

HOT MODS, AFTERMARKET ACCESSORIES AND CAR-CARE PRODUCTS

GARAGE



PORSCHE 911 RSR REPLICA

Focused and race ready

This 911 has been pieced together using some of the best parts of Porsche's lineage **TURN OVER**

PHOTOGRAPHS: SEAN EU



The carbon kevlar front splitter is a subtle touch, clues to its true purpose



Employing ABS required a few additions in the 'frunk'



SPECS - PORSCHE 9M11 RSR REPLICA

Engine: Porsche 964 3.6-litre flat-six **Electronics:** Stock 964 Carrera RS ECU, custom Ninemeister wiring harness, Race Technology DL1 Pro data logger, Race Technology Dash 4 pro dash display **Transmission:** Porsche 996 GT3 gearbox with LSD, GT3 lightweight flywheel and clutch **Brakes:** 964 brake disk & calipers rear, 993 brake disk & calipers front, 996GT3 ABS System with full 4 channel **Suspension and Chassis:** 964 RS suspension package with TUV approved KW Clubsport springs and dampers rear, 993 GT2 evolution 2 front c/w KW Clubsport 993 dampers and springs **Wheels:** Custom Fiske Centrelock 3 piece wheels **Tyres:** Toyo R888 road/track tyres - front 245/35R18, rear 335/30R18 - Road use: Kumho V700 335/30R18 & 245/40R18 **Interior:** Recaro SPG extra-large seats, Schroth Racing Harnesses, while driver side is HANS compliant, RS door panel trims, Alacantara dash & console trim as a 997 GT3, Clubsport floor panels (wood), Full 9mRS Clubsport M003 roll cage, seam welding, chassis reinforced as per Porsche Clubsport specification, Tunnel modification for gearbox, pickup points modifications for RS suspension and brakes **Exterior:** Original Porsche all steel factory body shell fitted with carbon kevlar front & rear wings, doors, bonnet, bumpers, spoiler/engine lid



If you've spent time at Sepang International Circuit over the course of this year - perhaps at a track day or as a spectator

for one of the touring car races - you would probably have seen this 911 in the pits or being driven hard out on the track. It's done up in a classic Gulf livery, with a light blue base and orange decals to offset it.

It's rare to see a classic 911 in such fantastic condition, let alone one that is driven in anger on the regular. The model in question is a 1990 964 C2, built in the UK to handle the rigours of track work and to deliver the performance necessary of a racecar. With only 100,000 kilometres on the clock, it was in good running condition -- but there was still a fair bit of work to be done in preparation for a hard life ahead.

IN DETAIL



Elements of a classic race car

Work on the car was done by Ninemeister, a 911 specialist workshop based out of Warrington, England. As with more serious racecars, power is usually an area that needs the least attention. An unreliable racecar is a useless one -- after all, what good is being able to out accelerate the competition if it's blowing a gasket every other lap? The engine was kept in stock form, a 3.6-litre flat-six, it made around 247bhp and 310Nm when new, with redline at a more useable 6700 rpm.

In terms of electronics and management, Ninemeister put in time to develop a custom engine harness, effectively taking care of any potential wiring issues the car may have developed over the 20 years since its production. The harness was also made to work with a Race Technology DL1 Pro data logger,

in tandem with a Race Technology Dash 4 pro display. Engine management was swapped out for an ECU from a 964 Carrera RS model, giving it a slight power and torque bump.

But from here on out is where things become far more serious. As per race regulations, a roll cage from Ninemeister was fitted, along with the necessary seam welding to strengthen the chassis and prevent body flex. More serious work was done to the suspension pickup points and the transmission tunnel; both had to be modified to take newer, stronger components.

The transmission and flywheel come from a 996 GT3, and this provides a large degree of improvement for the car; it helps in terms of mechanical grip, closing the gap between ratios, and making the car more useable for the

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A simple, functional cockpit that maintains Porsche features, but eliminates unnecessary weight



We're not used to seeing Recaro SPGs finished in such fine leather



It may not be a whale tail, but it provides a nice edge to the silhouette

driver on the whole. With a cable shifting system from a Cup car, it eliminates gear gate movement when pushing the car through high speed corners, allowing the driver to shift with absolute precision.

While the rear of the car maintains 964 geometry and simply adopts a set of KW Clubsport springs and dampers, the front end of the car has been entirely reworked to change the geometry and reduce some of the slack that older cars are known for. Much of the front is taken from a 993 GT2 Evo, which means that the track has become a fair bit wider than in the original 964. To make it a little easier for the driver to throw into corners, Ninemeister fitted the car with an electric power steering system from a GT3 Cup car. The combination is said to make the car far more agile and easier to manage in the corners, which take a lot of driver stress out of the equation.

Look underneath the custom three piece centrelock Fiske wheels and you'll see a peculiar arrangement for the braking system. Again, there's a mix and match between the front and the rear: the back end maintains the discs and calipers from the 964, while the front adopts components from the 993. To top it off, there's even the addition of a 4-channel ABS system from a 996 GT3, which allows a driver to fully

IN DETAIL



A fair bit of custom fabrication was involved

maximise the braking potential of the car. It's an elegant setup that does away with the need to install an aftermarket Bosch ABS system or something similar, and it delivers the kind of performance expected from a full on race car.

Unlike many of the other racecars out there, which wear their scars and traded paint from the track, this 911 is kept in fantastic shape. Much of the original steel body of the 911 is still in use, with carbon Kevlar for the front and rear wings. The muscular wheel arches sit flush with the wheels, but it's nothing quite as radical as Rauh-Welt Begriff or other widebody 911s in the

world today. It's a balance between form and function, and it looks absolutely spectacular when tackling Sepang's crests and curves.

This car is a testament to how 911s can stand the test of time, although perhaps it may be the last of its kind, with future generations becoming less analogue and much more computer controlled. It's yet another proof of concept - proof that building a 911 does not require ensuring period correctness or limiting yourself to parts of a certain generation. Hopefully it will continue to make its rounds on our track, living the life that every 911 yearns for. **SEAN EU**

