

PORSCHE 959

58

The original technological manifesto, 1987-1988 - complexity as philosophy, and a car preserved by operation, not stillness

292 + 29

Series-production cars officially recorded by Porsche, including 29 Sport versions - higher registry totals include prototypes and pre-series cars

317 / 339 km/h

Komfort and Sport - a production-car speed benchmark of 1987, from a 2.85-litre sequential biturbo related to the 956/962 racing engines

100 km

Porsche Classic's prescription: roughly 100 km of mixed driving at least once a month - the system car that standing still damages most

€1.5-7M+

The market span, 2026 - documented Komfort to exceptional Sport; the factory file and the custody record divide it

01 EXECUTIVE SUMMARY

The 959 is not Porsche's direct equivalent of the McLaren F1 - it is Porsche's original technological manifesto. Where the F1 pursued purity, lightness and mechanical immediacy, the 959 pursued controlled complexity: sequential twin turbocharging, electronically controlled variable all-wheel drive, selectable drive programmes, ABS, adjustable dampers with speed-dependent self-levelling, tyre-pressure monitoring, composite and aluminium construction, hollow-spoke magnesium wheels and a drag coefficient of approximately 0.31. Born from the Group B regulations and built on the 911's concept but far beyond its platform, it carried a 2.85-litre flat-six closely related to the 956/962 racing architecture: 450 PS in the Komfort, good for approximately 315-317 km/h and briefly a production-car speed benchmark; 515 PS in the 29-car Sport, quoted at 339 km/h. Porsche officially records 292 series-production examples from 1987-1988 - and its ownership logic now converges with the F1's on custody, provenance and factory support, even though their engineering philosophies are almost opposites.

The thesis of this paper: the 959 made complexity part of Porsche's performance philosophy - and today that complexity must be preserved as a complete system. Its defining ownership risk is not a component but a condition: inactivity. Porsche Classic's own evidence is unambiguous - a 4,183-kilometre Sport required a multi-year factory overhaul, because irregular use causes unavoidable standing damage and the drivetrain and chassis must often be treated as complete systems rather than repaired selectively. The buying line follows: buy the factory file, test every system, and treat low mileage as evidence requiring explanation. One housekeeping note for the library: the Carrera GT still merits its own paper before the Porsche shelf closes - the 959 is the technological origin, the Carrera GT the analogue halo, the 918 the hybrid bridge.

Key Finding

The production wording matters. Porsche officially records 292 series-production 959s from 1987-1988, including 29 Sport versions. Higher totals sometimes quoted - 337, 345 - generally include prototypes, pre-series, competition cars or later-assembled examples, and should never be presented as the official figure.

Inactivity is the defining risk. A low-mileage 959 is not necessarily a preserved 959 - it may simply be one whose systems have not yet been exercised enough to reveal their condition. Porsche Classic's prescription is specific: around 100 km of mixed operation at least once a month; its restoration experience shows that neglected cars need holistic system work, not selective repair.

The factory relationship is provenance. Porsche Classic inherited the original 959 testing and repair tools, reports that almost every 959 has visited at least once, and issues the Technical Certificate that anchors the strongest files. For this car, the factory is not an alternative workshop - it is part of the asset.

02 THE MARQUE AND THE CARS

The future arrived early - Group B origins, Dakar victories, and a learning vehicle for the marque.

The 959 began as Porsche's answer to Group B and became something rarer: a technology demonstrator sold at DM 420,000 and instantly oversubscribed, whose real product was the next thirty years of Porsche engineering. Its systems read today like a prophecy - electronically managed all-wheel drive, adjustable chassis control, turbo response management, tyre-pressure monitoring, integrated road-and-track capability - and Porsche itself has described the car as a learning vehicle and a development pool for future generations. The motorsport record made the argument in public: first, second and sixth at the 1986 Paris-Dakar, all three cars finishing; the circuit-derived 961 seventh overall at Le Mans in 1986 with an IMSA/GTX class win. This was not a road car adapted from motorsport but a development programme moving continuously between road, rally and circuit. The hybrid cooling architecture - air-cooled cylinders under water-cooled four-valve heads - the Kevlar and glass-fibre composite body over aluminium doors and bonnet, and the six-speed manual driving all four wheels through the variable PSK system completed a specification that no rival matched for a decade. What Porsche built in 292 cars, the industry spent twenty years catching.

