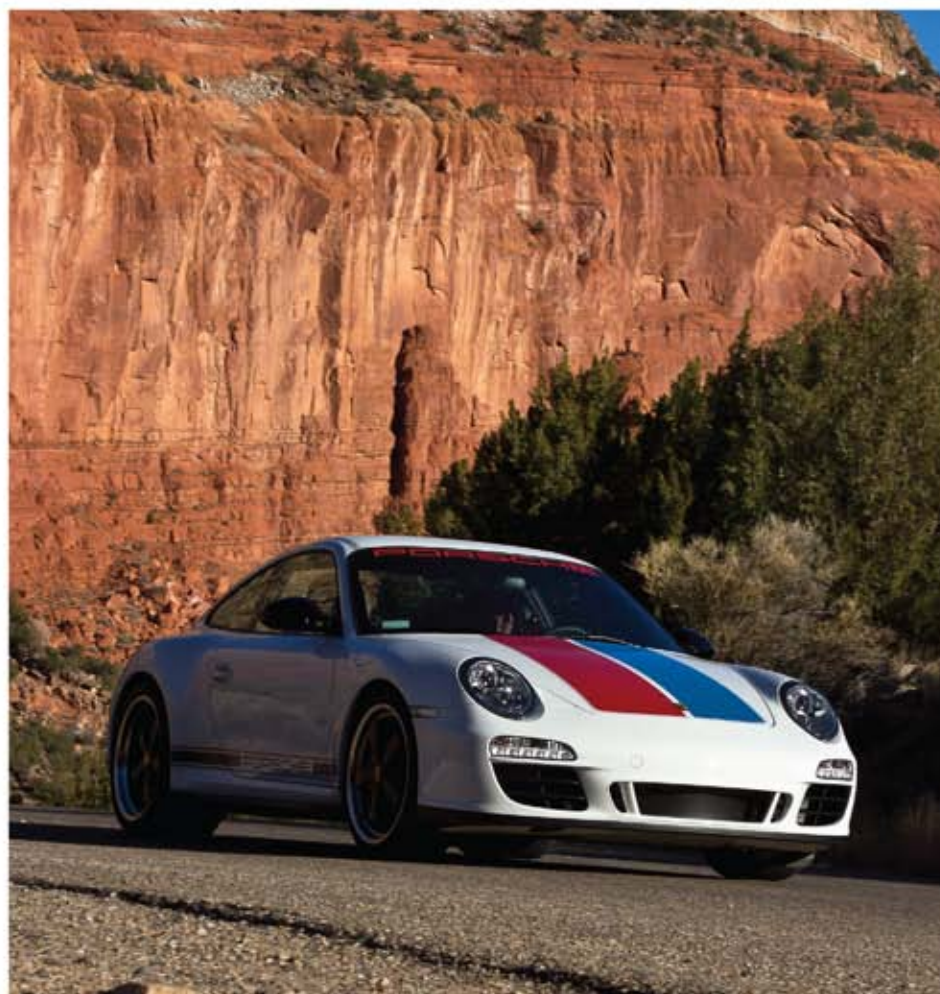
Ask Kelley how he came about the car and you're likely to get one his classic Mississippi one-liners such as "Even a blind sow can find a corn-cob in an acre...." But the true story turns a chuckle into a guffaw, it's even better. It turns out that Riley Kelley is known at the Porsche Driving School at Barber Motorsports Park, just outside of Birmingham, Alabama as being the only one ever to make Hurley Haywood scream. Attending one of the high-performance driving schools several years ago, on the last day Haywood approached with an offer Kelley couldn't refuse: "I'm riding with you." Off they went and the way Kelley tells it, in the first two minutes





Haywood contradicted everything his other instructors had told him all week. Somewhat distracted by having the endurance racing legend firing off instructions, Kelley soon found himself off-course accompanied by Haywood screaming "OH MY GOD, WE'RE GOING TO CRASH!!!!" Kelley, whose dad taught him how to drive by putting him in the seat of an empty pick-up truck in a sprawling Mississippi field when he was eleven, was well accustomed to driving around on the grass and easily found his way back on track, admonishing Haywood to "keep quiet, you're distracting me!" A friendship was forged in an instant.

So a couple years later when Kelley was looking for something a "little bit more" than his 997 Carrera S, Haywood called at a fortuitous time to offer him "a smokin' good deal" on the special edition GTS that was in its early stages of production. Several months later he and wife Joan found themselves at the Brumos shop in Jacksonville, Florida for the special debut of the car and all the accoutrements that go along with the introduction of such a special, limited edition car. And so here we were in the early hours of a chilly New Mexico morning, waiting for our other accomplice for a monumental day of fun roads, bright colors, and great sounds.



