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TWO-LITRE TUTHILLS TOUR EUROPE

For Banbury-based Porsche gurus Tuthill, early 2.0-litre 911s are something of a speciality. Their latest 1965 Porsche 911 2.0-litre historic race car has just been completed for some Swedish clients. As soon as the car was finished, it shot straight across the North Sea to the Gelleråsen Circuit, for its racing debut in the famous Karlskoga Historic meeting.

Tuthill sent one of its own experienced touring car technicians to accompany the car and ensure a smooth initial weekend. The result was a successful and reliable first outing against a variety of vintage machinery, including Stig Blomqvist in a humongous Ford Galaxie.

Tuthill 2.0-litre 911s have also been racing at Brands Hatch, Silverstone, Spa and in the fascinating Modena Cento Ore. There, three Tuthill 911s took part in a high speed tour, including hillclimbs and races on the historic circuits of Northern Italy.

In other news, Tuthill also has some slick new bespoke-engineered brake calipers for early 911s. Designed and manufactured in the UK, the calipers are machined from blocks of aerospace-grade T6 plate aluminium alloy. The stainless steel pistons are optimised for the Porsche 911 master cylinder and all fluid transfer takes place inside the caliper body for maximum reliability.

Each caliper weighs less than two kilograms, which makes for significant savings in unsprung weight mass versus the standard Porsche calipers. Bigger brake discs are available, but the calipers can also be used with standard discs if needed. They also fit under 15in Fuchs wheels and thus are suitable for air-cooled 911s of all ages. Tuthill's contact details are info@tuthillporsche.com and 01295 750514.

Tuthill Porsche may be better known for their rallying exploits, but this year have been equally successful on the track. The company's modded 911s have been stopping quicker, too, with new billet aluminium six-pot brake calipers