PORSCHE CHARACTER

The 959 is Weissach declaring, in 1987, what the marque would spend the next four decades proving: that electronic control could deepen a driver's car rather than dilute it. Every Porsche paper in this library descends from it - the 996 Turbo's all-wheel drive, the 991's integrated systems, the 918's managed complexity all begin here. The character it demands from owners is unique in the canon: not the archivist's stillness, but systematic operation - drive programmes cycled, both turbo stages exercised, hydraulics worked, 100 kilometres a month as factory medicine. It is the rare collectable that deteriorates faster in a museum than on a mountain road.

03 ARCHITECTURE: CONTROLLED COMPLEXITY

One manifesto, two expressions - the complete Komfort and the reduced, faster Sport.

The Komfort is not a compromised 959 - it is the complete expression of the original objective: extraordinary performance with genuine road usability. Its 2,849 cc sequential biturbo flat-six delivers 450 PS through a six-speed manual and the electronically controlled variable all-wheel drive, under adjustable, self-levelling suspension with four damper programmes, ABS, air conditioning, electric windows, central locking, rear seats and full insulation - approximately 1,450 kg depending on specification, and approximately 315-317 km/h. The Sport - 29 cars, officially - raised boost through larger turbochargers to 515 PS and 561 Nm, deleted the self-levelling suspension in favour of conventional coilovers, and stripped the climate control, central locking, electric windows, passenger mirror, rear seats and sound insulation: approximately 1,350 kg, 3.7 seconds to 100 km/h, 339 km/h. The deletion list is the point - the Sport replaced hydraulic complexity with mechanical reduction, and the market treats it as a fundamentally different asset, not a higher-output variant.

PORSCHE 959 - SPECIFICATION

959 Komfort	1987-88 · 2,849 cc sequential biturbo flat-six, 450 PS · 6-speed manual, PSK variable AWD · adjustable, self-levelling suspension, ABS, tyre-pressure monitoring · ~1,450 kg · ~315-317 km/h · the majority of the 292 series cars
959 Sport	1987-88 · 515 PS / 561 Nm - larger turbochargers, more boost · coilovers replace the hydraulic suspension · comfort equipment deleted · ~1,350 kg · 3.7 s, 339 km/h · 29 cars official - a fundamentally different asset
Construction	Kevlar/glass-fibre composite body sections, aluminium doors and bonnet · hollow-spoke magnesium wheels · Cd ~0.31 · air-cooled cylinders with water-cooled four-valve heads - the hybrid cooling architecture
Provenance context	Group B origin · Paris-Dakar 1986: first, second and sixth · 961 seventh overall at Le Mans 1986 · DM 420,000 list, sold out quickly · Porsche's stated learning vehicle for future generations

(Porsche officially records 292 series-production cars including 29 Sport versions; higher registry totals include prototypes, pre-series, competition or later-assembled cars and are not the official figure.)

04 THE TWO 959s AND THE FACTORY

Komfort and Sport, originality and Canepa - and Porsche Classic as part of the asset.

The market runs on two axes. The first is Komfort versus Sport: 292 against 29, hydraulic completeness against mechanical reduction, a strong seven-figure market against one so thin that no narrow band is honest. The second is originality versus modification - and here the paper must be balanced, because many US-market cars received Canepa development: turbocharger upgrades, revised engine management and ignition, revised fuelling, stainless exhausts, suspension conversion and improved US usability. A Canepa-modified Komfort sold at Monterey in 2025 for US\$2.04 million - respected modification does not automatically destroy value, but it changes the market category, and the wrong approach is to price a modified car as though interchangeable with an untouched example. The buyer chooses between factory-original preservation, Porsche Classic-restored originality, period-modified history and Canepa-developed usability - four different assets wearing one silhouette. Even inside originality there are gradations: a coilover conversion on a Komfort can improve usability while moving the car out of the original-hydraulics category the strongest collectors pay for.

THE FACTORY RELATIONSHIP

Porsche Classic inherited the original 959 testing and repair tools when production ended, reports that almost every 959 has visited at least once, retains model-specific expertise and original-parts support - the 959 is explicitly in the Classic parts catalogue - and often recommends complete-system restoration over selective repair. Its Technical Certificate anchors the strongest provenance files. The buyer establishes: Porsche Classic contact history, factory inspections, certificate status, restoration scope, current specialist contacts, parts availability, lead times and transport arrangements. For this car the factory relationship is not a workshop choice - it is part of provenance, and the market prices it that way.

05 THE SYSTEMS: STANDING DAMAGE LEADS

The inactivity paradox, then the eleven-system file - preserved together or not at all.

