



# READERS' YARD

## WHAT'S IN YOUR GARAGE?

Send us pictures and details of your car, project or anything to PPC, Messenger Centre, Crown Lane, Tinwell, Stamford, PE9 3UF or e-mail [ed@ppcmag.co.uk](mailto:ed@ppcmag.co.uk)  
DESCRIPTIONS SHOULD BE ABOUT 200 WORDS

### PORSCHE 911

The Porsche 911 has been with us for years, constant evolution has kept things fresh but the basic recipe has remained the same. This means that owning a classic early 911 these days is a parts bin win win situation.

You can have the delicate styling of the earlier car but you don't have to endure a tired old motor gasping oil fumes. Equally, if you'd prefer the performance of a more modern 911 you don't have to put up with the lardy anonymous appearance of Porsche's later rear engine variants. It's all about parts bin interchangeability.

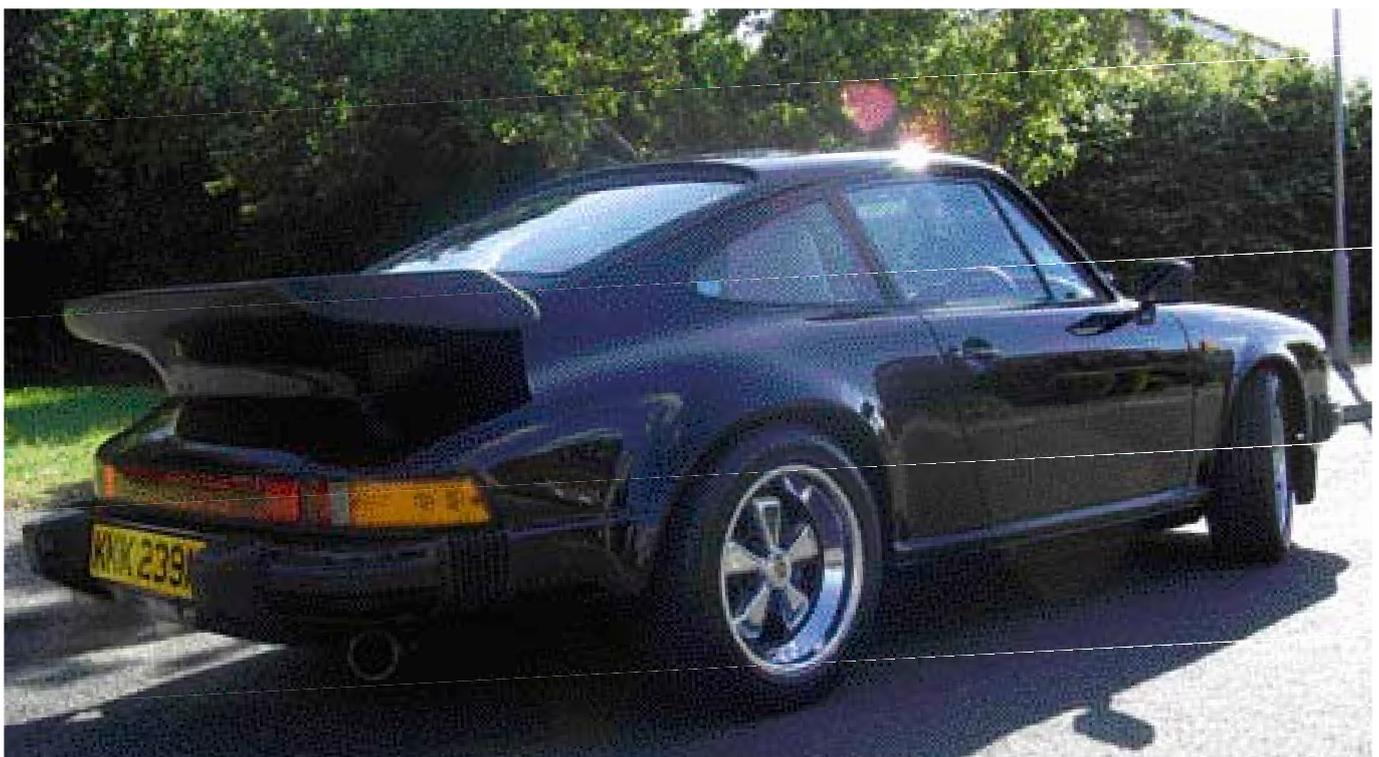
The only down side is that 911s aren't particularly cheap so it's best to buy a particular model when it's market value is on its knees. That's where Peter Bell's 1974 Porsche 911 was when he bought it 18 years ago.

