

PORSCHE COLLECTOR EDITIONS

997 Sport Classic, 911 R, 992 Sport Classic and 911 S/T - four numbered editions, one collector market, and the rules that govern it

4,454

Total cars across the four editions - every one factory-numbered: 250, 991, 1,250 and 1,963; contractual scarcity, not allocation folklore

48 hours

The 997 Sport Classic sell-out, all 250 cars - organic scarcity from before the era of Heritage editions and allocation speculation

1,380 kg

The 911 S/T, lightest 992 of its generation - GT3 RS engine, manual, and 10.5 kg less rotating mass from its lightweight clutch and flywheel

€300K-750K+

The market span, 2026 - driver-quality 997 Sport Classic to exceptional 911 R; provenance decides where each car sits

01 EXECUTIVE SUMMARY

These four cars are not one engineering family - they are one collector-market family. Each takes familiar Porsche hardware, adds a manual gearbox, retrospective design or purist engineering, restricts production, and then lets allocation, specification and provenance create the market. The 997.2 Sport Classic of 2009 opened the category: 408 PS, Carrera S-derived, ducktail and double-dome roof, 250 cars sold within 48 hours, never officially offered in the United States. The 911 R of 2016 created the modern purist category: GT3 RS engine, six-speed manual, no wing, approximately 1,370 kg, 991 cars - and demand so far beyond supply that it became the defining case of allocation-driven price distortion. The 992 Sport Classic of 2022 turned heritage into a designed product: 550 PS from a Turbo-derived twin-turbo through a seven-speed manual to the rear wheels alone - the most powerful manual 911 at launch - 1,250 cars by Exclusive Manufaktur. And the 911 S/T of 2023 attempted to perfect what the R began: the GT3 RS engine, a lightweight clutch and single-mass flywheel saving 10.5 kg of rotating mass, 1,380 kg DIN - the lightest 992 - and 1,963 cars for the model's sixtieth anniversary.

The paper's central distinction organises everything that follows: these cars are mechanically related to mainstream Porsche platforms, but economically governed by collector rules. Their fault maps borrow from the donor platforms this library has already documented; their values obey provenance, factory identity, originality and the storage file. The Sport Classics sell history, the 911 R created a category, and the S/T attempts to perfect it - and in all four cases, rarity establishes the market while provenance determines where each car sits within it.

Key Finding

Contractual scarcity, at last. After eight Porsche papers of unlimited production and allocation-era premiums, these are the numbered cars: 250, 991, 1,250 and 1,963 - factory-confirmed limits, not registry estimates. The scarcity is real; the discipline shifts from verifying production claims to verifying each car's identity within them.

The donor platforms supply the fault maps. The 997 Sport Classic inspects like a 997.2 Carrera S, the 911 R like a 991 GT car, the 992 Sport Classic like a 992 Turbo with a manual added, the S/T like a GT3 with a unique driveline - every mechanical chapter of this paper cross-references work this library has already done.

Originality is the expensive part. Routine service is manageable across all four; loss of originality is not - a missing ducktail, a repaired carbon roof, a casually refinished magnesium wheel or an undocumented storage decade moves value more than any mechanical repair. Delivery mileage is a valuation category, not a mechanical condition report.

02 THE MARQUE AND THE CARS

From accidental scarcity to managed product - how Porsche learned to build collectables.

The 997 Sport Classic was an experiment: Exclusive Manufaktur's first modern numbered flagship, built before Heritage Design editions were routine, before Paint to Sample was widespread, before social media turned allocations into speculation.

