

Toughroads
by SEVEN

**Born
to be
wild!**

A tribute
to Porsche
Paris-Dakar



MERCEDES-BENZ
300 SL Roadster

Toughroads
by SEVEN

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

**On roads.
Off roads.
Tough roads.**



MERCEDES-BENZ

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



Toughroads
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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.



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 320 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.



Toughroads
by SEVEN

Exterior

Toughroads Front and Rear Bumper Design based on Dakar Style

Rear-Wing Kit Dakar Design

Side Skirts in Toughroads Design

Racing Mirror Kit

Alloy underbody Protection Kit in Toughroads Design

Front: Bi-LED driving light including day time running light; Rear: Toughroads Rear Light Design

16" Rims in Dakar Design (black or white) and Street optimized Off-Road Tyres (235/225;60R16)

Exclusive Toughroads Lift Kit in cooperation H&R

Stainless steel sports exhaust system including manifold

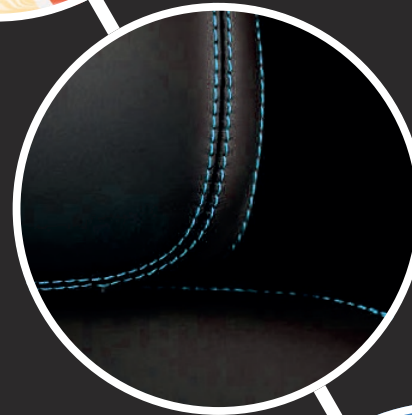
Wide Body Rear (plus 3 cm each side) with matching carbon side skirts and bumpers (T55)

Flap Exhaust (T55)

Full restoration of body & chassis

Full restoration of mechanical parts including Engine and Gearbox

Light Weight Reduction



Interior

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

Toughroads interior including Dashboard in Carbon and Light Weight Reduction

RS Door Panels

Roll Bar (White)

Black leather Dashboard and Door Trim

Black Carpets and Black Roof Lining

Decorative Stitching and Gauges in Car Design

Sport Seats fabric/leather black

3-spoke sports steering wheel (with TÜV)

Ampire Bluetooth Radio "Toughroads" with rear view camera

Design variants

Paris-Dakar Design

Martini Racing Design (white & silver)

Rothmans Design

T32

POWER (PS)
320

POWER (KW)
235

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 cm³

Intake manifold injection (Bosch DME)

