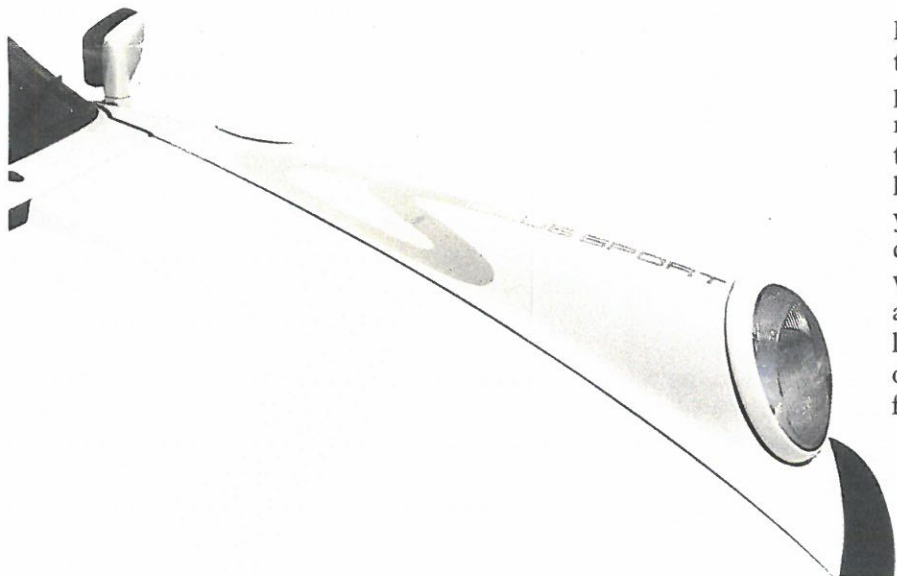


Reinhard Seiffert  
drove the new  
Clubsport version  
of the 911 Carrera.

# PUREST FORM



Works photos



Every so often man has a yearning to return to the beginnings. This applies equally to the 911. In its current, standard form this is admittedly not precisely a sedan chair, like so many thousands of others, yet civilizing means such as sound dampening, electric motors for the windows and seats, air conditioning and similar extras have moved it a little closer to the comfort ideals of our time. It has become more comfortable, quieter – and also heavier.

Back to nature – in this case that can only mean: give up some comfort in favor of functionality. The 911 was born into an era when sports cars still had a great deal to do with sport. That fact has been forgotten by many people over the years – but not by Porsche where the 911 S (1967), Carrera RS (1972) and 911 SC RS (1984) were produced at various times as sporting versions of a classic, rear-engined automobile, constantly improved by model updates.



This Clubsport variation itself has an M number – meaning a package of changes and special equipment. Since deletions and additions come out roughly equal, M number 637 is offered at no extra price. One doesn't get a more Spartan auto for less money but needn't pay extra for the sporting version either – provided this is limited to M number components. Here are the most important items of M 637:

- weight reduced by eliminating rear seat backs and sound dampening for the undertray,
- manual window lifts rather than electric,
- manual heater operation,
- sports seats with manual adjustment,
- shock absorbers with sporting settings,
- forged, 7 and 8 J x 15 wheels,
- maximum engine revs lifted to 6840 RPM.

Compared to a standard Carrera this Clubsport version is 50 kg lighter than the basic model but it can be up to 100 kg lighter, depending on equipment. Weight saved on the floor pan includes elimination of the PVC coating

**You can't tell the lightweight construction of a Clubsport Carrera by looking. This is the version with nose and tail spoilers, as well as standard tires on forged rims.**

Some of these were very close to production levels in technology and equipment, some outfitted especially for rallies or races. Their drivers, largely amateurs, put together a notable list of successes in rallye, hillclimb and slalom championships, one still being extended today, often by aging cars. So it seemed time to offer a 911 attuned to amateur sport again, one without major changes. But they were thinking too of those 911 drivers who believe the current production fittings provide too much comfort.

The "Clubsport" label says it all: this lightened version of the Carrera is not a specialized sporting instrument but rather a truly universal vehicle for road or club competition. For true amateur sport, in other words, where the only deviations from production standards allowed are those offered by the factory. There are sporting variations in tires or shock absorbers, for instance, from either M number or "Exclusive" programs, which are naturally of particular interest for such a Clubsport version.



which is no drawback to long car life: the underside is protected by a wax coating which is checked at extended intervals and reapplied whenever necessary. Eliminating electric motors for windows and seats – in conjunction with further simplification of the electrics – saves considerable weight, in part through a lighter wiring harness. Sports seats, with manual fore-aft and back rest adjustment, are only available with cloth upholstery, the rear is covered with carpet. Optically, the interior is entirely livable, from the outside this car looks like any other Carrera – provided you leave off the special Clubsport stripes. It can be ordered in any standard or special color and there are four other colors besides black for the interior. Radio adapters are deleted for weight reasons but two loudspeakers (there is no place to mount them in back) and the antenna booster can be ordered optionally (M 251).