Its 48-hour sell-out taught Porsche something the next fifteen years would monetise: scarcity could be a product attribute, not a production accident. The 911 R proved the demand was mechanical as well as nostalgic - a GT engine, a manual gearbox and discreet bodywork produced the fiercest price distortion of the modern era, and the GT3 Touring that followed institutionalised the formula as a series product; Porsche itself links the R with the Touring concept's emergence. The 992 Sport Classic completed the commercialisation - the second of four planned Heritage Design collector items, engineered to be collectable from the first sketch: Turbo body, twin-turbo power, manual and rear drive in a combination sold nowhere else. And the S/T closed the arc for the 911's sixtieth year, built with everything learned from the R, the Tourings and the GT3 RS - the driver's car of the four, and the clearest test yet of whether allocation-era premiums survive contact with the used market. Four cars, one lesson: Porsche transformed scarcity from consequence into strategy - and the buyer must still separate access, rarity and genuine long-term significance.

PORSCHE CHARACTER

These four cars are Porsche speaking to its own history - the ducktail of the Carrera RS 2.7, the Fuchs-inspired wheels, the Pepita cloth, the R badge revived from 1967 - while quietly running the most disciplined scarcity programme in the modern car business. The engineering is sincere: a 911 R or S/T is a serious GT car under its restraint, and the Sport Classics carry genuine mechanical distinction. But the character the buyer must understand is archival: these cars reward the owner who keeps every invoice, every accessory, every correspondence - because in this family, the file is not just the condition report; it is part of the car.

03 ARCHITECTURE: FOUR CARS, FOUR DONORS

One collector logic over four mechanical identities - each inspected through its donor platform.

The 997.2 Sport Classic carries the 3.8-litre naturally aspirated DFI flat-six at approximately 408 PS - Carrera S-derived with the Powerkit character - through a six-speed manual to the rear wheels, under a widened rear body with the fixed ducktail, the double-dome roof and model-specific Fuchs-inspired wheels; the roof is also why no US cars exist, since certifying it for a 250-car series was uneconomic. The 911 R pairs the 991 GT3 RS's 4.0-litre, 500 PS engine with a six-speed manual, rear drive and no fixed wing at approximately 1,370 kg - the lightest 911 available at its 2016 launch. The 992 Sport Classic is the technical outlier: a 3.7-litre twin-turbo at 550 PS from the Turbo's architecture, rear-drive only, through a seven-speed manual with auto-blip - the most powerful manual 911 at launch - in the Turbo wide body with ducktail, double-bubble roof and Heritage Design detailing in Sport Grey Metallic and Pepita. The S/T returns to natural aspiration: the GT3 RS's 525 PS four-litre, a six-speed manual with ratios shorter than the GT3's, the lightweight clutch and single-mass flywheel saving 10.5 kg of rotating mass, road-focused suspension, no fixed wing, 1,380 kg DIN - 3.7 seconds and 300 km/h, with the optional Heritage Design Package in Shoreblue with Classic Cognac cloth.

PORSCHE COLLECTOR EDITIONS - SPECIFICATION

997.2 Sport Classic	2009-10 · 3.8 NA DFI, ~408 PS · 6-speed manual, RWD · ducktail, double-dome roof, Fuchs-inspired wheels · 250 cars official - sold in 48 hours · not officially offered in the US · the rarest car in this paper by a wide margin
911 R	2016 · 991 GT3 RS-derived 4.0 NA, 500 PS · 6-speed manual, RWD · no fixed wing, ~1,370 kg - lightest 911 at launch · 991 cars official · the origin of the modern purist GT category and of the Touring that followed
992 Sport Classic	2022 · Turbo-derived 3.7 twin-turbo, 550 PS · 7-speed manual with auto-blip, RWD - the most powerful manual 911 at launch · Turbo wide body, ducktail, double-bubble roof, Heritage Design · 1,250 cars by Exclusive Manufaktur
911 S/T	2023 · GT3 RS 4.0 NA, 525 PS · 6-speed manual, shorter ratios than the GT3 · lightweight clutch + single-mass flywheel, -10.5 kg rotating mass · 1,380 kg DIN - lightest 992 · 3.7 s, 300 km/h · 1,963 cars for the 60th anniversary

(All four production figures are factory-confirmed limits - the only paper in the Porsche series where every car is contractually scarce.)

04 FOUR CHAPTERS OF ONE MARKET

The first collectible, the market maker, the heritage product, the driver's collector car.