Top speed: approx. 260 km/h

Toughroads 32

235 kW (320 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

Height: 1,310 mm

Weight: approx. 1,230 kg

Ground clearance: 140 mm



T55

POWER (PS)
550

POWER (KW)
405

TOP SPEED (KM/H)
260

0 - 100 KM/H (SEC)
4.1



@Porsche



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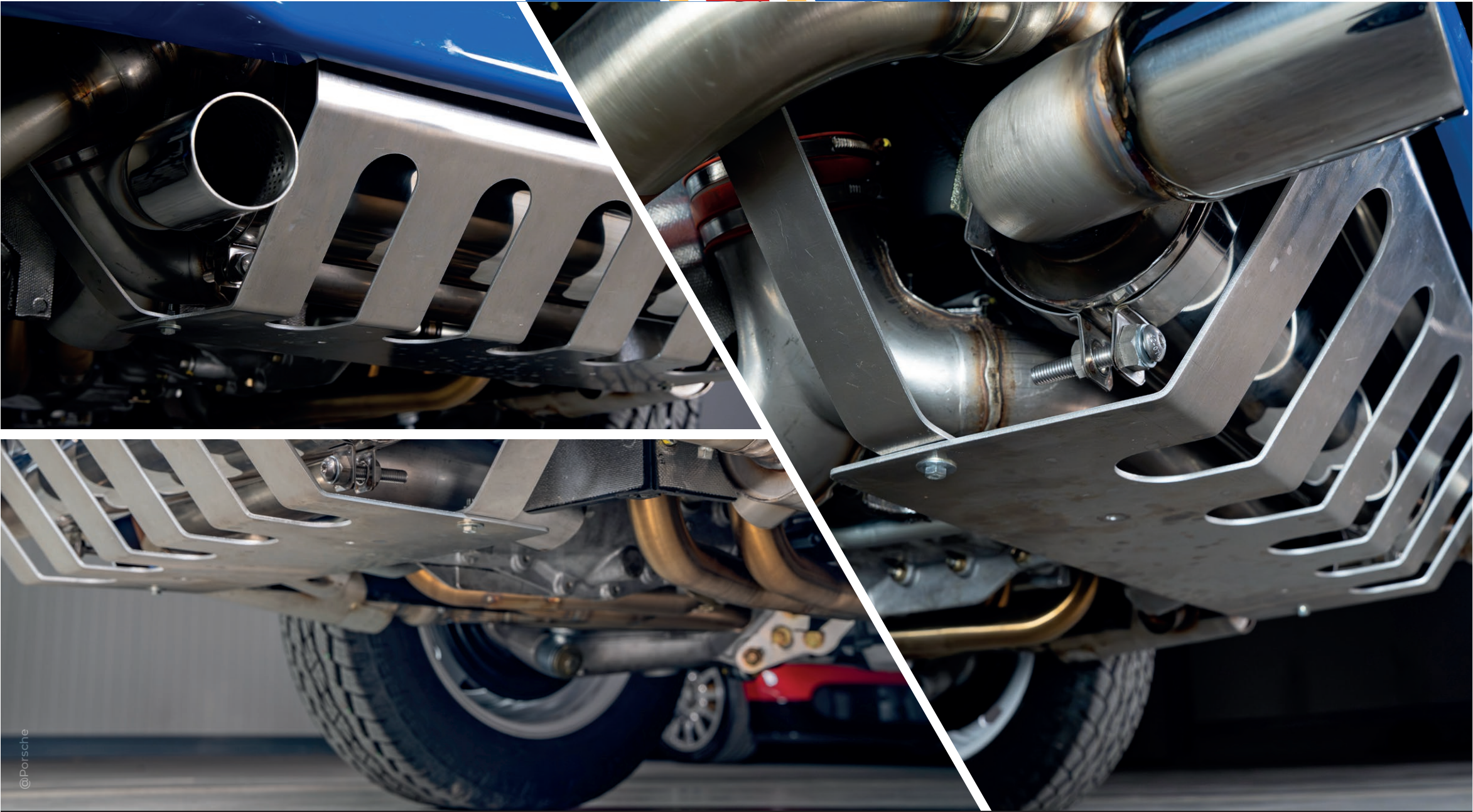


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The three exclusive Toughroad designs

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.

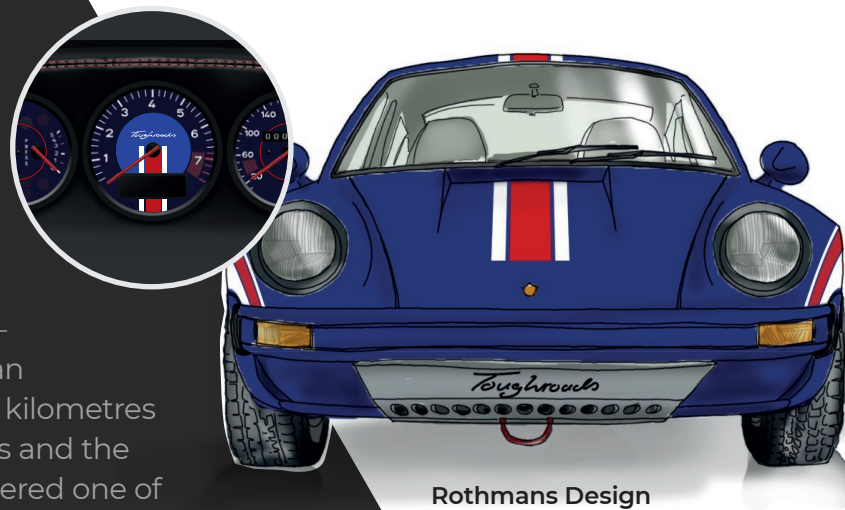
The two other exclusive paintings, Martini Racing (an white and silver) and Rothmans – are reminiscent of the East African Safari Rally, which covered 5,000 kilometres through savannahs, semi-deserts and the highlands of Kenya and is considered one of the toughest rallies ever.



