

*Toughroads*  
by SEVEN

**Born  
to be  
wild!**

**A tribute  
to Porsche  
Paris-Dakar**



Step beyond the  
ordinary and into  
a world where  
limits are meant  
to be challenged.

On roads.  
Off roads.  
Tough roads.

*Toughroads*  
by SEVEN



In 1984, it was not just a car that was born, it was a philosophy. Porsche 953 was never built to be displayed, but to be tested. In the sands of Dakar, where there are no rules, no roads, only what you create yourself.

We are not recreating the past, we are redefining it with the 964. Our off-road project is not just a vehicle, it is an experience, formed from the same spirit, the spirit of challenge and exploration.

**From Dakar, to the Alps of Austria, to our sands at home, the legacy did not end, it only changed its location, and its name.**

**This is not just a car.  
This is Toughroads.**

*Toughroads*  
by SEVEN



## Not a replica. A reinterpretation.

The Toughroads unites the proven technology of the 964 C4 with the iconic look of the Paris-Dakar 953 - individually configured in design, chassis and interior.

A unique combination of classical Porsche DNA, off-road performance and contemporary technology.

Each model is painstakingly handcrafted and individually customised in terms of design, chassis, transmission and interior to reinterpret the spirit of the historic 953.

*Toughroads*  
by SEVEN



964

## 964. Fully restored. Radically transformed.

The 'Toughroads Porsche' combines authentic Dakar looks with the driving characteristics of an air-cooled classic. The backdating kit pays homage to the original - and goes beyond it. Authentic Dakar heritage and true off-road character.

The raised chassis, robust bumpers, and underbody protection not only provide increased ground clearance but also give the vehicle a true off-road look.

In combination with the 16" rims and a racing mirror kit, the result is an authentic replica of the historic model.

Toughroads is a limited collector's edition that combines automotive history with modern engineering - designed for enthusiasts who want to experience performance, style and a spirit of adventure in an outstanding vehicle.

*Toughroads*  
by SEVEN



## Built with purpose. Engineered without limits.

The 3.6-litre flat-six – Bosch DME injection, light single-mass flywheel, five-speed manual. Everything serves one purpose: pure, unfiltered drive.

The Toughroads is available with two engine variants – the T32 with 300 PS and the T55 with powerful 550 PS.

The 3.6-litre six-cylinder boxer engine is the heart of the Toughroads. It accelerates the rally car from 0 to 100 km/h in 5.1 (or 4.1) seconds. The five-speed manual gearbox and a top speed of 260 km/h ensure a pure driving experience. The all-wheel drive with dynamic power distribution also ensures a sense of adventure off the racetrack in the desert sand.

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## Technical

Full restoration of body and chassis

Full restoration of mechanical parts including engine and gearbox

Light weight reduction

## Exterior

"Toughroads" front and rear bumper design based on Dakar style

Rear-Wing kit Dakar design

Side skirts in "Toughroads" design

Racing mirror kit

Wide Body Rear (plus 3 cm each side) with matching carbon side skirts and bumpers (T55)

Alloy underbody Protection Kit in "Toughroads" Design

Bi-LED front driving light including daytime running light

"Toughroads" Rear Light Design

16" Braid Rims designed for "Toughroads" in Dakar design (black or white) and street optimized Off-Road Tyres (235/225;60R16)

Exclusive "Toughroads" suspension sit in cooperation H&R (+6cm)

Stainless steel sports exhaust system including manifold

Illuminated license plate frame



## Interior

Full restoration of interior with classic 911 character adopted to the Dakar

"Toughroads" dashboard trim: black Alcantara leather dashboard with switch panel made of visible carbon fibre with a new climate control system and ventilation nozzles milled from pure aluminium and Gauges in corresponding car design

Carbon fibre centre console with "Toughroads" switches

Door trim in black Alcantara & smooth leather combination and RS Door Panels with additional door pockets in black smooth leather

Handbrake in Black smooth leather and gear shift knob in black Alcantara

Roll Bar in white

Black Roof Lining and flooring lined with black Alcantara leather and black floor mats

Corresponding stitching to car design on seats, doors, dashboard, steering wheel, and gear shift knob

Black 3-spoke sports steering wheel Momo Prototipo (with TÜV)

Sport Bucket Seats with black Alcantara and smooth leather combination with a carbon fibre seat shell painted matching the car's colour

Ampire Bluetooth Radio "Toughroads"

## Design Lines

Paris-Dakar Design

Martini Racing Design (white & silver)