The First Collectible - 997 Sport Classic. Built before the machinery of modern collectability existed, its scarcity is organic: 250 cars, no US allocation, an increasingly historic donor generation. Its market is the thinnest here - asking prices can exceed executable values, and one questionable repair moves value substantially. The Market Maker - 911 R. The allocation frenzy that followed its launch remains the cautionary tale of this paper: prices rose dramatically before the GT3 Touring reduced the car's functional uniqueness - yet the R matured into a recognised collector model, because its historical significance survived the correction that its access premium did not. The Heritage Product - 992 Sport Classic. Conceived as a collector product from the outset, which is precisely its market risk: much of the collectability was already priced into the original allocation. Its engineering case - Turbo power, manual, rear drive, sold nowhere else - is what remains after the launch premium normalises. The Driver's Collector Car - 911 S/T. Still an allocation market rather than a mature collector market: demand far exceeded 1,963 cars, list price sat far below early asking prices, and many examples remain at delivery mileage - which limits the evidence of genuine enthusiast demand at higher mileages and means a nearly new S/T can carry a commercially complicated backstory even when mechanically perfect.

THE ALLOCATION ECONOMY

What Porsche does not publish: a universal formula for prior ownership, spending, retention periods or early-sale penalties. Allocations flow through importers and Porsche Centres, and selection varies by country and dealer. What commonly happens: long purchase histories, servicing relationships, previous GT ownership and a record of retaining cars are rewarded - and the real penalty for selling quickly is not an invoice but an ecosystem: lost allocation priority, lost preferred-client status, exclusion from the next list. Porsche may not fine the flipper; the allocation ecosystem may simply stop calling. Individual purchase, finance or right-of-first-refusal agreements can impose more - read contract by contract, never assumed as policy. The S/T made all of this visible: some owners sold into the early premium anyway, and their cars now carry that history.

05 THE SYSTEMS: FOUR FAULT MAPS, ONE ARCHIVE

Donor-platform mechanics, collector-grade documentation - and the storage file as provenance.

The 997 Sport Classic inspects as a 997.2 Carrera S with irreplaceable clothes: high-pressure fuel pumps, direct injectors, ignition coils - where the factory record confirms coil-housing cracking as a cause of corrosion, rough running and misfires on relevant 997-era applications - intake carbon where symptoms exist, water pump and thermostat, PASM, clutch and dual-mass flywheel, synchros, condensers and radiators, PCCB where fitted. The collector layer sits above it: numbered plaque, build sheet, original ducktail and double-dome roof, original wheels, decals, books and accessories, accident-free rear quarters - because at 250 cars, a missing model-specific component may be unobtainable at any price. The 911 R inspects as the 991 GT car it is beneath the restraint: DME over-rev history interpreted - a low-mileage R with a recent mechanical over-rev is not superior to a driven example with a clean file - clutch and flywheel, cold synchros, PADM mounts, rear steering, front lift, centre-locks, PCCB, carbon bodywork and lightweight glass, battery history. Discreet bodywork, serious GT hardware, inspected accordingly.

The 992 Sport Classic borrows Paper 54's map with the PDK removed: the coolant pump and vacuum-line condition, lower-engine oil leakage, boost consistency and plumbing, active front aero, rear steering, PASM and PDCC, PADM, centre-locks, PCCB, software status - plus the manual additions of clutch, dual-mass flywheel and over-rev history. Two VIN campaigns attach: the 2020-2024 windscreen and rear-window bonding recall on certain 911s, and - by build date - the 2024 centre-lock bolt recall this library documented in Paper 55. The heritage layer is its own inspection: plaque, Heritage Design details, Pepita or leather configuration, ducktail and roof, painted stripes and graphics, the Porsche Design watch where supplied, delivery accessories. The S/T inspects as a GT3 with a unique driveline - and the driveline is where buyers misread it: the lightweight clutch and single-mass flywheel produce more noise, gearbox chatter at idle, sharper take-up, easier stalling and less polished low-speed behaviour as consequences of the specification, not faults. The test drive must separate normal single-mass chatter from release-bearing problems, gearbox damage or abnormal differential noise - a distinction for specialist ears. Around it: the over-rev report, engine health, centre-lock recall status, PADM, front lift, lightweight carbon panels and magnesium wheels - every repair documented, because at these values an undocumented composite repair is a provenance event.

