

ANDIAL

ROAD AND RACING

SERVICE AND PERFORMANCE TUNING FOR PORSCHE CARS

- 1977 B-Production National Championship
Porsche 911
- 1979 IMSA-GTO National Championship
Porsche RSR Carrera
- 1981 Overall Victory - MOSPORT 8 hrs ELKHART -
LAKE 500 KM, MID-OHIO 500KM Porsche 935 Turbo
- 1983 24 Hrs DAYTONA - 1st
IMSA-GT Overall Champion
- 1984 24 Hrs DAYTONA - 1st and 2nd
- 1985 24 Hrs DAYTONA - 1st, 2nd & 3rd and 13 add victories
IMSA-GT - Overall Champion & 2nd place
- 1986 24 Hrs DAYTONA - 1st, 2nd & 3rd and 11 add victories
IMSA-GT - Overall Champion & 2nd - 4 place
- 1987 24 Hrs DAYTONA - 1st, 2nd, 3rd, 4th & 5th and 11 add
victories IMSA-GT - Overall Champion & 2nd - 6 place
- 1989 24 Hrs DAYTONA - 1st
- 1992 IMSA-GT SUPERCUP SERIES - Overall Champion
- 1994 SCCA WORLD CHALLENGE - USA Champion, N.A. GT-1
Endurance Cup Champion, PIKES PEAK - 1st Overall
- 1995 PIKES PEAK - 1st HPSS Class
- 1996 N.A. GT-1 Endurance Cup Champion, PIKES PEAK - 1st
HPSS Class
- 1997 PIKES PEAK - 1st HPSS Class



U.S. DISTRIBUTOR **MAHLE** PISTON AND CYLINDERS
FOR SPORT AND RACING PORSCHE ENGINES



July 14, 2015

Re: 1997 Porsche 993 Turbo, VIN #WPOAC2990VS375357

Dear

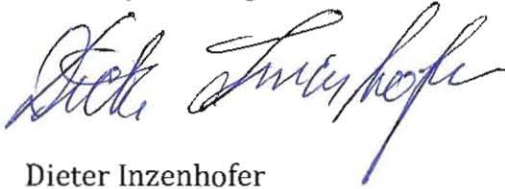
It was a pleasure to speak with you yesterday about this very special car. Please let this letter serve to authenticate this as being a true ANDIAL 3.8L twin-plug conversion, one of ~24 cars built in total. Details of this car are as follows:

- We built this car for its original owner, Mr. Chris O'Donnell. The work was performed when the car had less than 4,000 miles on it.
- This car was built within the first 10 cars we did.
- This car features a two-stage tuning utilizing a Thielert ECU. Running premium (91-93 octane) pump fuel in stage 1, the engine produces 575hp. Running racing fuel (at least 98 octane) in stage 2, it produces 625hp;
- Our conversion package for this car (amongst many, many other components), consisted of:
 - Mahle 102mm Piston and Cylinders
 - Carrillo connecting Rods
 - Upgraded (more durable) valve guides, but kept hydraulic lifters to keep servicing and tuning simple.
 - Twin ignition distributor (taken from the naturally aspirated 3.6L engine)
 - Turbos from the GT1 Strassenversion
 - Single mass Flywheel and sport clutch pressure plate and disc.
 - Larger sport intercooler (1" taller) with an extra efficient core.
 - Full Bilstein sport suspension
 - Larger front brake calipers with sport brake pads
 - Turbo S front spoiler
- The engine was completely blueprinted and balanced to zero.

The car does not require any unique servicing or parts, you may maintain as you would any other 993 Turbo.

I hope that you are able to acquire this very special car for your collection – it is certainly a unique and rare piece of PORSCHE and ANDIAL air-cooled history!

With my best regards,



Dieter Inzenhofer

Co-founder/ANDIAL Road and Racing