

CSF 911 SC RSR: “We’re sorry to cancel SEMA due to Covid19. The good news is we shouldn’t see any bull\$#%> a\$\$ booger welded half-a\$\$ed rushed garbage this year, since ya’ll playas have all the time in the world to do it right – right?”

The folks at SEMA didn’t actually write that tweet that made the meme rounds in August 2020, but SEMA should be pleased that Ravi Dowani, a 35-year-old Porsche enthusiast and founder/director of CSF Race, a high-performance cooling company based in Southern California, took those words to heart. In December 2020, Dowani set about building a 911 SC RSR the right way for the 2021 SEMA show.

Dowani reached out to every vendor he knew and called in a lot of favors. Eventually, he and his partners at SV Automotive Engineering started with a 1982 SC shell and, from there, reimagined everything.

The engine came from a 993 tuned from its original 3.6 liters to a 3.9 with big-bore cylinders and pistons. It was good for 387 horsepower and 310 lb-ft of torque at the wheels. That combination certainly fit Dowani’s brief of classic and modified. The build sheet for the engine alone appears to approximate the length of the 1987 New York City Yellow Pages. From the Pauter lightweight connecting rods to the 997 GT3 oil pump, every element was considered. A dual engine cooling system by Dowani’s own CSF Cooling was installed to keep everything at a steady 80 degrees, even when dancing for long stretches at the car’s 8000 rpm redline.

“I wanted this to be a track car, but also something I could take to shows or to a local Cars & Coffee,” Dowani said. As with most enthusiasts his age, Dowani’s love of cars was incited by the *Fast & Furious* franchise. Those hyper-tuned, Skittle-colored movie cars ignited a passion in young people that some *American Graffiti*-era gearheads feared would be lost forever with the Uber

“Are you in 2022 or in the ‘80s?”
With his fully custom ‘80s-era 911 SC, Dowani didn’t want to have to choose between the two. “With this car, you get both.”



The carbon buckets were covered meticulously by Rogelio's Auto Upholstery in El Monte, California with Alcantara and hand-painted leather remnants cut from eight Parisian Goyard handbags.



generation. "The guys at SV have been at this for years. I soaked up everything they said," Dowani explained, being the new guy to the party.

Interior trim materials include Alcantara suede, custom carbon fiber, and accents finished in Cerakote, a ceramic coating used on everything from lightweight road bicycles to firearms. Eight Parisian Maison Goyard tote bags at \$1,800 a pop were unstitched, cut up, and then used to flawlessly cover the dash, door panel trim, and other trim accents—this luxe vibe was part of Dowani's very specific vision for the car.

The Cerakote and custom carbon touches extend to the exterior, making their way into the muffler, diffuser, front lip, bumper blades, and deck lid louvers. Custom titanium exhaust tips from a 991 GT3 RS were cut down to fit the SC. A titanium hexagonal patterned screen was used on the diffuser, plenum, and deck lid.

If the placement of the gas cap seems vaguely familiar, it's because that's where it is on the 959. Dowani

3D-scanned a 959 hood and had a custom one made for the 911. To his knowledge, this car is the only 911 with a gas cap in that location.

Originally, the idea was to finish the car in bare metal, but that would have taken the team another 3,000-4,000 hours. The plan was ditched, and an all-metal titanium finish was opted for instead. The deck lid was meticulously crafted by hand with an English wheel, that most delicate and brutal of old school shaping tools.

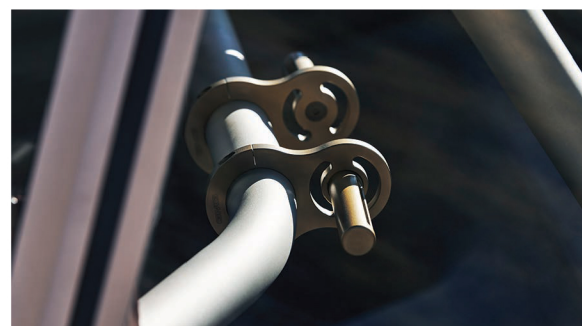
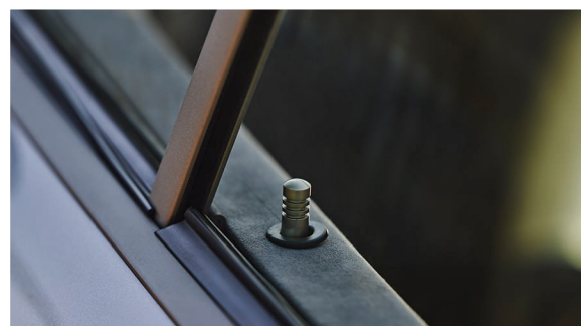
Dowani was new to the twisting roads high above the ocean in Malibu. As we drove across Mulholland and down Decker Canyon, it was clear how much the car could rip.

The G50 transmission comes from a 993. They had to shorten both the transmission and the bell housing to fit. The engine pulls hard, revs high, and accommodates long gears—everything you want in this kind of build. The shifter was sourced from a 911 race car in the U.K.

To stiffen the suspension, the car is equipped with



Fender flares accommodate the 911 SC's Falken Azenis RT 660 275/40ZR17 rear tires. A custom fuel bib prevents fuel spillage in the bespoke gas cap on the hood.



Tarrett Engineering RSR front and rear sway bars, an RSR front suspension kit, and a rear spring plate. An Elephant Racing 935x triangulated strut brace system and turbo tie-rod kit support the KW Suspension "Club-sport" adjustable coils. It's also equipped with a roll bar for added stiffness.

Dowani's 911 SC weighs a scant 2,400 pounds. Further weight reduction comes compliments of a 10-pound lithium battery that can be charged using a standard outlet.

Dowani learned the limits of his Porsche on the track. "With none of the nannies on, the car feels wonderfully raw," Dowani told us. A Motec computer system makes it entirely a drive-by-wire experience, making for a throttle that's more sensitive than one of the real housewives of Beverly Hills. Add to that a heavy clutch with a tall release point, and you realize that you need to know what you're doing to drive this car without looking like an amateur. Heel-and-toe shifting requires the dexterity of a prima ballerina.

The entire build took ten months. "I couldn't have done it without my partners, and they couldn't have done it without me," Dowani said. Looks like the *American Graffiti* generation might have a thing or two to learn from their *Fast & Furious* counterparts after all. 🌀

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