Paris-Dakar Design



Martini Racing Design (white)

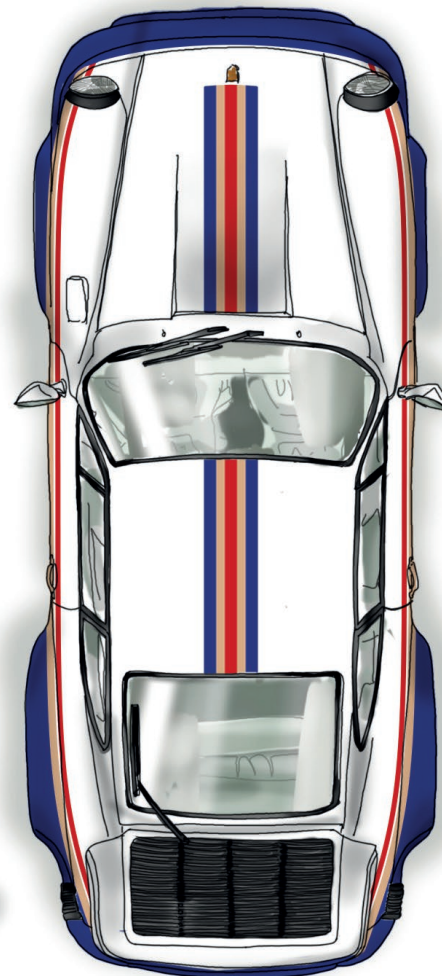
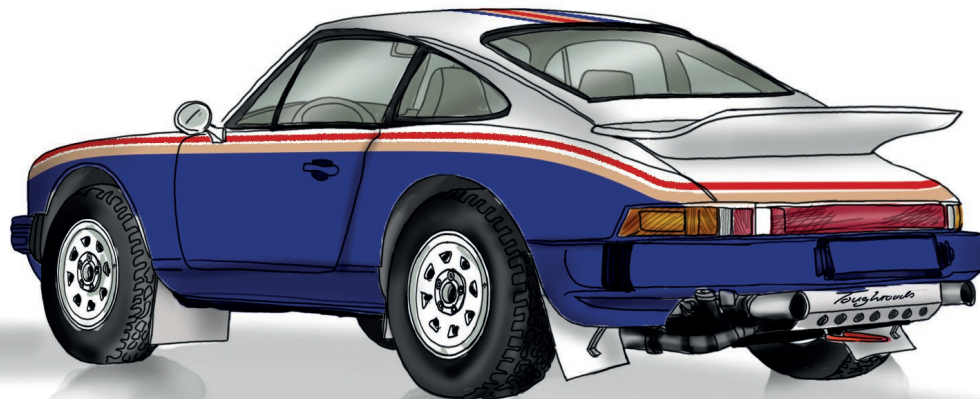