Rothmans Design

# T32

POWER (PS)  
**300**

POWER (KW)  
**220**

TOP SPEED (KM/H)  
**260**

0 - 100 KM/H (SEC)  
**5.1**

## Engine & performance

3.6 litre 6-cylinder boxer engine M64/01

3,600 cm<sup>3</sup>

Intake manifold injection (Bosch DME)

Top speed: approx. 260 km/h

## Toughroads 32

220 kW (300 hp) at 6,100 rpm

330 Nm at 5,000 rpm

0-100 km/h: approx 5.1 sec

## Toughroads 55

405 kW (550 hp) at 7,000 rpm

700 Nm at 7,000 rpm

0-100 km/h: approx 4.1 sec

## Drive & chassis

Four-wheel drive with dynamic power distribution

5-speed manual gearbox (G64/00)

Light single-mass flywheel

## Dimensions & weight

Length: 4,250 mm

Width: 1,652 mm (T32); 1,712 mm (T55)

Height: 1,310 mm

Weight: approx. 1,230 kg

Ground clearance: 240 mm



# T55

POWER (PS)  
**550**

POWER (KW)  
**405**

TOP SPEED (KM/H)  
**260**

0 - 100 KM/H (SEC)  
**4.1**

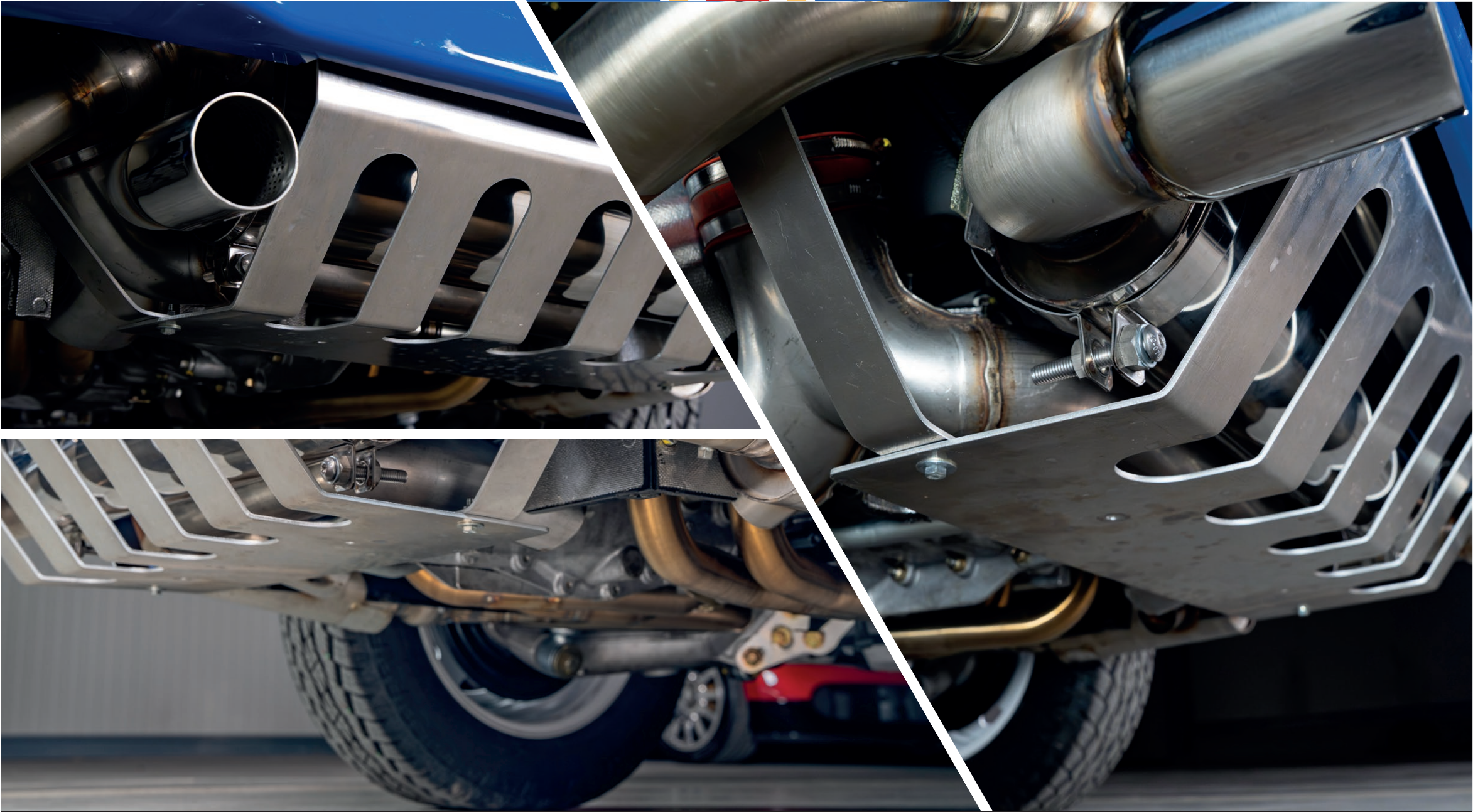


















## The three exclusive Toughroad designs

The Toughroads is available as standard in three exclusive designs, featuring a unique paint finish, matching decorative stitching and gauges.