The defining evidence is factory evidence. Nick Heidfeld's 959 Sport arrived at Porsche Classic in 2017 with 4,183 kilometres and left in December 2021 after an overhaul costing approximately €115,000 - because irregular use causes unavoidable storage damage, and because the diagnosis found the engine management had been modified, requiring the Motronic's return to factory specification. Even a respected, low-mileage car requires configuration verification rather than assumption. The mechanical file then opens with the Komfort's signature exposure: the hydraulic suspension - accumulators, pumps, valves, lines, seals, ride-height and self-levelling function, the four damper programmes - where a documented overhaul is a strong positive and an inactive system with no repair plan is a walk-away; documented recommissionings have included hydro-accumulator replacement alongside major drivetrain work. The PSK all-wheel drive is tested under diagnostic and functional load across its drive programmes - selector, torque distribution, differentials, hydraulic control, sensors, wiring - because a short road test cannot establish system health. The sequential turbocharging demands correct function across turbochargers, wastegates, bypass valves, boost control, hoses and engine management: inconsistent stage transition, delayed boost, smoke or non-original hardware all interrogate the file, and the Sport's larger, rarer turbochargers raise every replacement stake.

The age file follows the fuel: stale petrol, corroded tanks and lines, hardened hoses, tired pumps, injectors and regulators - documented 959 recommissionings have replaced complete fuel-line sets during engine-out services, and evidence of periodic fuel replacement belongs in every storage ledger. The engine is durable and exceptionally complex - cam covers, oil lines, the water-cooled head circuits whose coolant history the hybrid architecture makes critical, belts, ignition, compression and leak-down, oil analysis - while clutch, flywheel and gearbox work is normally conducted as a set: documented programmes have replaced clutch, flywheel, pressure plate and release bearing together. The ABS was advanced for its period and is not passive background equipment - documented Sport maintenance includes ABS and limited-slip repairs - and the braking hardware is read for long-storage corrosion. The hollow-spoke magnesium wheels are defining and unforgiving: corrosion, cracking, air leakage, refinishing history - specialist nondestructive testing, never general wheel refurbishment. Tyres and the original pressure-monitoring system are specialised - age is a condition issue even on a display car. The composite and aluminium body is read for delamination, cracking, repair quality, paint-depth consistency and aluminium corrosion - a cosmetically invisible repair still requires documentation. And the electronics close the file - Motronic, instruments, drive-programme controls, monitoring systems, connectors and ground points - because this was a computer-intensive car by 1980s standards, and ageing connectors create faults that are expensive purely in diagnostic time.

THE CUSTODY LEDGER

Four interlocking records. Provenance: chassis identity, ownership chain, delivery market, original invoice, Porsche Classic Technical Certificate, matching engine and gearbox, factory correspondence, restoration history. Service: regular servicing, engine-out work, fluids, fuel lines, belts, clutch and flywheel, suspension accumulators, hydraulics, AWD servicing, ABS, turbo and management work. Storage: climate and humidity, battery conditioning, tyre pressures, fuel management, the monthly operating routine, static periods and recommissioning. Originality: Motronic specification, turbos, suspension, wheels, interior, panels, tools, books, accessories - and every modification with its reversal. The Heidfeld car's modified Motronic is the standing lesson: verify configuration, never assume it.

06 MARKET AND MONEY

A strengthening blue-chip market - split by Sport, sorted by file, priced by custody.

The Komfort market has strengthened materially, and the recent public record reads in one ascending line: US\$1.875 million in January 2025, US\$2.04 million at Monterey 2025 - the Canepa car - US\$2.205 million in March 2025, US\$2.535 million in January 2026, US\$2.31 million in May 2026. European results can run lower - a 2025 European car reportedly failed against a €1.7-1.9 million estimate - so US auction strength is not applied mechanically to continental transactions. The Sport market is too thin for a reliable narrow band: 29 cars, extremely rare public sales, one 2025 example offered at US\$5.5-6.5 million. The value drivers are the paper's own chapters - Sport specification, Porsche Classic restoration, the complete factory file, matching drivetrain, original Motronic, original hydraulic suspension on a Komfort, exceptional provenance, original paint, tools and books, documented regular use, rare colour, strong European history. The detractors mirror them: undocumented storage, incomplete chains, unresolved hydraulics, unclear management modifications, incorrect turbo or fuel work, missing tools, undocumented composite repairs, poorly executed wheel restoration, static low mileage without servicing, and conversions marketed without transparency. One pre-series car with more than 77,000 factory-and-private kilometres remains among the most historically important survivors - meaningful mileage does not weaken an exceptional provenance case.

