



history file, including the letter from Porsche Cars GB to the factory that details the previous owner's request, a loyal Porsche customer, to have his pride and joy painted Mint Green.

Now at this point some of you will have dropped the magazine and begun to sharpen your carving knives. Why on earth did Simon did commit sacrilege and mess around with what's widely acclaimed as the apotheosis of

the air-cooled generation Porsches you may ask? It appears that once Simon had experienced RS greatness he wanted a slice of it with his very own 993. So at enormous expense he had 993 RS suspension fitted, 100-cell catalytic converters, RS body styling and 18-inch lightweight wheels. "I know I've probably lost a fair chunk of money on the car, but with the genuine RS suspension it really

handles well, and that glorious flat-six sounds great." A full two years would pass before Simon came across something 911-shaped that proved tempting enough to lure his wallet from his pocket. It was another air-cooled 911, this time a no-nonsense 964 N-GT. I must admit as we tiptoe around the rear quarter and clock the cut-slick racing tyres and full lattice of scaffolding it's got me a little hot under

the collar. The previous owner's full body respray has given the racer a fresh lease of life and even amongst such prestigious company the N-GT not only holds its own but is arguably the crowning jewel of this phenomenal foursome. It's not been in Simon's hands long, either, but he's still made time to make the pilgrimage to the Nürburgring to see what all the fuss is about. "Although I have three 911 RSs

As befits a genuine competition car, Simon's 964 RS N-GT's cabin features a meaty roll-cage, grippy Recaros and little else