Across all four cars, the archive outranks the toolbox: certificates of authenticity, numbered documentation, option codes, ownership chains, recall records, original books, keys, watches and luggage, dealer and allocation correspondence - on cars this young and this numbered, even the emails are becoming provenance.

DELIVERY MILEAGE AND THE STORAGE LEDGER

Delivery mileage is a valuation category, not a mechanical condition report. Collectors buy it for cosmetic preservation and a clean narrative - but a static car may carry aged and flat-spotted tyres, degraded fluids, weak batteries, dry seals, corroded brake surfaces, sticky actuators, outdated software and campaigns never completed, with systems never tested under temperature. A delivery-mileage S/T or Sport Classic receives a recommissioning-oriented PPI, not a reduced one - and the storage ledger is part of the provenance file: environment, humidity control, battery conditioning, tyre management, annual fluids despite low mileage, fuel age, exercise schedule, transport records. On these cars, how the car stood still is as documented as how it moved.

06 MARKET AND MONEY

Four thin markets, graded by provenance - and still normalising from their allocation eras.

The 997 Sport Classic holds the strongest pure scarcity case: 250 cars, first of the modern line, manual, naturally aspirated, no US allocation - against the thinnest market in this paper, where asking prices can exceed executable values. The 911 R trades around a tracked benchmark near US\$540,000: past its speculative peak, matured into a recognised collector model whose historical significance - the car that created the modern purist category - outlasted the Touring's arrival. The 992 Sport Classic averages around US\$514,000 in tracked transactions while asking prices vary far more widely - a near-delivery-mileage example failed to sell at €361,911 in June 2026, demonstrating how sharply asking and executable European values can diverge; its risk remains that collectability was priced in at launch. The S/T is still an allocation market: original German pricing began around €292,000 before the Heritage Design Package, secondary prices still carry access scarcity, and the volume of delivery-mileage cars means genuine higher-mileage demand is not yet proven. Across all four, the premium drivers are identical - originality, factory identity, documentation, storage history, provenance - and so are the detractors: missing numbered material, repaired heritage components, undocumented storage, and access premiums mistaken for value.

COLLECTOR EDITIONS - INDICATIVE FRAMEWORKS, 2026

997 Sport Classic	Driver-quality but correct €300,000-375,000 · strong original €375,000-475,000 · exceptional mileage and provenance €500,000+
911 R	Higher-mileage or weaker specification €400,000-475,000 · strong original €475,000-600,000 · exceptional PTS or provenance €600,000-750,000+ · tracked benchmark ~US\$540,000
992 Sport Classic	Used European car €375,000-475,000 · strong low-mileage specification €475,000-600,000 · exceptional Heritage or PTS €600,000+ · tracked average ~US\$514,000
911 S/T	Used or higher-mileage €350,000-425,000 · strong low-mileage €425,000-525,000 · Heritage Design or exceptional PTS €525,000-650,000+ · original list ~€292,000

(Indicative mid-2026 ranges; private transactions, taxes and geography create substantial variation, asking prices can exceed executable values in these thin markets, and recorded results run below asking.)