Rothmans Design

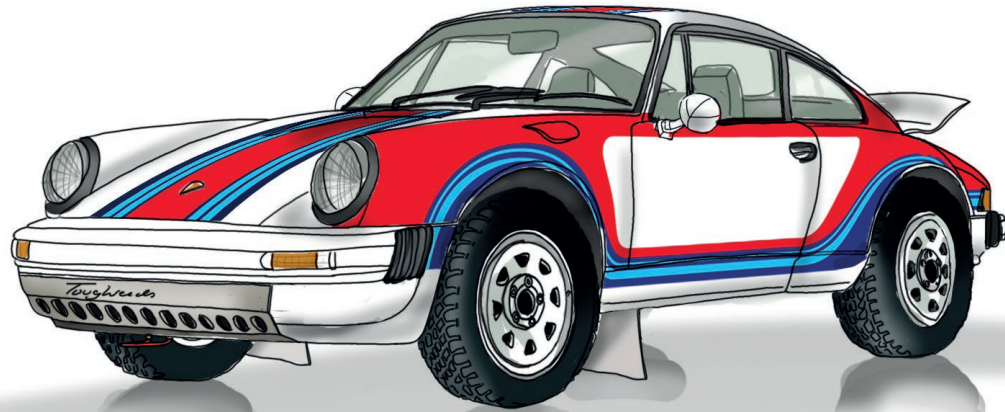
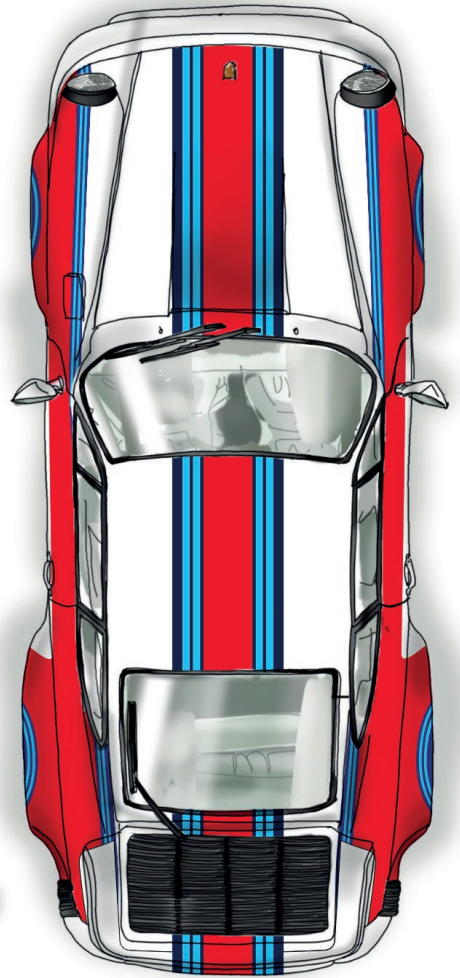
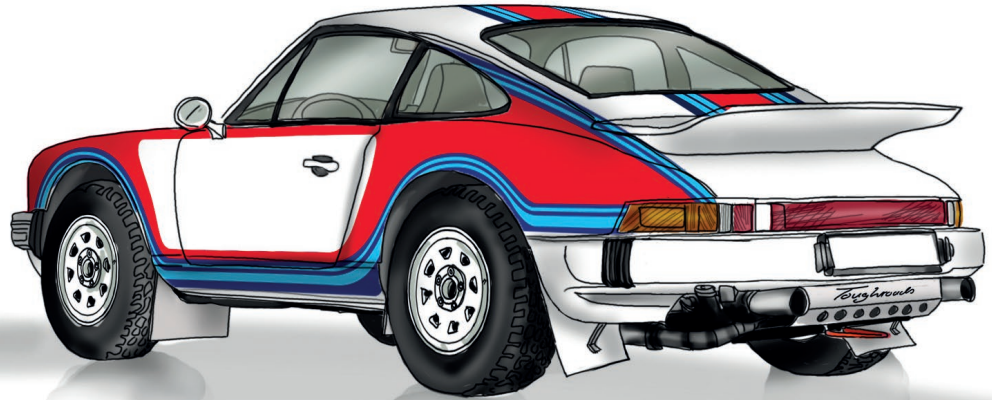


Martini Racing Design (silver)