It needed a good dose of TLC so Peter stripped the car, fitting new sills, front wings and a kidney bowl. He also fitted a new wiring loom and took the body back to bare metal. A lot of time and effort later, the 911 was back in Porsche A1Black. Then Peter sorted the inside with a complete leather interior with electric windows from a late Carrera.



Peter wanted his classic 911 to be able to punch well above its weight. To cope with the extra performance he's been through the Porsche parts bin and uprated the brakes. A 930 turbo master cylinder is mated to a servo from a 3.2 Carrera, together they work Brembo GT3 calipers and the setup's controlled with a bias valve from a 964 RS.

The strong stoppers are needed for what Peter had in mind for the engine. The first job was to sell the 911's comparatively feeble 2.7 - the money from that went towards a 3.2 Carrera engine. It was stripped down and the crank case halves were skimmed and the crank case bore aligned to ensure perfect crank alignment. The heads were gas flowed

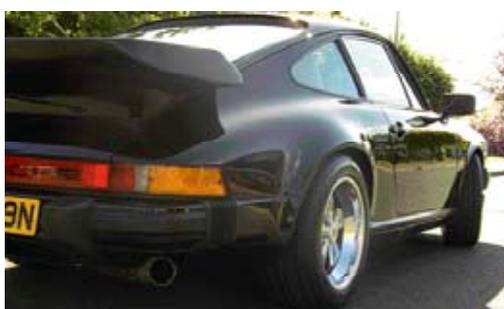


to ensure every last drop of power could be squeezed from the engine. The crank was polished and balanced before being reunited with the case and a new set of bearings. The conrods also had the same treatment – they were capped, honed and then balanced.

The cam profile dictates an engine's characteristics and Peter wanted an engine with plenty of low down grunt and a wide useable power band. After a lot of research he settled on a profile originally designed for a 911 GT2. A set of Mahle pistons and barrels brought the capacity up to 3.5-litres then Peter made a start on the heads. They were individually matched to the barrels for a perfect gas tight fit and had an additional spark plug added. This balances the combustion pressure across the piston face, allows higher compression and less ignition advance. The twin spark set up is powered by a twin distributor from a 964.

The 911's induction system is well designed and free flowing but nothing is as efficient as throttle bodies so Peter fitted a Jenvey kit. The exhaust is an equal length stainless steel system from Hayward and Scott, so Peter just had to sort out some sort of management to get the huge assembly of expensive parts to work harmoniously.

A project car is never really finished (not at PPC, anyway) – tinkering over time is inevitable so Peter wanted to make his Porsche as future proof as possible. So he opted for a Motec M48 Pro system. The principal advantage of



this system is that it allowed Peter to run a digital sequential fuel injection rather than the continuous system that was originally on the Carrera engine. It also meant that coping with the aggressive cam profile at idle was easier when the ECU was mapped.

The 911's engine represents a big investment for Peter in terms of time

and money but it's been worth it. The flat six now produces almost 330bhp, which it can manage right up to its new limit of 7350rpm.

From new, Peter's 911 would have been out of puff at 150bhp so the new found power needs a bit of handling. New suspension, a gearbox, bigger wheels and better tyres are on the shopping list. Peter has already made a start by forking out for a Porsche G50 transmission with a Quaife LSD, Porsche RSR suspension and wider Fuch alloys, which are waiting for some decent rubber.

After that Peter is going to put the Porsche on a diet to try and shed a few kilos and he's got his eye on a larger oil cooler – a project Porsche 911 is never really finished.