PORSCHE 959 - INDICATIVE FRAMEWORKS, MID-2026

959 Komfort

Driver-quality but properly documented €1.5-1.9 million · strong original or Porsche Classic-sorted €1.9-2.4 million · exceptional provenance, specification or factory history €2.4-3.0 million+

959 Sport

Indicative only - 29 cars, very rare public sales: strong documented car €4.0-5.5 million · exceptional provenance, mileage and originality €5.5-7.0 million+ · one 2025 offering estimated at US\$5.5-6.5 million

Recent public results

US\$1.875M (Jan 2025) · US\$2.04M (Monterey 2025, Canepa) · US\$2.205M (Mar 2025) · US\$2.535M (Jan 2026) · US\$2.31M (May 2026) - against a European no-sale at €1.7-1.9M estimate

(Indicative frameworks - Sport bands especially so, because public sales are extremely rare; US auction headlines exceed many European transactions, and currency, taxes and specification move individual results materially.)

MAINTENANCE AND RESTORATION - EUROPEAN PLANNING FRAMEWORK

Annual inspection / service	€5,000-10,000
Age-based major service	€15,000-30,000+
Engine-out recommissioning	€50,000-120,000+ - fuel lines, belts, accumulators, clutch and flywheel typically together
Complete drivetrain and chassis overhaul	Often six figures
Hydraulic suspension overhaul	Potentially tens of thousands
Turbo / fuel-system restoration	Highly component-dependent - Sport hardware rarer at every step
Clutch, flywheel, gearbox work	Frequently five figures
Magnesium wheels	Specialist restoration or replacement potentially five figures
Composite body repair	Five figures or materially more
Porsche Classic factory restoration	Project-specific - potentially several hundred thousand euros; the Heidfeld Sport ran to ~€115,000
Logistics and custody	Enclosed transport a material recurring cost · agreed-value insurance individually underwritten

(No reliable standard tariff exists - these are planning categories anchored by documented real-world evidence: ~US\$60,000 in recent servicing on one Komfort, US\$130,000+ over several years on another. A €100,000 invoice is not evidence of a troublesome car - on a 959 it can be evidence that the custody work was finally performed correctly.)

07 THE BUYING PROTOCOL

The archive before the car, every system under diagnosis - and stillness treated as evidence.

Level One - the archive before the car. Chassis number and Komfort or Sport identity; ownership history; the Porsche Technical Certificate; original delivery documentation and factory specification; service and restoration files; tools and books; matching engine and gearbox; modification history; the storage ledger. Then the car, genuinely cold: start, smoke, leaks; all suspension modes and ride-height function; the all-wheel-drive controls; boost transition through both stages; gearbox and clutch; ABS; tyre-pressure monitoring; climate and interior systems; body and underfloor; wheels and tyres by age as much as condition.

Level Two - the specialist inspection. At Porsche Classic or a recognised 959 specialist: compression and leak-down; oil analysis; fuel-system pressure and line inspection; turbo and boost-system function through both stages; engine-management verification against factory specification; hydraulic suspension test; all-wheel-drive system test under load and across programmes; gearbox and differential inspection; ABS diagnosis; magnesium-wheel crack and corrosion inspection by nondestructive testing; body-composite assessment; paint and structural survey; originality reconciliation against factory data.

Level Three - walk away. An incomplete ownership chain. Unexplained engine-management modifications. Inactive hydraulic suspension with no repair plan. An undocumented suspension conversion. Irregular boost. Stale-storage history without recommissioning. Fuel-system deterioration. Serious wheel corrosion or improper repairs. Undocumented body or composite repair. Incomplete factory identity. Seller resistance to Porsche Classic-level examination. The standing rule closes the Porsche protocols as it opened them: the buyer who cannot walk away has already overpaid.

THE SYSTEMS CUSTODY RULE

The 959 is preserved by exercising the systems Porsche invented - not by preventing the odometer from moving. The buying line: buy the factory file, test every system, and treat low mileage as evidence requiring explanation. The distinction from this library's other custodianship papers is precise - the F1 custodian preserves through documentation and sympathetic use; the 959 custodian preserves through documentation and systematic operation, because this car's technology actively requires exercise: 100 kilometres of mixed driving a month, by factory prescription. The 959 does not punish use. It punishes neglect disguised as preservation. The rule joins the Porsche ladder as its eleventh law.