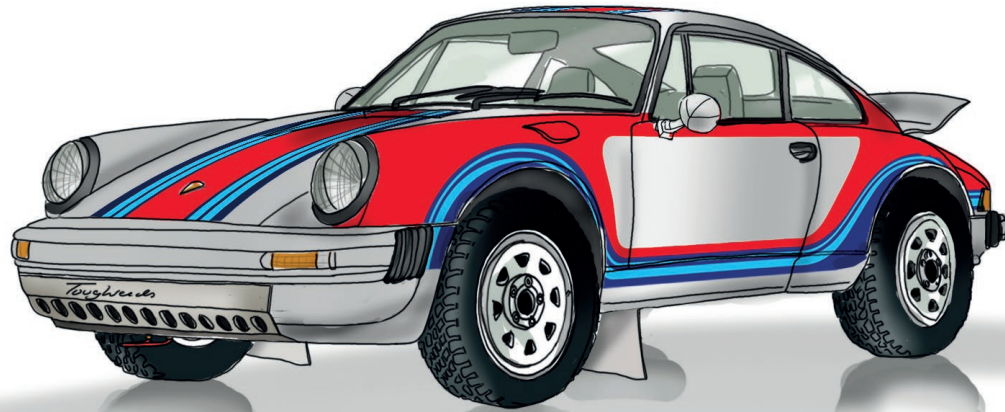
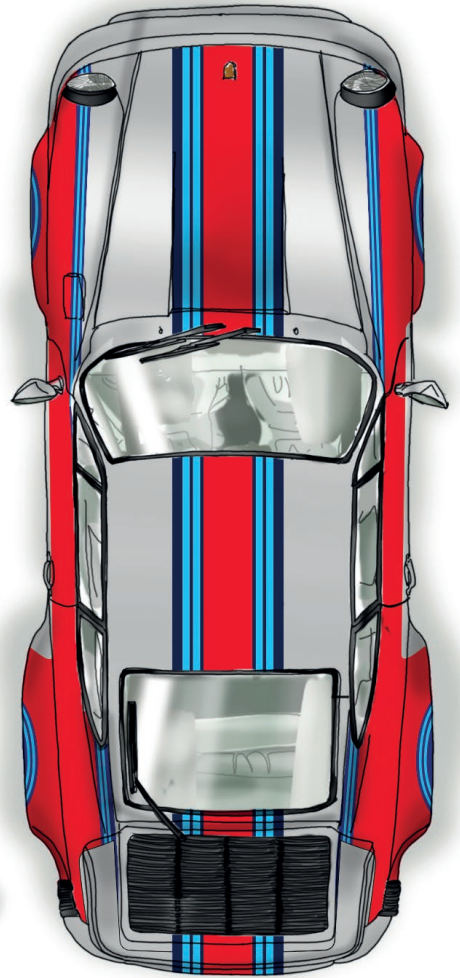
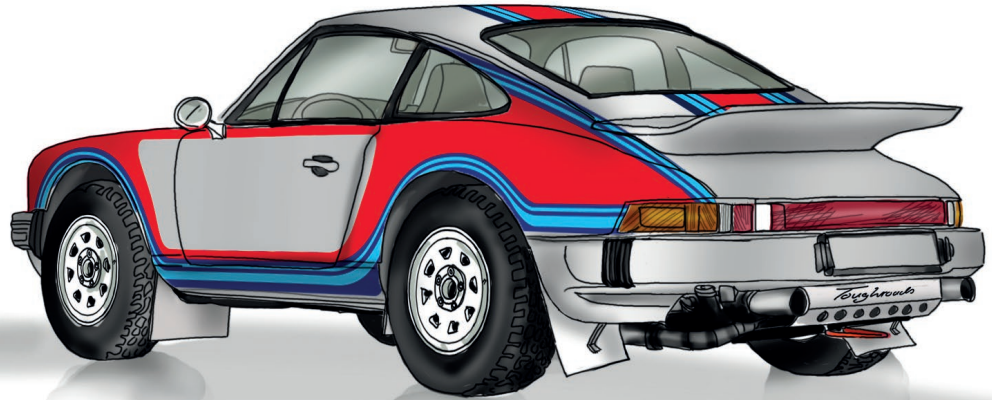
Paris-Dakar Design