RUNNING COSTS - EUROPEAN OWNERSHIP (PLANNING BANDS)

Annual service	€1,500-3,500
Major service	€3,000-7,000
Clutch and flywheel	Conventional cars €4,500-8,000 · S/T lightweight components specialist- and parts-dependent, likely above ordinary GT3 work
Chassis systems	PASM / PADM work €2,000-10,000 by scope · front-lift repair €2,500-6,000
Brakes	PCCB replacement €20,000-35,000+
Tyres	€1,800-3,500 per set - dated, matched, managed in storage
Wheels	Centre-lock damage several thousand euros per corner possible · magnesium replacement potentially five figures per set
Carbon and heritage components	Carbon repair frequently five figures · heritage body and trim: availability may matter more than nominal list price
Custody costs	Climate-controlled storage a material annual cost · agreed-value insurance highly dependent on value, use and jurisdiction

(Planning figures, not quotations. Routine mechanical costs track the donor platforms; the collector-specific risks dominate - routine service is manageable, loss of originality is expensive.)

07 THE BUYING PROTOCOL

The archive before the car - then a cold start, and specialist ears on the driveline.

Level One - the archive before the car. VIN and numbered identity verified; complete ownership chain; factory specification and option codes; original invoice and all numbered-edition material; accessories, books, keys, watches and luggage confirmed; campaign status by VIN; storage history; service history despite low mileage. Then the car itself, genuinely cold: start, clutch and gearbox behaviour - with S/T driveline character read as specification, not fault - warning lights, battery voltage, tyre date codes, brakes, lift systems, centre-locks, carbon, magnesium and Heritage Design components, paint and PPF, body alignment, underside.

Level Two - the specialist PPI. PIWIS scan with operating-hour and mileage reconciliation; over-rev report on every manual GT engine; engine and gearbox inspection with compression and leak-down where indicated; clutch and flywheel assessment - S/T components judged by a specialist who knows their normal voice; centre-lock campaign and hardware inspection; PCCB measurement; PASM, PADM and rear-steering diagnostics; geometry measurement; cooling-system test; paint-depth survey; carbon and magnesium inspection; option-code verification; factory identity confirmation; the full recall and campaign record - windscreen bonding and centre-lock campaigns by build date.

Level Three - walk away. Missing numbered-edition documentation. Uncertain factory identity. Gaps in the ownership chain. Recent severe over-revs. Undocumented accident repairs. Repaired carbon or magnesium without authoritative evidence. Incomplete centre-lock campaign status. False Heritage or Sport Classic components. Delivery-mileage cars with no annual servicing. Undocumented modifications. Missing original parts. Seller resistance to Porsche record verification. The standing rule holds - and in these markets it holds hardest: the buyer who cannot walk away has already overpaid.

THE PROVENANCE PREMIUM RULE

In Porsche's collector editions, rarity establishes the market - but provenance, factory identity and restraint determine where each car sits within it. The corollary grades the four: buy the Sport Classic on originality, the 911 R on historical significance, and the S/T on the balance between preservation and use. And the allocation line completes it: an allocation creates the first owner - it does not guarantee the final value. These cars demonstrate how Porsche turned scarcity from an accident of production into a managed product attribute; the buyer's discipline is to separate access, rarity and genuine long-term significance, and to pay only for the last of the three. The rule joins the Porsche ladder as its ninth law.

08 OWNERSHIP ECONOMICS AND SCENARIOS

Custodianship economics - donor-platform mechanics under collector-grade obligations.

The scenarios model a well-bought 911 S/T at around €475,000 with complete numbered documentation, a clean over-rev report and a verified storage file, driven 3,000-6,000 km per year as its makers intended. The mechanical economics track the donor platforms this library has already priced; what changes is the custody layer - climate-controlled storage, agreed-value insurance, annual servicing regardless of mileage, and the discipline of keeping every document the next buyer's inspector will request. Use follows character: the 997 Sport Classic tours carefully in dry weather because its body and trim are effectively irreplaceable; the 911 R may be the most usable purist car here and rewards being driven; the 992 Sport Classic is the strongest genuine GT of the four - Turbo torque, manual, comfort - and the least suited to circuit work; the S/T drives less relaxed than it looks and accepts a few documented circuit days, while the GT3 RS remains the rational repeated-track car. Preservation has its own budget line: the R and S/T carry historical meaning that depends partly on being driven - preserving every example statically would misunderstand why Porsche built them.