## A Shop For Those Who Live Porsche

Porsche gives you the perfect combination of high performance and everyday practicality. Brumos Porsche Boutique gives you the same everyday performance principles for everything beyond the road. Pick up racing gear, equipment and accessories for you or your favorite Porsche enthusiast. It's more than just a passion; it's a way of life.

Gear up for fall 2012 with jackets, hats, t-shirts and more. Official team gear is always available at Brumos Porsche Boutique and online at [BrumosPorsche.com](http://BrumosPorsche.com).

**Brumos Porsche.**  
**America's Porsche Authority.**

*Premier*  
Porsche Dealer

**Brumos Porsche**  
10100 Atlantic Blvd.  
Jacksonville, FL 32225  
(866) 454-1859



**Brumos  
Porsche  
Boutique**







when he says the RS is a Cup Car for the street, I take his word for it...

Though we could write several paragraphs, if not an entire series of articles comparing the technical aspects of the two cars I'm recording this morning, I'll refrain. Anyone can do a quick google-search to find out that the RS has more power and a more aggressive suspension than the GTS. It's lower, a little bit wider and tuned more aggressively and it has a big wing. The GTS, on the other hand, is a remarkably sophisticated car that combines excellent power with track-day abilities and grand-touring comfort in great style. Not to mention its collectability and exclusivity. It's one for the ages... That said, we're not out to do a nuts-and-bolts comparison test this morning. We're here to drive some of New Mexico's finest Porsche roads in two of the most sought-after and fun cars in the world and take some good photos along the way. Believe me, standing there between these two great examples of German engineering I started having fun before we did anything at all. There's just something to be said about the unbridled aesthetic of sculpted, mechanical beauty – and working with two enthusiasts with the level and depth of misters Kelley and Phillips.

We started by taking various shots of the cars together, then separately, from every conceivable angle. Besides going around the cars, I usually bring a ten-foot step-ladder along to get the higher-angled shots. When you have two beauties paired in this kind of light, you never want to go home thinking "if only I'd brought..." It was just one of those days when the sun – as it moved through its late-fall, southerly-swung arc – revealed every tonal nuance of the richly colored cars in front of me. Knowing I had willing participants with nowhere to be other than right here, I took my time, anxious to get all possible detail shots before moving on to the next location. There were the stripes, the colors, the special badges, the wing and other carbon-fiber accent parts. Then there were the wheels and the brakes; the fluidity of the lines as they stretch from nose to tail in that unmistakable Porsche tradition.

Aside from making sure I had the proper camera settings and could locate myself on various slopes and cliffs without plunging to bodily harm, my hardest task of the day was keeping my equipment car on the road

It wasn't long before we heard that distinctive growl of the 3.6 liter Metzger engine of Albuquerque resident Bruce Phillips' 2006 GT3RS moving toward us at a quick pace and not long after that we spotted the skulking and powerful figure of the black and orange street-monster as it approached with no little haste. For anyone who's seen the two versions of the 997 RS, this one is slightly narrower and with many less vents and scoops than the later version,

but still maintains an undoubtedly muscular profile. And to use one of character actor Walter Brennan's later clichés, it's all about "no brag...just fact." Though there are many more of the GT3RSs than B59s there isn't a Porsche driver who doesn't know that it's a special breed of car. Not quite as powerful as Porsche's turbo models, the GT3RS is the epitome of natural aspiration with high horsepower coming on without hesitation, tuned and tested for track performance, just docile enough for street driving. It's chassis-

tuning is equally aggressive. As anyone who spends any time lapping on track-days knows, this is the car that you either have or are following. As Phillips puts it, it's a Cup car (Porsche's all-out racer) for the road.

And he should know. His quiet demeanor aside, Phillips has a long history of Porsche involvement. He still has his dad's original 356 and 912. And, he's been racing both in SCCA and PCA Club Racing for a long time. Before racing, he had a succession of 930s

that served both as daily drivers and autocross cars. Once he got into racing he campaigned a self-built monster of a 993 "funny car." I call it a "funny car" because it follows the NHRA tradition vaguely reminding one of the 993 shape; though his car was carbon-bodied, about a foot lower and eighteen inches wider than a 993, center-seated, and was powered by a 962 engine. Eventually, the build quality and handling of the GT3 Cup cars convinced him to purchase one. In 2001 he met up with Alwin Springer at the F1 race at Indianapolis

and announced his intentions. A couple of years go by and he finds that Farnbacher was looking to bring its operation from Germany to the USA and were looking for help getting their cars housed and prepped (several years before the Loles fiasco). Bruce was available and not long after I did a photo session with the cars before they headed off to the 2005 Daytona Rolex 24. Bruce was one of a handful of club-racing drivers picked to drive the second car that year. And that's the car that he's been racing ever since. So





## The heirs to over 60 years of a racing legacy. Divided equally.

The form varies. But the racing bloodlines, the undying dedication to pure sports car performance, the marriage of power and efficiency embodied in the Porsche principles, do not. And that truth is revealed in that moment you turn the key. Discover it for yourself with a test drive. Porsche. There is no substitute.