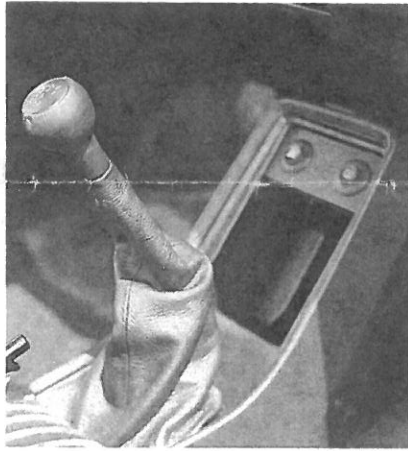
You can see that dieting was taken very seriously, to establish a clear distinction between it and the normal version. One extra-cost option is the rear luggage shelf (M 419), still much lighter than regular folding seats. Since there are no rear belts, the car can only be registered as a two-seater.

Standard tires on 15 inch, forged rims (normally an extra-cost option as M 401), are part of this package, while forged, 16 inch rims (M 395) can be ordered for an additional price, as can wider tires (essential for sporting events). Sports shock absorbers match those of M number 474. Front and rear spoilers are expected to be part of the standard Clubsport package for the coming model year. They certainly offer aerodynamic advantages at higher speeds.

This Clubsport Carrera is really more than a special sporting variation: it is truly a 911 in its purest



**Comfort waived to save weight: manual window cranks, seats and heater controls. Folding rear seats have been eliminated.**



#### **Carrera Clubsport**

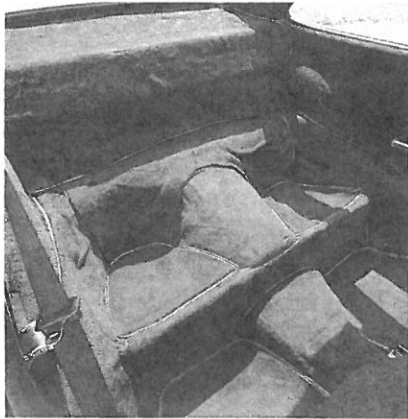
Technical deviations from standard specifications

*Engine:* hollow intake valves, control unit for maximum revs of 6840 RPM, crankcase and cylinder head marked SP.

*Chassis:* sports shock absorbers, 7 inch front wheels, 8 x 15 in back, engine mounts like Cabrio. Acceleration from 0 to 100 km/h in 5.6 seconds.

*Top speed:* 248 km/h.

**Shortened shift lever is one of the sporting extras. The rear is covered with carpet, the standard sports seats upholstered in cloth.**



form. Everything added through the years as – undeniably high-class – comfort details, has been subjected to strictest scrutiny from a weight perspective. Chassis and engine offer an ideal basis for competition purposes.

The result is immediately evident when you drive one. All those things which have always set a 911 apart from other autos become even more obvious: the typical noise of an air-cooled six, the feeling of road contact, precise reaction to steering and high reserves of lat-

eral adhesion in the curves. Those who know how to drive a normal Carrera well will really enjoy this new car.

Of course you must get used to a noise level which goes back to the original condition, so to speak, and can't count on a great sound experience from the radio (there wasn't one in our test car). Music in this case comes from the engine and that can certainly claim fan status. The same is true of the springing which, despite its firmness (due to the sports shock absorbers), still

does a good job of swallowing nasty bumps in the road.

The typical pleasure of driving this car, finally, comes from the temperament available in its tail. The Carrera is not a slow car anyway, but reduced weight is clearly felt during acceleration, as expected. An improvement of more than half a second from 0 to 100 km/h speaks for itself.

Here it is not only a case of registering a lower weight but also the fact that an engine with lighter intake valves (hollow) and electronic management altered to suit, reaches maximum permitted revolutions of 6840 RPM with the same peak power of 170 kW/231 HP – meaning 320 revs more than a standard engine. When using each gear to its limits, there is always a rev reserve above 5000 RPM which falls into the engine's best performance range.

This six-cylinder, air-cooled engine is naturally not precisely silent in the upper rev ranges, but reduced sound dampening only permits the sonorous, low-frequency noise range to come through more strongly, not those hard, high-frequency tones. Sound insulation between engine and interior remains unchanged so that you can stand even long, fast trips easily. When driving slowly – as always – gearbox noise is somewhat more evident.

Lower weight contributes to firmer road manners. On the other hand, the lighter car can be braked in outstanding manner by its standard brake system. Straight tracking proved optimal with either standard or wide tires. The Carrera in this form is simply an excellent autobahn vehicle.

Thus there is every reason to believe that it will not be purchased solely by those active in club sport. A pure 911 – that wish, heard on many sides, has now come true.