OWNERSHIP SCENARIOS - WELL-BOUGHT 911 S/T (PLANNING BANDS)

Year 1	€4,500-10,000: archive-led PPI with over-rev and campaign verification, annual service or recommissioning, storage and insurance established
Years 1-3	€9,000-22,000 cumulative: services, one tyre set by age rather than wear, storage and insurance, one systems item on older cars
Years 1-5	€15,000-30,000 cumulative for road-led custodianship across the family - materially more where PCCB, S/T driveline components or any originality repair enters the ledger

(Assumption-based planning bands excluding storage-facility and insurance premiums, which vary by value and jurisdiction; originality events sit outside every band by definition.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	Donor-platform mechanicals with known, documented maps - no model-specific crisis anywhere in the four; the S/T's driveline character is specification, not fault
Maintenance costs	□□□□	Routine costs track the donors; the custody layer - storage, insurance, annual servicing at any mileage - and originality repairs set the real budget
Parts availability	□□□□	Mechanical parts flow from the donor platforms; model-specific body, trim and heritage components are the constraint - at 250 cars, some may be unobtainable at any price
Investment potential	□□□□	The library's strongest structural cases: factory-numbered scarcity with genuine significance - graded by provenance, and still normalising on the youngest two

MARQUE BUYING SCORE - PORSCHE COLLECTOR EDITIONS

Category	Sport Classics	911 R	911 S/T
Reliability	8.5 / 10	9 / 10	9 / 10
Driving experience	8.5 / 10	10 / 10	10 / 10
Ownership cost	5 / 10	4.5 / 10	4 / 10
Parts availability	5 / 10	7 / 10	7 / 10
Long-term collectability	9.5 / 10	9.5 / 10	9 / 10
Investment potential	9 / 10	8.5 / 10	7.5 / 10

Scored on the fixed series rubric: an 8 in Reliability means the same across every marque and paper. The Sport Classics column spans 997 and 992 - the 997 leads it on collectability and trails it on parts; the S/T's investment score prices its remaining access premium.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Porsche factory documentation and Newsroom history (the 997 Sport Classic at 250 cars, sold within 48 hours, with the double-dome roof as the stated reason for no US offering; the 911 R at 991 cars, the lightest 911 at launch, and Porsche's own link from the R to the Touring concept; the 992 Sport Classic at 1,250 cars by Exclusive Manufaktur, 550 PS, the most powerful manual 911 at launch, second of four Heritage Design collector items; the S/T at 1,963 cars for the 60th anniversary, GT3 RS engine, 1,380 kg DIN, lightweight clutch and single-mass flywheel saving 10.5 kg), the factory technical record for the 997-era ignition-coil housing item, VIN-level recall documentation for the windscreen-bonding and centre-lock campaigns, specialist and owner-community documentation for the donor-platform fault maps cross-referenced from Papers 51-55, and tracked market data (911 R benchmark ~US\$540,000; 992 Sport Classic average ~US\$514,000 with a €361,911 no-sale in June 2026; S/T original German list ~€292,000) with European asking frameworks, mid-2026 - in thin markets, asking prices can exceed executable values. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

09 SYNTHESIS

Scarcity as strategy - and provenance as the only durable premium.

Read in sequence, these four cars document Porsche learning to manufacture collectability. The 997 Sport Classic discovered the demand almost by accident and sold out in a weekend; the 911 R proved the formula was mechanical - engine, gearbox, restraint - and created both a category and a cautionary tale about access premiums; the 992 Sport Classic industrialised the heritage product; the S/T refined the engineering to its highest expression and stress-tested the allocation economy in public. The buying discipline that emerges is consistent with everything this library teaches, concentrated: the mechanical file borrows from donor platforms already documented in Papers 51 through 55, the collector file is the archive - numbered identity, originality, storage, correspondence - and the market file requires separating three things that look identical at launch: access, rarity and significance. Access fades. Rarity is fixed by contract. Significance is earned over decades - the 997's organic scarcity, the R's historical role, the S/T's engineering - and it is the only one of the three the long-term buyer should pay for.

