

# **9** Magazine

BY ENTHUSIASTS FOR ENTHUSIASTS

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AUGUST / SEPTEMBER 2013

## Best of the Best: **EARLY S**

### 1973 911S



**+PLUS** *The Wild & Elusive 4-Cam  
Sequential Shift 997S*

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





## FROM THE EDITOR



If you've noticed the Porsche 918 Spyder Hybrid on the cover of almost every automotive publication out there except 9Magazine, you're correct. Porsche invited journalists from all over the world to come to Germany and test drive the new 918. Unfortunately we were not invited to the party. What else is new? But we press on.

Like the Carrera GT and the iconic 959 before it, the 918 Spyder is a halo car whose technology will trickle down to all Porsche's upcoming models over the next decade. It's an exciting future for Porsche.

The 56th Annual Porsche Parade took place in Traverse City, Michigan this summer. It was a spectacular event with a good time for all! A special thanks to Danny Shields for photos and coverage of the event.

We have a great issue for you! We've recently acquired a very talented new photographer named Peter Tromboni who shot the cover image as well as two articles in this issue. We had the opportunity to get one of the best 1973 911's for an article. We are pleased to have Peter aboard with 9 Magazine!

Also in this issue, we have a special EVO supercharged and sequential shift Mexico Blue 997 and we take a look at the wild and elusive four-cam Porsche engine. We also answer the question if the Carrera 4 is worth the extra money. 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

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# The Wild and Elusive *Carrera 4-Cam!*

TEXT & PHOTOS BY SEAN CRIDLAND

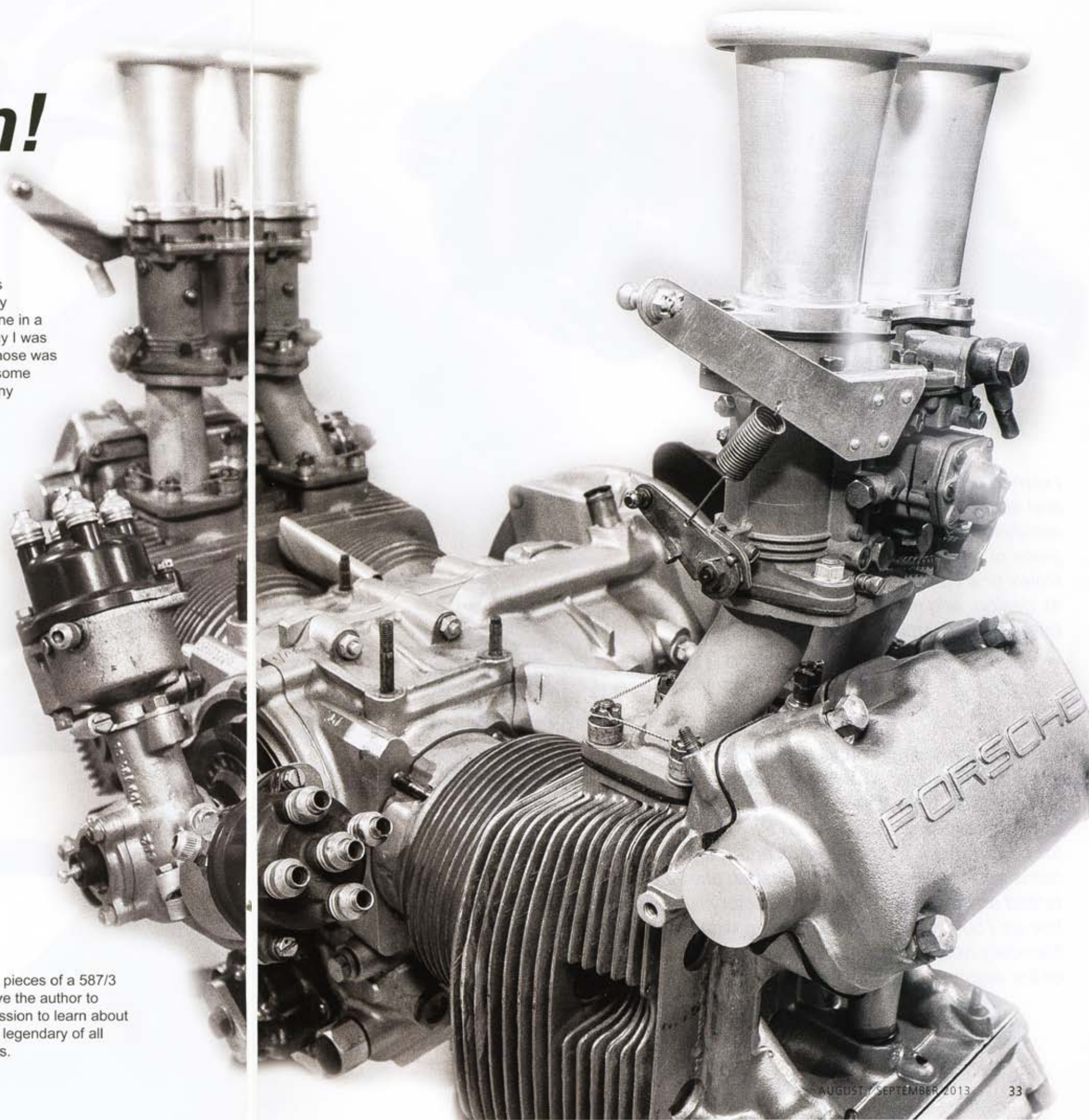
Known for its rarity and value in the collector world, the series of Carrera four-cam engines designed by Ernst Fuhman in the 1950s has taken on a legendary status. It's uniqueness comes from its use of a bevel shaft and gear drive for the cam-banks as well as the use of a roller-bearing crank in its earlier incarnations. It's an engine often spoken of in hushed voices; mysterious and intimidating for its rarity and mechanical sophistication. Yet very few Porsche enthusiasts have ever seen one in a car, let alone sitting by itself or apart. That was true of my experience...until one day I was looking through some photos and something caught my attention. Right under my nose was the holy grail, scattered in pieces. My original plan for this article was to simply do some nice photos of those pieces and insert a few notable quotes. Though it took me many months to return to the site and get permission to take photos, it started me on a quest that led me to some of the most interesting and knowledgeable Porsche personalities in the United States.