08 OWNERSHIP ECONOMICS AND SCENARIOS

Custodianship as operation - the budget that keeps a 1987 future alive.

The scenarios model a well-bought Komfort at around €2.0 million with a complete factory file, functioning original hydraulics, verified Motronic and a written custody ledger, operated on Porsche Classic's prescription - roughly 100 km of mixed driving a month, every system exercised: full warm-up, both turbo stages, all drive programmes, suspension modes, ABS where safe, climate control, a full recharge and a post-drive leak inspection, because idling in storage exercises nothing. The economics are the inverse of the delivery-mileage trophy market: money spent on operation is cheap, money spent on recommissioning after stillness is not, and the six-figure invoice that frightens the spreadsheet is often the moment a car's custody was finally done correctly. A well-driven 40,000 km 959 with complete factory history may be a healthier and more convincing car than a 4,000 km example that spent decades static - the Heidfeld Sport proved it at factory level, and the market is learning to price accordingly.

OWNERSHIP SCENARIOS - WELL-BOUGHT KOMFORT (PLANNING BANDS)

Year 1	€10,000-30,000: Classic-level entry inspection with compression, fuel-line and hydraulic assessment, first annual service, storage and insurance established - materially more where recommissioning is due
Years 1-3	€25,000-60,000 cumulative: annual services, the monthly operating routine, one age-based system - accumulators, fuel lines or belts - on most cars
Years 1-5	€40,000-90,000 cumulative for an exercised, sorted car · an engine-out recommissioning (€50,000-120,000+) resets the clock where history demands it

(Assumption-based planning bands excluding storage-facility and insurance premiums; complete overhauls and factory restorations sit outside every band by definition - and can still be rational custody.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	No famous design defect - the risks are age, complexity, inactivity and thin specialist capacity; an exercised, sorted car is dependable, a stored one is a question
Maintenance costs	□□□□	Six-figure recommissionings are normal custody at this level - engine-out programmes, hydraulic overhauls, factory restorations; operation is the cheap part
Parts availability	□□□□	Porsche Classic retains the tools, the parts catalogue and the expertise - slow and expensive rather than absent; Sport-specific hardware is the exception
Investment potential	□□□□	The origin car of modern Porsche technology, officially 292 plus 29 - a strengthening blue-chip market graded by factory file and custody record

MARQUE BUYING SCORE - PORSCHE 959

Category	Komfort, original	Komfort, Canepa/modified	959 Sport
Reliability	7.5 / 10	8 / 10	7.5 / 10
Driving experience	9 / 10	9 / 10	9.5 / 10
Ownership cost	2.5 / 10	3 / 10	2 / 10
Parts availability	4 / 10	4.5 / 10	3 / 10
Long-term collectability	9.5 / 10	8 / 10	10 / 10
Investment potential	9 / 10	7.5 / 10	9.5 / 10

Scored on the fixed series rubric: an 8 in Reliability means the same across every marque and paper. The modified column prices a different market category, not a lesser car - respected development trades usability against the originality premium.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Porsche factory and museum documentation and Newsroom history (292 series-production cars from 1987-1988 including 29 Sport versions, with higher registry totals attributed to prototypes and pre-series cars; the 956/962-related 2,849 cc sequential biturbo; 450 PS and ~315-317 km/h for the Komfort, 515 PS, 561 Nm, ~1,350 kg and 339 km/h for the Sport; DM 420,000 list price; Cd ~0.31; the Paris-Dakar 1-2-6 of 1986 and the 961's Le Mans result; Porsche's description of the 959 as a learning vehicle), the Porsche Classic record for the Heidfeld 959 S restoration - 4,183 km at delivery, ~€115,000, the modified Motronic returned to specification, the ~100 km monthly operating prescription and the complete-system restoration doctrine - and Porsche Classic's stated tools, parts-catalogue and visit history for the type; documented auction-catalogue service histories for the recommissioning evidence (fuel lines, accumulators, clutch programmes, ~US\$60,000 and US\$130,000+ real-world service files); and public market results 2025-2026 (US\$1.875M, US\$2.04M Canepa, US\$2.205M, US\$2.535M, US\$2.31M; a European no-sale at €1.7-1.9M; a Sport offered at US\$5.5-6.5M) with indicative frameworks, mid-2026 - Sport bands especially indicative, because public sales are extremely rare. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

09 SYNTHESIS

The manifesto, kept running - technology as heritage, operation as preservation.