The buyer's task: verify the archive before viewing the car, run every VIN through the campaign record, read the over-rev report on every manual GT engine, judge the S/T's driveline with ears that know its normal voice, treat delivery mileage as a valuation category requiring a recommissioning PPI, price originality as the asset it is - and drive the cars whose meaning depends on it. Do that, and this family offers what nothing else in the Porsche series can: contractual scarcity with genuine engineering beneath it, in four distinct characters - the historic original, the category creator, the usable GT, and the purist's final word.

WHO SHOULD BUY THIS CAR

Ideal 997 Sport Classic buyer: the archivist-collector who prizes the strongest scarcity case and accepts the thinnest market and the custody burden of irreplaceable components. Ideal 911 R buyer: the collector-driver buying historical significance - the category's origin - and willing to drive it as its meaning requires. Ideal 992 Sport Classic buyer: the touring owner who wants the family's most usable GT - Turbo torque, manual, comfort - with heritage identity verified line by line. Ideal S/T buyer: the driver-custodian balancing preservation and use, buying the engineering rather than the remaining allocation premium.

Less suitable: the speculator treating factory numbers as automatic appreciation - the R's correction is the standing lesson; the static preservationist applied to the R or S/T, whose significance depends partly on being driven; and any buyer who accepts a numbered car without its numbered archive.

BOTTOM LINE

Four cars, 4,454 examples, 2009-2023: 250, 991, 1,250 and 1,963 - the Porsche series' only contractually scarce family, from €300,000 to €750,000+. Mechanically they are their donor platforms - inspect them as such; economically they are collector assets - archive, originality, storage and provenance rule. The Sport Classics sell history, the 911 R created a category, the S/T attempts to perfect it. Buy the Sport Classic on originality, the R on significance, the S/T on the balance of preservation and use - and remember that an allocation creates the first owner, not the final value.

ONE-SENTENCE VERDICT

Rarity establishes these markets; provenance, factory identity and restraint decide where each car sits - and access is never the same as value.

SOURCES

Porsche factory documentation and Newsroom history (997 Sport Classic: 250 cars, sold within 48 hours, ~408 PS, ducktail and double-dome roof, no official US offering for certification-economics reasons; 911 R: 991 cars, 500 PS GT3 RS-derived engine, ~1,370 kg, the lightest 911 at launch, and Porsche's stated link to the GT3 Touring's emergence; 992 Sport Classic: 1,250 cars by Exclusive Manufaktur, 3.7-litre twin-turbo at 550 PS, seven-speed manual, the most powerful manual 911 at launch, Turbo wide body with ducktail and double-bubble roof, second of four Heritage Design collector items; 911 S/T: 1,963 cars for the 911's 60th anniversary, 525 PS GT3 RS engine, six-speed manual with shorter ratios, lightweight clutch and single-mass flywheel saving 10.5 kg of rotating mass, 1,380 kg DIN as the lightest 992, 3.7 seconds and 300 km/h, optional Heritage Design Package); factory technical documentation for the 997-era ignition-coil housing condition; NHTSA recall documentation for the 2020-2024 window-bonding campaign and the 2024 centre-lock bolt recall, verified by VIN and build date; donor-platform fault maps cross-referenced from Papers 51-55 of this series; and tracked market data - 911 R benchmark ~US\$540,000, 992 Sport Classic average ~US\$514,000 with wide asking variance and a documented €361,911 June 2026 no-sale, S/T original German list ~€292,000 - with European asking frameworks, mid-2026, and recorded results below asking in thin markets. Estimates are stated as estimates, and uncertainty as uncertainty, throughout.

Author. Uwe Riemeyer, Marque Intelligence (an IMP InterMediaPartners venture, est. 1976). This paper is research-led throughout, built on the disclosed perspective established in Paper 36. It is research and commentary, not investment advice; vehicle values fluctuate, and any purchase decision is the reader's own.