I started with my local 356 gurus. Immediately I found that many -- while having worked on the pushrod motors for decades -- claimed no experience with 4-cams. Instead, they gave me names of people to call. That led to an interesting four day stretch during which I spoke to some of the living legends of the 4-cam community and suddenly found myself driving vast distances to get a glimpse of the last parts-book given out by the factory and to get a glimpse of a beautifully done display engine as well as a few different versions living the back-ends of some beautiful -- and priceless -- cars.

I was hooked. Furthermore, I knew I had to share at least some of my experiences with my readers at *9 Magazine*. After all, you may never see one in person or have opportunity to hear from the masters. While not a technical article, I hope the photos and descriptions in this presentation help to arouse your curiosity too. It's one of the most interesting of all Porsche stories....



**Left:** The found pieces of a 587/3 engine that drove the author to embark on a mission to learn about one of the most legendary of all Porsche engines.



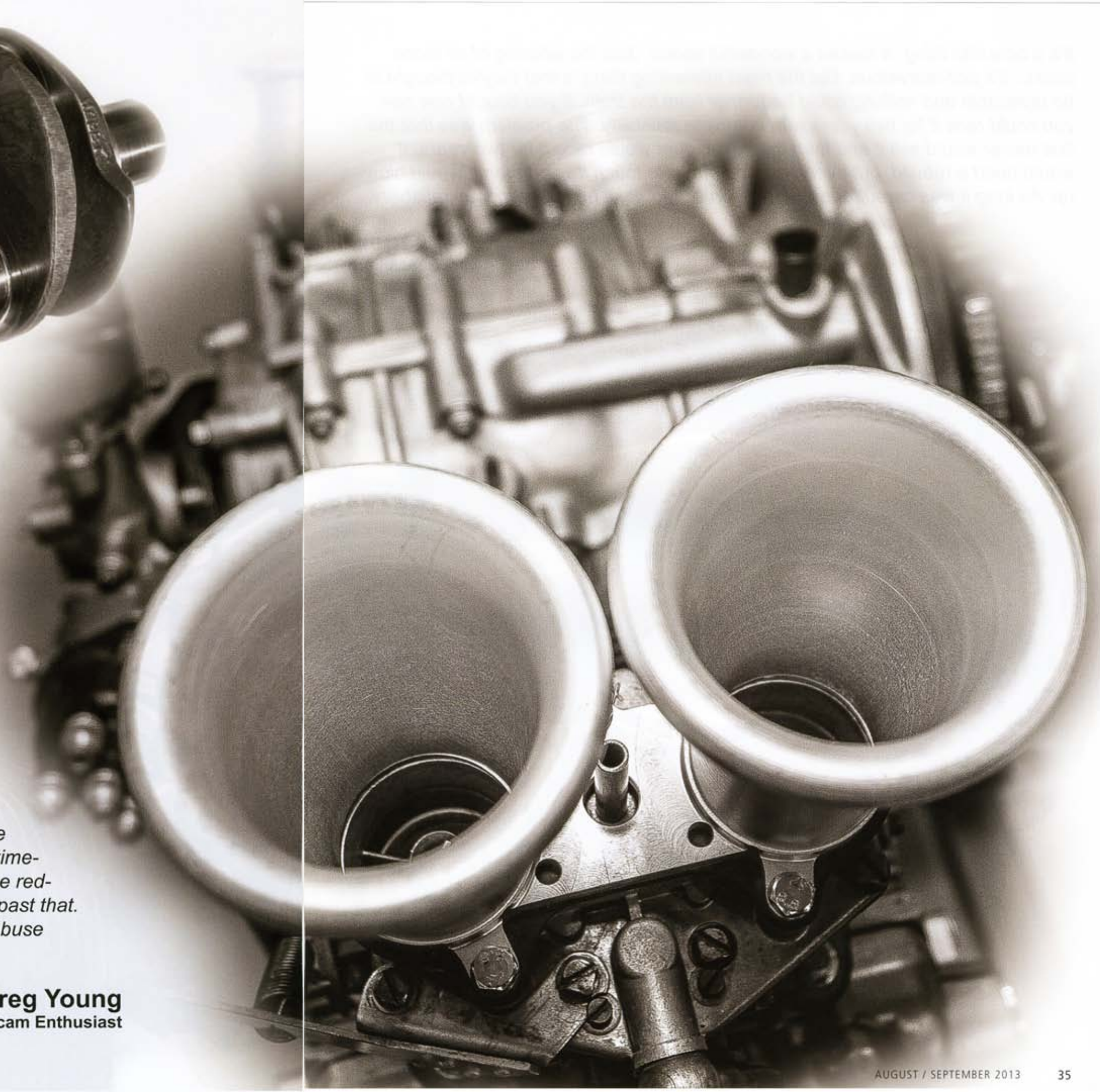


*I owned one for nearly 40 years. It was glorious and scary, melodious and deafening, eminently satisfying and ultimately terrifying. It's a fine piece of machinery just on it's own, like a Rolex or a Hasselblad...you admire it just for its design, engineering, and functionality.... Immensely complex and beautiful.*