Every Porsche paper in this library has been, in some measure, a footnote to the 959. The electronically managed all-wheel drive of the Turbos, the integrated systems doctrine of the 991 and 992, the diagnostic-file discipline of the modern GT cars, the managed complexity of the 918 - all of it was announced in 292 cars built before most of their current owners had driven anything at all. That is the 959's collector case: not speed, though it had the benchmark; not rarity alone, though 292 plus 29 is genuine scarcity - but origin. It is the car where Porsche's modern philosophy begins, validated by four decades of descendants. Its ownership case is correspondingly singular. This is the library's one collectable that factory doctrine orders driven - a hundred mixed kilometres a month - whose restoration house inherited its original tools, and whose most expensive failure mode is the one that looks like virtue: stillness. The custody disciplines this series built across McLaren and Porsche converge here and invert: document everything, as always - and then, uniquely, operate everything, because on the 959 the odometer is not the enemy of value. Neglect is.

The buyer's task: assemble the four ledgers before viewing the car, verify the Motronic and every system against factory specification, test the hydraulics and both turbo stages under diagnosis, inspect the magnesium wheels by NDT and the composite by specialist eye, price Canepa and conversions as their own category, and read low mileage as a question the storage ledger must answer. Do that, and the 959 offers what no other car in this library can: the original manifesto of everything Porsche became - still capable, forty years on, of doing everything it promised in 1987, provided its custodian keeps the promise too. The Porsche shelf closes with the Carrera GT - the analogue halo between this car's technology and the 918's hybrid bridge.

WHO SHOULD BUY THIS CAR

Ideal Komfort buyer: the operating custodian - archive-led, factory-connected, and committed to the monthly routine that keeps hydraulics, turbos and drive programmes alive; the buyer who reads a six-figure service file as reassurance, not warning. Ideal Sport buyer: the collector at the summit of the Porsche canon, buying one of 29 with provenance verified to factory level and custody planned to match. Ideal Canepa buyer: the driver-owner who wants developed usability and transparency about the category it trades in.

Less suitable: the static preservationist - this car deteriorates in storage faster than in use; the spreadsheet buyer frightened by invoices that are actually evidence of correct custody; and anyone who accepts a low odometer as an answer rather than a question requiring a storage ledger.

BOTTOM LINE

One manifesto, 292 series cars plus 29 Sports, 1987-1988: 450 to 515 PS, 317 to 339 km/h, sequential turbos, variable all-wheel drive and hydraulic suspension a decade ahead of the industry - €1.5 million documented Komfort to €7 million+ exceptional Sport. No design defect: the risks are age, complexity and stillness. Buy the factory file, test every system, verify the Motronic, price modification as its own category - and then drive it a hundred kilometres a month, by factory prescription. The 959 does not punish use; it punishes neglect disguised as preservation.

ONE-SENTENCE VERDICT

The 959 is preserved by exercising the systems Porsche invented - buy the factory file, test everything, and treat low mileage as a question.

SOURCES

Porsche factory and museum documentation and Newsroom history (292 series-production cars, 1987-1988, including 29 Sport versions - with higher registry totals attributed to prototypes, pre-series, competition and later-assembled cars; the 2,849 cc sequential biturbo related to the 956/962 racing architecture; Komfort at 450 PS and ~315-317 km/h, briefly a production speed benchmark; Sport at 515 PS, 561 Nm, ~1,350 kg, 3.7 seconds and 339 km/h with its deletion specification; DM 420,000 list; Cd ~0.31; Kevlar/glass-fibre composite with aluminium doors and bonnet; hollow-spoke magnesium wheels; the 1986 Paris-Dakar 1-2-6 and the 961's seventh overall at Le Mans; Porsche's learning-vehicle description); the Porsche Classic record of the Nick Heidfeld 959 S restoration - 4,183 km at delivery in 2017, completion December 2021, ~€115,000, the modified Motronic returned to factory specification, the ~100 km monthly mixed-operation prescription, and Porsche Classic's inherited tools, parts catalogue and near-universal visit history for the type; documented auction-catalogue service histories for recommissioning evidence - fuel lines, hydro-accumulators, clutch and flywheel programmes, ~US\$60,000 and US\$130,000+ files - and the 77,000 km pre-series provenance case; public market results 2025-2026 (US\$1.875M, US\$2.04M Canepa-modified, US\$2.205M, US\$2.535M, US\$2.31M; a European no-sale against €1.7-1.9M; a Sport offered at US\$5.5-6.5M) with indicative frameworks, mid-2026. 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.