

PORSCHE

991

139

The design answer: bigger, clearer, more elegant, and the first of the line that argues its case on looks as well as engineering.

350-420 PS

Carrera power across the generation: naturally aspirated 991.1, turbocharged 991.2

2011-2019

The generation that answered the 996 criticism and modernised the whole appearance

TWO HALVES

The 2016 facelift turned every Carrera turbo: two different purchases in one body

29 LOTS

Recorded auctions in the register dataset behind this paper's market reading

01 EXECUTIVE SUMMARY

The consequence of the 996 years: a 911 with nothing left to apologise for, at prices that start where the 996 ends.

The 991 is the fourth step in this series' walk through the Carrera line, and the first where the styling verdict flips. Where the 996 paid for its headlights for twenty years, the 991 is the consequence drawn from that criticism: a clear, straight design language without gimmicks, a larger and visibly more elegant car, and a real step in perceived quality inside. It is the point where the modern 911 stopped being an argument, and the author's own disclosure runs the other way for once: this is the first generation of the line that appeals to him personally, an observation labelled as exactly that, subjective.

The market consequence is equally clear: there is no cheap door here. The 991 entry opens around €50K, and at that money the cars are 2014/15 builds with 150,000 to 200,000 kilometres, carrying their work sites with them: interior wear, deferred maintenance, money that must follow the purchase. The healthy middle of the market, the documented cars with manageable kilometres, sits at roughly €70-100K, and the low-kilometre late builds ask €150K without embarrassment. The register's reading: this is the generation where you pay for the modern car, and where the value-holding argument is at its most rational.

Key Finding

The 991 is the modern 911 without the discount, and the purchase logic follows the kilometres: the €50K entry buys a high-kilometre car plus an honest bill for interior and catch-up work; the €70-100K band buys the documented driver that needs nothing and holds its value; the €150K shelf buys kilometres you will not use. The middle band is the register's recommendation.

One structural fact splits the generation: from the 2016 facelift every Carrera is turbocharged. The 991.1 is the last naturally aspirated standard 911, the 991.2 the first modern turbo one, and they are two different purchases in one body.

EVIDENCE BASIS · manufacturer data · recorded auction results · current asking data · no forecasts

02 THE CAR IN THE LINE-UP

A new platform, a longer wheelbase, and halfway through, a new engine philosophy: the busiest generation of the modern line.

Launched for 2012 on a genuinely new platform, the 991 grew in every direction that matters: longer wheelbase, wider tracks, a larger and calmer cabin, with the 7-speed manual and the PDK sharing the catalogue. The 991.1 Carreras ran naturally aspirated, 3.4 litres and 350 PS, 3.8 and 400 PS in the S; the 2016 facelift turned the page: 3.0-litre biturbo flat sixes at 370 and 420 PS, more torque everywhere, and the end of the atmospheric standard Carrera. Coupe, Cabriolet, Targa with its theatre roof, C2 and C4, GTS variants rounding the top of the regular range. Above them, as always, the separate files: GT3, GT3 RS, Turbo, Turbo S and GT2 RS, their own market and their own rules.

THE TWO HALVES

The 991.1 (2012-2016) is the last naturally aspirated standard 911, and its 3.4 and 3.8 engines closed a chapter. The 991.2 (2016-2019) opened the next one with the turbocharged 3.0. The register refuses to rank them: the first half sells character, the second sells torque and efficiency, and the market already prices the atmospheric argument into late 991.1 GTS and S cars. A buyer chooses a philosophy here, not just a model year.

03 THE DESIGN ANSWER

Clear, straight, no gimmicks: the generation where the modern 911 found its confidence.

Read against the 996 and 997, the 991 is the answer drawn from criticism: the proportions stretched into elegance, the details cleaned up, the interior lifted a full class in material and architecture. You can watch Porsche work in it, per the author's observation: the same iteration principle as always, but executed with a confidence the water-cooled line had not shown before. The car is bigger, and wears it as presence rather than weight; the appearance is more formal, more grown-up, less reliant on heritage cues. It is the first 911 that competes on elegance, and for buyers coming from the exotic side of the garage, that is exactly the door it opens.

04 THE INTERIOR BILL

The honest mathematics of the €50K entry: high-kilometre 991s carry their renovation with them.

The entry layer of this generation is defined by use: 2014/15 cars at 150,000 to 200,000 kilometres, structurally healthy and cosmetically tired. The register itemises what the seller's photographs blur: steering wheels worn to the foam and due for retrimming, driver's seats due for re-padding and new covers, switchgear polish, pedal and carpet wear, plus whatever maintenance the kilometre count has banked: the classic catch-up file. None of it is exotic and all of it is money, and the paper's advice is arithmetic, not aesthetics: price the renovation before the purchase, or step up to the €70-100K band where the work is already done. Both paths are rational; only the unpriced middle way is not.

05 WHAT THE REGISTER WATCHES

The technical file at chapter level: the deep dive belongs to the Model File and the Checklist, the priorities belong here.

The 991 carries none of the M96 era's drama, and its file reads like a modern car's: full digital service history first, because these cars lived in the dealer network and gaps mean something; PDK by service record and behaviour, the 7-speed manual by clutch and shift quality; on 991.2 cars the ordinary turbo-era checks of boost, cooling and charge-air; suspension and bushings by age on the high-kilometre entry cars; electronics and PCM aging as annoyance, not crisis. The interior chapter from section 04 belongs in the inspection as a priced list, and the GT and Turbo cars keep their own files, their own overrev reports and their own provenance logic.