The Paris-Dakar Design is visually based on the 1984 Paris-Dakar winning vehicle.

The two other exclusive paintings, Martini Racing (an white and silver) and Rothmans – are reminiscent of the East African Safari Rally, which covered 5,000 kilometres through savannahs, semi-deserts and the highlands of Kenya and is considered one of the toughest rallies ever.



Paris-Dakar Design



Martini Racing Design (white)



Rothmans Design



Martini Racing Design (silver)

# Paris-Dakar Design



# Martini Racing Design (white)



# Martini Racing Design (silver)



# Rothmans Design



## Customization

### Painting

Car Design with Toughroads Logo and/or Individual number

Customized Painting

### Seats

Sport Bucket Seat – custom (colour and material)

Adjustable Recaro Race Seat  
Alcantara & smooth leather leather combination – black or custom

Original 964 seats – Reconditioned

Logo engraving or stitching

### Interior trim

Customized interior trim

Customized decorative stitching

Customized gauges

### Tyres & Rims

16" Fuchs Rims – white or black (without TÜV)

Deep-tread Off-Road Tyres (235/60R16)

### Steering Wheel

Custom Momo Prototipo (black or white with custom leather color)

Original Porsche Classic Performance steering wheel with three spokes – black (without TÜV)

Original Porsche Classic Performance steering wheel with three spokes – black with racing marking (without TÜV)

### Soundsystem

Radio Porsche Classic with 6 speakers



# Features & Accessories

## Additional Features

Wide Body Rear (plus 3 cm each side)  
– with matching carbon side skirts  
and bumpers

Suspension Kit with compression  
and rebound adjustable

Air Compressor fitted for universal  
power plug

Roof rack

LED light bar for roof rack incl. power  
package (can be charged via the  
universal power plug)

Roll-Bar with individual painting

Paint protection wrapping small or  
extended

4-Point-Belt

Handbrake "Baja" style

Set of 3 Stop Watches/Race Timer

## Accessories

"Toughroads" Owners Watch by  
Junghans

"Toughroads" Race Jacket

"Toughroads" Sunglasses

"Toughroads" Vehicle Luggage Set –  
five-piece (2 rolling suitcases for the  
front with 1 cross-bag + 2 suitcases  
on an integrated hat shelf that can  
be hung in the vehicle)

"Toughroads" Luggage Set Roof  
Rack (Roof rack required) one-piece  
– Carbon box

"Toughroads" Luggage Set Roof  
Rack (Roof rack required) three-  
piece – Carbon box with two  
matching suitcases