Experience every form of Porsche performance.

Suncoast Porsche  
5005 S. Tamiami Trail  
Sarasota, FL 34231  
(941) 923-1700  
www.suncoastporsche.com

Porsche recommends **Mobil 1**



PORSCHE

as we drove from location to location. Since neither Riley nor Bruce knew where we were headed, they followed me. My task was not just to keep my eye on the road, looking for the appropriate turn-outs I had scouted the week before, but to keep myself from staring into my mirrors at these two fine specimens driving in stunning surroundings in perfect formation. It's intoxicating. Forget the dangers of texting, I found myself staring relentlessly in the rear-view mirror imagining scenarios for a video-version of this session; the "making of..." coming soon, on YouTube. Unfortunately one man can only handle so much equipment at once. I learned that...the expensive way...different story....

Imperative were the shots with the forested volcanic cliffs in the background, a shot I'd been speculating about for years, one just begging for a beautiful car in the foreground. Then it was off to a newly surfaced portion of twisty, undulating curves that are rarely, if ever driven on because of their "road to nowhere" status. A new stretch of road, designed to bypass a very small and sleepy little village, we encountered some of the locals along the way. They were out for a walk and watched

with curiosity as the cars went by several times, back and forth, with me climbing up and down to different levels of my ladder before finally getting up the courage to ask what we were up to. Magazine article, I said, and they all agreed that these cars in that location would make for some very nice photos, indeed. Though you could sense their nervousness that lots of cars might descend into their neighborhood for tours of one kind or another, they also agreed that these were two very nicely sounding cars. Eventually we got our photos and, work done, it was time to move to our last location of the day.

Finally, we descended the winding, curvy road down the mountain and wound our way up an increasingly narrow slot canyon, past little farms, then taller and taller red cliffs till the road was barely a lane wide and poked through two tunnels left over from the logging and mining days. Initially they were blasted through for a narrow gauge railroad hauling timbers and logs, till trucks became more efficient for cargo transport. Eventually, operations ceased and the road is now mostly used only occasionally by tourists as a stopping off point, to peer at the cliffs and



**"Then there were the wheels and the brakes; the fluidity of the lines as they stretch from nose to tail in that unmistakable Porsche tradition..."**







*"It is after all, New Mexico: the Land of Enchantment. So it was as I spent a late November day with two of the most coveted contemporary models of the 911 and their owners. Leading up to the occasion, I could only imagine what my day might be like, but I had a feeling it would be something special..."*



**Champion Motorsport**  
Turbocharger  
Upgrades



**Tubi Style Exhaust Systems**  
997.2 TT  
Street  
Exhaust

Come find us online:



Facebook



Twitter



Flickr



Youtube



Vimeo





the rushing stream far below. Again I found myself smiling wryly to myself, thinking about a day a few years earlier when – during a Cayenne tour through the mountains -- I had legendary Porsche rallyist and endurance racer Vic Elford marveling at the beauty of this same spot. Lifelong travelers of New Mexico roadways, neither Kelley nor Phillips had been here before and vowed to bring

their significant others back for special visits. Yet surely many people have seen these tunnels countless times before in movies and TV shows. The tunnels are oft-used locations by production companies for all kinds of scenes, most recently notable in the Russell Crowe version of 3:10 to Yuma where he and his cohorts chased through the two tunnels several times over to make them look bigger

and make-believe 19th century Chinese workers scampered and scattered about before them in choreographed disarray. A dramatic locale, it was satisfying to include two of my favorite automobiles moving through the dark shadows and soft light in alternating patterns, playing with reflections painted on the white and black cars as I snapped away. Neither driver could resist the

urge to give some right-pedal stick to instigate some purely Porsche music that may still be echoing through that rocky neighborhood....

Around the corner for our last frames of the day, with blood-red cliffs in the background, the sun falling rapidly toward the horizon, we become insistently aware of the dropping sun and soon-departing light. My cohorts

were brave and resolute to help me get the final shots, even though you can see them straining not to squint as they made their way around the narrow corners that took them straight into the path of the twilight's rays, but well worth it. For drivers and photographer alike, this was a day to remember. The colors that came from the cars; rich, warm, deep, fulfilling...the kind of colors that reflect

in a photographer's mind for years. Set to a symphony of carefully honed, perfectly engineered, metallic wizardry only heard from the rear end of a set of uniquely special Porsches; two blazes of color and echoes of fury dissolving in time somewhere deep in the land of enchantment. 