Technical specification	
991.1 Carrera / S (2012-2016)	Naturally aspirated 3.4 (350 PS) and 3.8 (400 PS) · 7-speed manual or PDK · the last atmospheric standard 911
991.2 Carrera / S (2016-2019)	Biturbo 3.0 at 370 and 420 PS · more torque everywhere · the modern turbo Carrera begins
Body & range	Coupe, Cabriolet, Targa · C2, C4, GTS · longer wheelbase, larger cabin, the elegant one
GT3, RS, Turbo & GT2 RS	The separate world above the Carreras: own files, own overrev and provenance logic, own market

06 THE MARKET, READ HONESTLY

Twenty-nine recorded auctions, the standing method, and a market with a firm floor and a calm middle.

The reading comes from the register's transaction dataset: 29 recorded auction lots from December 2024 to July 2026, dominated by the US lane, read under the standing method: lanes separated, reserve-not-met greyed and never entering a curve, fixed mid-rates (1.13 dollars, 0.82 pounds to the euro), a variant-mixed list with the top belonging to better specifications, and no forecasts. The US lane's core sold from \$80K to \$169K (roughly €71-150K), a dense cluster with its centre in the \$85-120K band; a \$238K April 2026 result marks the collector lane rather than the standard car; the EU lane's results sit at €81-85K; one Australian result (€197.5K) stands outside both lanes; and the single reserve-not-met at \$108K is greyed. It is the calmest dataset of the series so far: no project floor, no wild top, a market that knows what these cars are worth.

The asking layer completes the map, and matches the author's reading: the entry opens around €50K for 2014/15 cars at 150,000-200,000 kilometres with their renovation still ahead of them; the documented middle, the cars you can buy, maintain normally and later sell without drama, clusters at €70-100K; and the low-kilometre late builds ask up to about €150K, not rarely. Asks are not transactions, and the register keeps the layers apart.

Market reference points	
US auction lane	Sold \$80K to \$169K core (2024-2026), centre at \$85-120K · the reference lane of this dataset
Collector-lane marker	\$238K result (Apr 2026) · better-spec and GT-adjacent territory, outside the standard reading
EU auction lane	Sold €81-85K (2025-2026) · thin but consistent with the US centre
Asks: the entry	ca. €50K for 2014/15 cars at 150,000-200,000 km · renovation priced separately
Asks: the healthy middle	ca. €70-100K for documented cars with manageable kilometres · the register's band
Asks: the upper shelf	up to ca. €150K for low-kilometre late builds · kilometres you will not use

Register dataset: 29 recorded lots to July 2026; reserve-not-met greyed; fixed mid-rates 1.13 USD / 0.82 GBP per euro; variant-mixed list; one AU/NZ result outside both lanes. Asking data from current open-market listings, September 2026.

Methodology, figures and the brand context

This paper states observed bands from recorded transactions and clearly labelled asking prices, and predicts nothing. The auction list mixes variants and specifications; asking prices are seller hopes until confirmed; the lanes are not interchangeable.

One register note on the brand, recorded as context, not as PPI material: Porsche's recent crisis years were made in its electric strategy, with the early Taycan's documented range and software criticism as the visible symbol, and the correction has cost billions and jobs. The company is repositioning around combustion and hybrid again. For the 991 this is context only: it supports the ongoing demand for the pre-electric, pure-combustion 911 generations without promising anything about prices.

07 SYNTHESIS

The modern 911, bought in the middle of the curve.

The 991 is where the modern 911 stops asking for forgiveness: the design answer to the 996 years, the quality answer to two decades of criticism, and a market that prices all of it calmly. The purchase logic is the cleanest of the series: avoid the unpriced project, respect the €50K entry only with the renovation bill in writing, and buy the documented €70-100K car that needs nothing: normal maintenance, real usability, and the best value-holding argument in the modern catalogue. The GT and Turbo cars remain their own world, and the Carrera does not need them to justify itself.

BOTTOM LINE

The 991 is the first modern 911 that wins on elegance as well as engineering, and its market rewards the disciplined buyer: the documented €70-100K driver is the purchase this paper argues for. The €50K entry is honest only with the interior and catch-up bill priced in, the €150K shelf sells unused kilometres, and the whole generation holds value on exactly the quality the eye already sees.

SOURCES

Manufacturer data and model records (991 from 2012 on a new platform, longer wheelbase; 991.1 Carrera 3.4 at 350 PS and S 3.8 at 400 PS, naturally aspirated; 991.2 from 2016 with biturbo 3.0 at 370 and 420 PS; 7-speed manual and PDK; coupe, Cabriolet, Targa, C2/C4/GTS; GT3, GT3 RS, Turbo, Turbo S and GT2 RS as separate collector chapters). Register transaction dataset: 29 recorded auction lots, December 2024 to July 2026 (Bring a Trailer, Collecting Cars), lanes separated, reserve-not-met greyed, fixed mid-rates 1.13 USD / 0.82 GBP, one AU/NZ result outside both lanes. Current asking data from open-market listings, September 2026, kept apart from transactions. Brand context (electric-strategy crisis, early Taycan range and software criticism, repositioning) per documented public reporting, carried as context without forecasts. Technical priorities per the documented 991 service canon; field-level detail belongs to the register's Model File and Checklist.

Author. Uwe Riemeyer, Marque Intelligence (an IMP InterMediaPartners venture, est. 1976). Disclosed bias: the author owns and regularly drives a Ferrari 488 GTB, owns a Ferrari GTC4Lusso T and has previously owned a Ferrari FF. Porsche was never his personal favourite, and the 991 is the first generation of this line he finds personally appealing: both statements are disclosed so the reader can weigh them. An enthusiast's analysis of public information and the register's own records, not investment advice: every car is a single case, and the inspection outranks the paper.