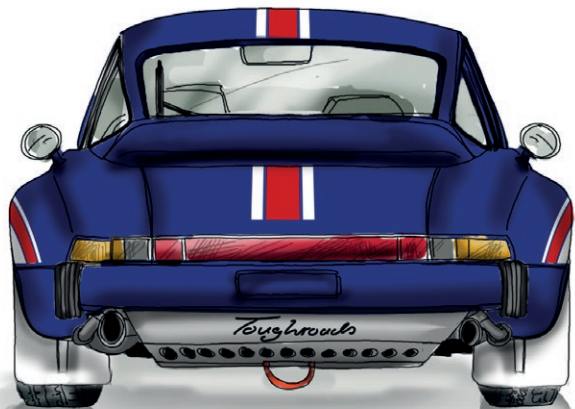
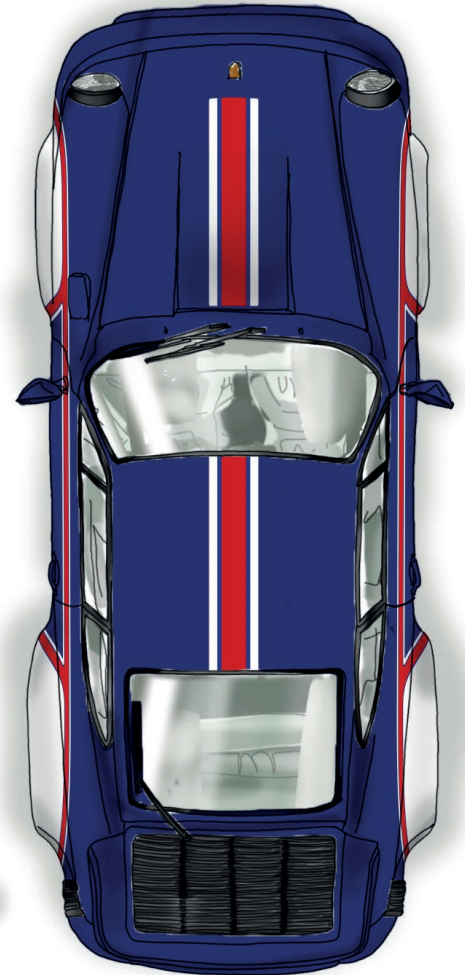
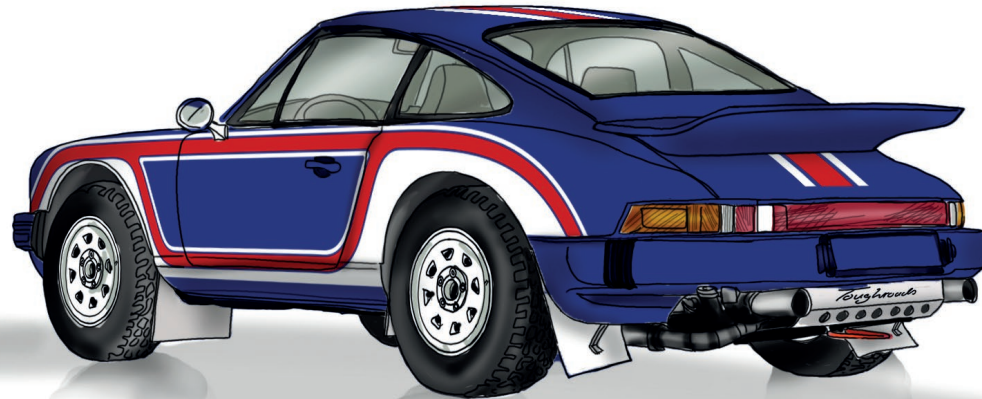
Martini Racing Design (white)



Martini Racing Design (silver)



Rothmans Design



Customization

Painting

Car Design with Logo and/or Individual number

Customized Painting

Seats

Sport Seats Alcantara leather – black

Race Seat "Toughroads" (Carbon)

Original 964 seats – Reconditioned

Logo engraving or stitching

Interior trim

Customized interior trim

Decorative stitching customized

Tyres & Rims

16" Fuchs Rims
(White or Black)

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

Steering Wheel

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 & bumpers (for T32; T55 incl.)

Lift Kit with compression and rebound adjustable

Roof rack incl. sand ladders and 2 spare tyres

LED light bar for roof rack fitted for universal power plug

Air Compressor fitted for universal power plug

Paint protection wrapping small or extended

4-Point-Belt

5 Point Belt System (for Race Seat)

Trunk Set Carbon

Roll-Bar with individual painting

Illuminated license plate frame

Handbrake "Baja" style

Set of 3 Stop Watches

Race Timer

Accessories

Helmet set, designed & dedicated to project

Watch (Armbanduhr)

Race Jacket



The historic idol: 953



@prestigeandperformancecar.com



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 Porsche 911 sports car.

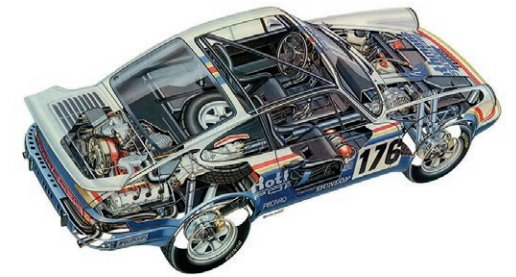
The problem with the Paris-Dakar was that since the rally began in 1978, vehicles with all-wheel drive had always won. However, Porsche lacked a suitable drive system.

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 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.



19 days 313 vehicles 1st place



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. 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.

The basic model: 964



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.





SEVEN Car Lounge Europe GmbH

In den Osterwiesen 1
88138 Sigmarzell
Germany

www.sevencarlounge.eu

**You are interested in
buying a Toughroads?**

Phone **+49 8389 8431**
WhatsApp **+43 664 2537941**
Mail **hi@sevencarlounge.de**