**Leonard Turner**  
Photojournalist

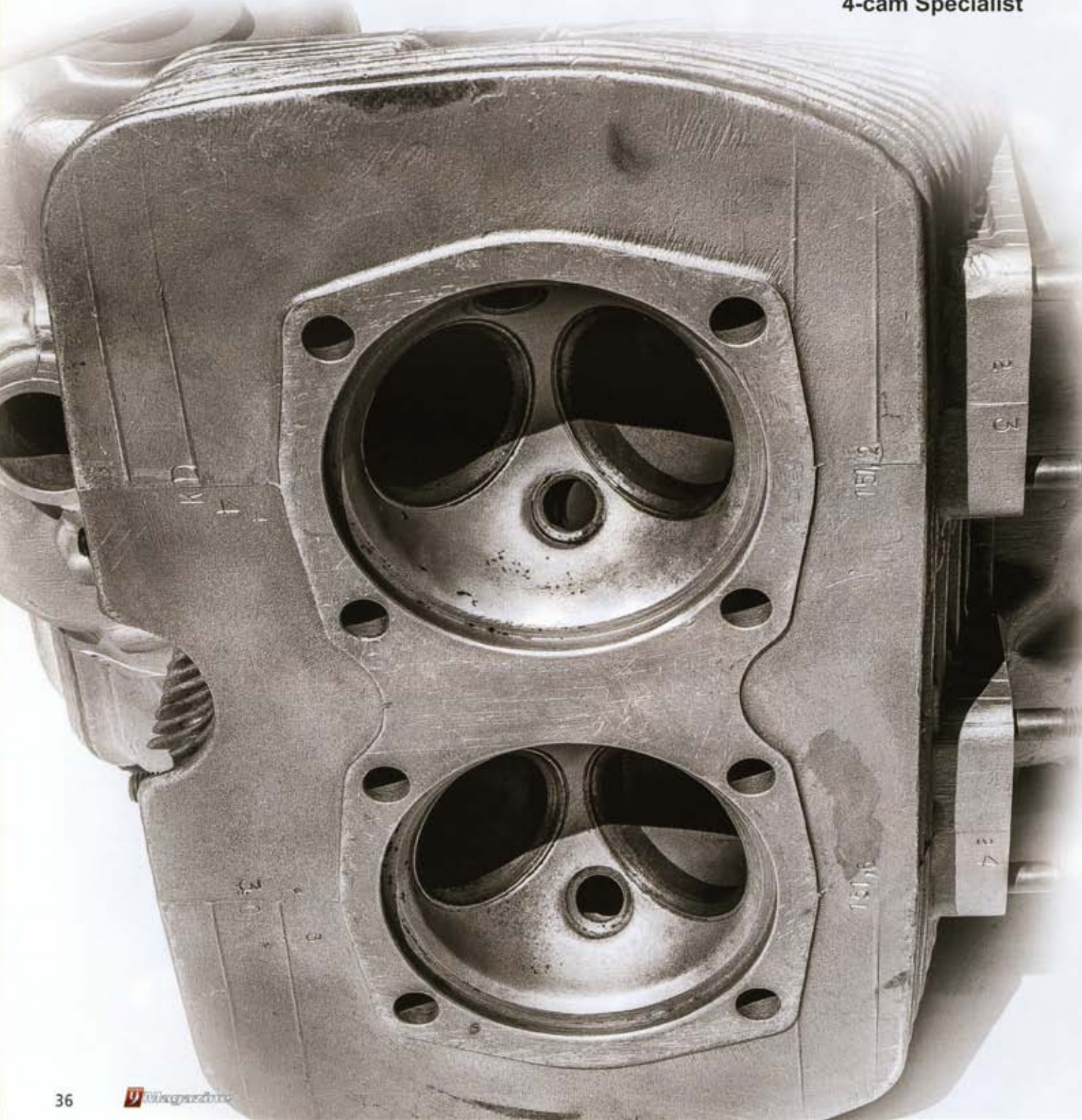
*There was nothing ground-breaking in the motor; everything they did was to produce power and increase reliability. They went through the trick-book that starts with the Grand Prix Peugeot to look for performance characteristics and found that multiple cams and hemispherical combustion chambers were time-tested advantages. Though the factory represented the red-line as 7500 rpms, the racers often went dramatically past that. Basically how brave and rich you were dictated your abuse of the engine.*

**Greg Young**  
Life-long 4-cam Enthusiast



It's a beautiful thing. It makes a wonderful sound. Just the whirring of all those gears...it's just marvelous. But the most interesting thing is that they're thought to be unreliable and nothing could be further from the truth. If you bought one new you could race it for two years with complete reliability. The problem was that the first owner would sell it and then the next owner would race it for two years. It would need a rebuild, but everyone was afraid to touch it...and then it would blow up. As long it was cared for and rebuilt on schedule, it had tremendous reliability.

**Al Lager**  
4-cam Specialist



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*The 587 is certainly the jewel in the crown of Porsche engines. It had no vices. If you put it together right it'd run forever, give no trouble and be everything it should be in terms of performance. But if you weren't familiar with a few little things going together and didn't do those things right, you had a pussycat instead of a tiger. Most important was the addressing and setting of the gears, especially the smaller gears, to mesh with zero play to get the combustion and valve timing correct and the compression correct. Once it was done -- and it was a task to get it there -- it stayed there. Until the bushings wore out, the engine didn't need any further work. The cylinder walls would wear out before the gear train would. Nothing ever broke unless you did something stupid.*