"Toughroads" cufflinks



# The historic idol: 953



# 1984 11,000 km desert



## Porsche 953

**A cornerstone for an innovation that would have a lasting impact**

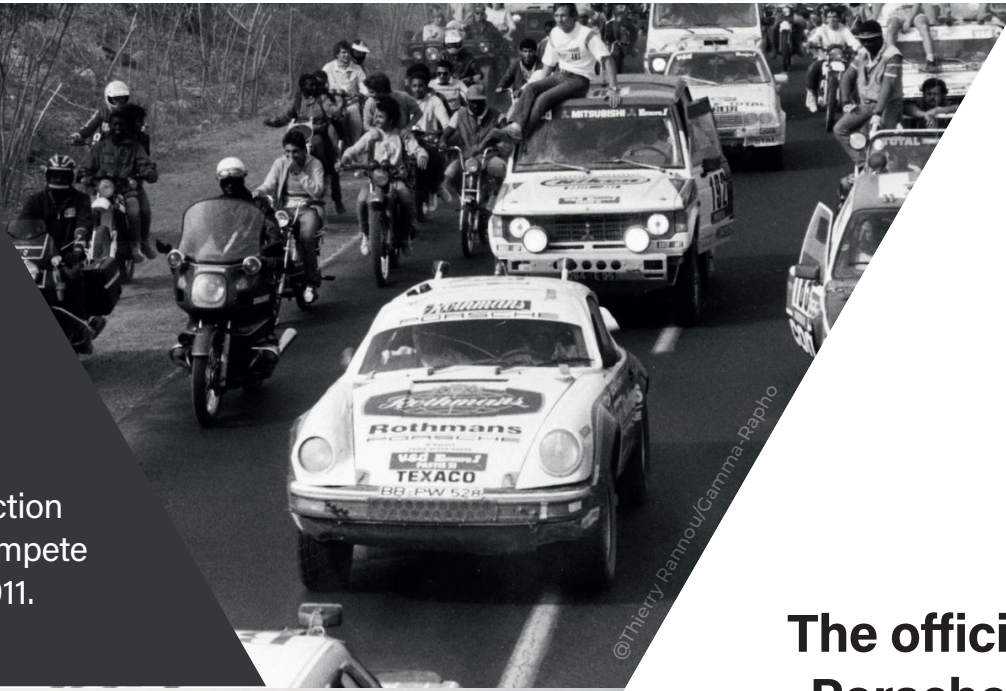
**When Porsche decided to participate in the Paris-Dakar Rally with the 911 in the early 1980s, many considered the project reckless. A sports car in the desert sand? But Porsche actually won the world's toughest rally, laying the cornerstone for an innovation that would have a lasting impact on the 911: four-wheel drive.**

From today's perspective, the undertaking does not seem particularly obvious: in 1984, Porsche wanted to win the world's toughest rally, covering 11,000 kilometres and mostly through desert terrain, with the

The problem with the Paris-Dakar was that since the rally began in 1978, vehicles with all-wheel drive had always won. However, Porsche lacked a suitable drive system.

In 1981, Porsche presented the 911 Turbo 3.3 4x4 Cabriolet concept car at the IAA. The prototype developed was then intensively tested and tuned – by rally legend Walter Röhrl.

When Jacky Ickx saw the technology carrier in action in Weissach, the idea was born: he wanted to compete in the Paris-Dakar Rally with an all-wheel-drive 911.



For the Paris-Dakar Rally, Porsche equipped three 911 Carrera 3.2 models with all-wheel drive and extensive rally-specific reinforcements.



## The official model name was Porsche 911 Carrera 3.2 4x4 Paris-Dakar, but internally the vehicle was known as the 953.

The team included Jacky Ickx with his co-driver Claude Brasseur and French rally veteran René Metge, who had also won the Dakar in a Range Rover in 1981. He competed alongside Dominique Lemoyne. The trio was completed by the team led by Porsche project manager Roland Kussmaul, who competed alongside Erich. René Metge impressively demonstrated his experience as a 'desert reader' and drove the specially prepared 911 at speeds of over 150 km/h over sand and gravel.



# 19 days 313 vehicles 1st place

The vehicle's consistently lightweight design played to its strengths: the rally 911 weighed several hundred kilograms less than traditional off-roaders and, thanks to its 3.2-litre boxer engine, had an output of 165 kW (225 hp). A decisive advantage was the traction provided by the rear-wheel drive basic concept, which also proved beneficial in the extreme terrain of the Dakar Rally. For particularly sandy passages and driving over high dunes, the drivers had a differential lock at their disposal: a lever in the centre console could be used to activate the rigid drive shaft between the front and rear axles. Although this resulted in a rougher ride, it enabled maximum traction in the most difficult terrain.

**After 19 days, only 98 of the 313 vehicles that started reached the finish line in Senegal. In the end, Metge took overall victory. Jacky Ickx fought his way up from 139th to sixth place, while Roland Kussmaul finished 26th. Porsche also won the team classification.**



@Porsche

# The basic model: 964



@motorlegenden

# Porsche 964

## The first four-wheel drive model

The third generation of the legendary 911 represented a significant step forward in the model's development.

With the Carrera 4 (C4), Porsche presented the first four-wheel drive model in the series in 1989.



**Parallel to the phasing out of the G series, the new generation of the 911 was launched in the 1989 model year.**

The 911 Carrera 4 of the 964 type consisted of 85 percent new parts, but largely retained the classic shapes of its predecessor. It was available in coupé, Targa and convertible body styles.

Despite the extensive similarities in design, the 964 had significantly better aerodynamics than the G model. This was due in particular to the new, rounded front and rear sections and an automatically extendable rear spoiler.

The 911 Carrera 4 was the first 911 with four-wheel drive. Its electronically controlled permanent all-wheel drive normally directed 31 per cent of the drive torque to the front axle and 69 per cent to the rear axle. Depending on the driving situation, the distribution could be varied. There was a traction switch on the centre console of the C4.





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