**Gerry McCarthy**  
Life-long 4-cam Mechanic

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photos by Bob Chapman

## America's Porsche Authority and You.

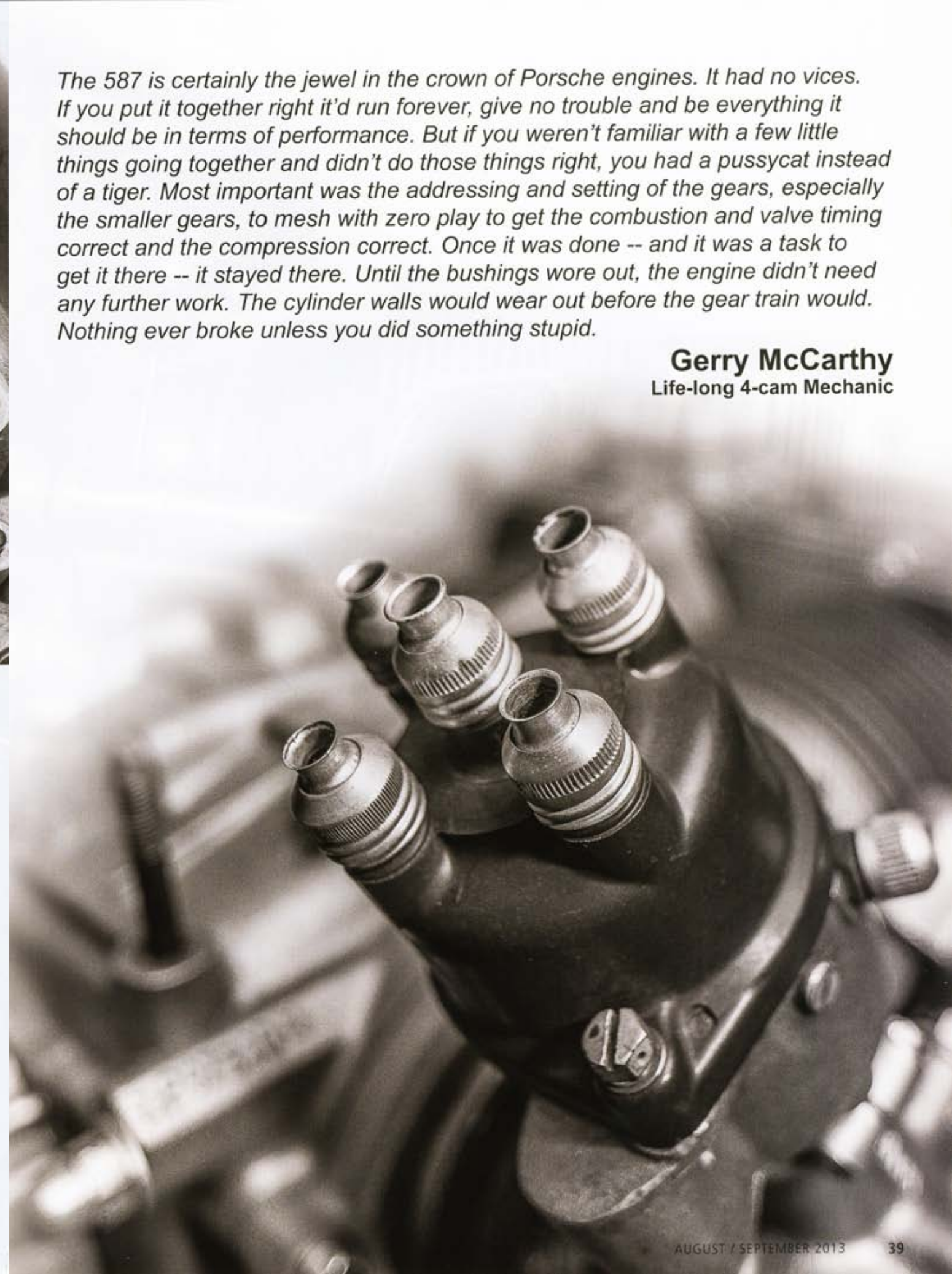
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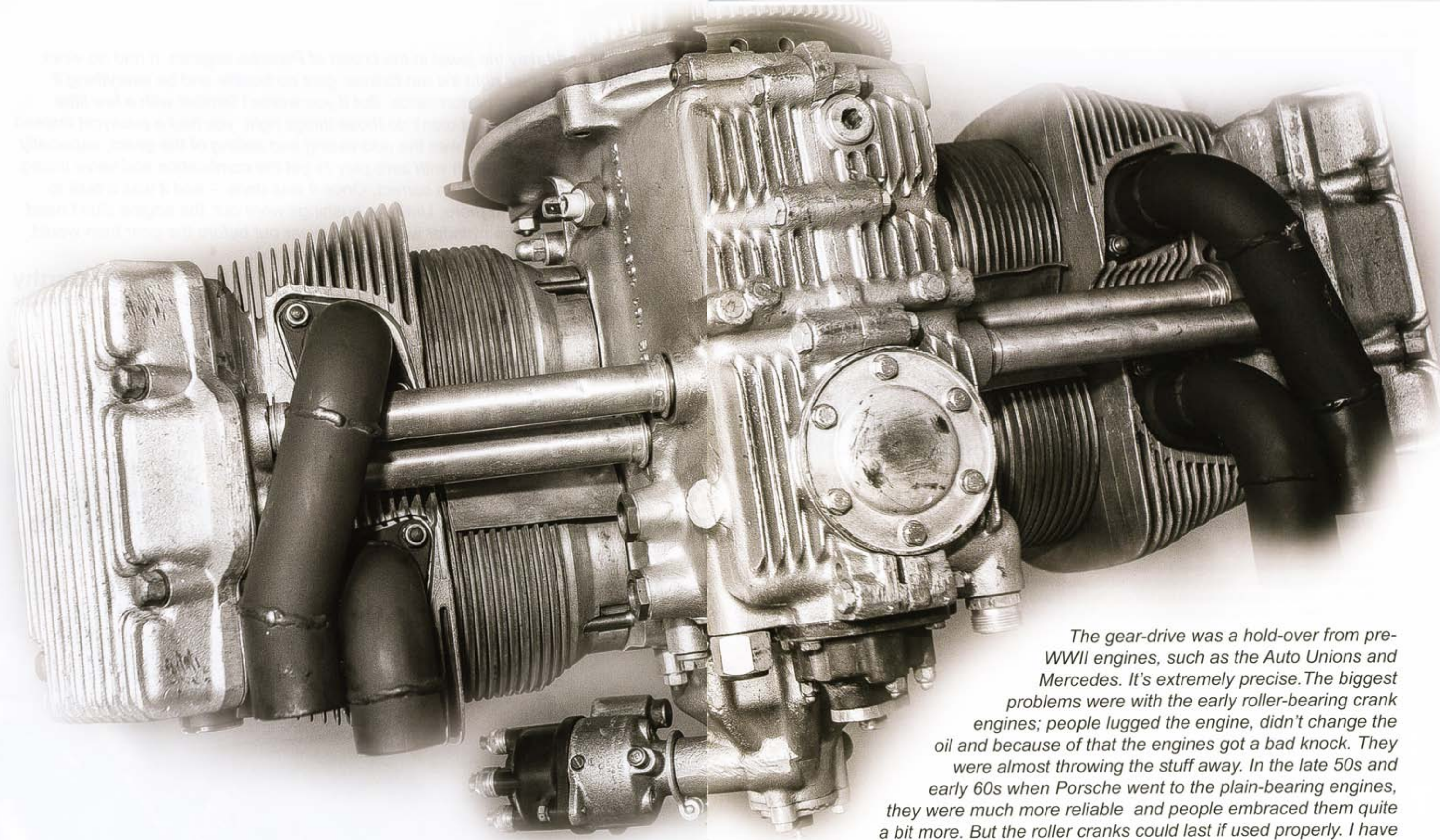
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*The gear-drive was a hold-over from pre-WWII engines, such as the Auto Unions and Mercedes. It's extremely precise. The biggest problems were with the early roller-bearing crank engines; people lugged the engine, didn't change the oil and because of that the engines got a bad knock. They were almost throwing the stuff away. In the late 50s and early 60s when Porsche went to the plain-bearing engines, they were much more reliable and people embraced them quite a bit more. But the roller cranks could last if used properly. I have roller-cranks on the road with 80,000 miles on them.*

**Bill Doyle**  
Rennwagon Motor Company