PORSCHE



911 Sport Classic

Icons of Cool



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FOREWORD.

Dear enthusiast,

Heritage – this term is often used without looking more closely at what it actually signifies. Yet heritage has enduring relevance, particularly for a brand as rich in history as Porsche. The same is true for our customers, who often associate their vehicles with their own very personal lifestyle and way of life. At Style Porsche, we are continuously working on new stylistic ideas that keep up with the zeitgeist without neglecting the heritage of the brand. We like to say 'no future without a past' when we tackle the first sketches for a new model. Every new model draws on the rich history of our brand, but still looks absolutely modern and future-oriented. With the Heritage Design Strategy, we are faithfully adopting this philosophy with a focus on the customer, and are further enhancing it by adding contemporary elements. We're bringing back the Porsche brand's most popular design features, colours and materials from the 50s, 60s, 70s and 80s. Composed with great attention to detail and reinterpreted to perfectly emphasise – and complement – the timeless modern character of the 911. Every era of Porsche history is exclusively showcased by a limited edition collector model, with the concept also being available through equipment packages for many other 911 models. Based on the success of the first limited edition collector's model, the 911 Targa 4S Heritage Design Edition from 2020, I am absolutely convinced that the success story will continue with the new 911 Sport Classic (Type 992). Not only because of the legendary ducktail spoiler as a nod to the 911 Carrera RS 2.7, or the typical Pepita fabric of the 1960s, but also because of the myriad of details and the craftsmanship with which they are incorporated into each individual customer vehicle by PORSCHE Exclusive Manufaktur. In addition to the design, the selection of colours and materials is extremely important to our design team. This is particularly true when developing vehicles with historical significance. We identify trends that are often polarising at first, only to see more sustained further development over several vehicle generations. The colour Sport Classic Grey from the first 911 Sport Classic (type 997) is one such example. Inspired by the fashionable grey of the Porsche 356 of the 50s, it was an absolute novelty for the Porsche colour palette in 2009 when the Exclusive Manufaktur limited series was introduced. The exclusive colour led to the development of Crayon, which is now one of the most popular colours worldwide and available in virtually all Porsche series. And the story is far from over. Grey is not just grey. It is as varied as the characters of our vehicles and our customers. The new 911 Sport Classic heralds the age of Sport Grey Metallic. No matter how often we looked at the vehicle together during the development process in the design studio in Weissach, we always agreed on one thing. Grey is never boring; it is very often a statement and always cool. Regardless of which colour scheme customers choose for their personal vehicle, the overarching motto of the Heritage Design Strategy is best described as true **Icons of Cool** – exactly as you will be described when you sit behind the wheel of the 911 Sport Classic.

Have fun and enjoy the drive – Michael Mauer



Michael Mauer has headed the Design Department of Porsche since 2004. He studied automotive design at Pforzheim University from 1982 to 1986. In addition to the current generations, all of the Porsche 918 Spyder series and most recently the Taycan electric sports car have been created under his leadership.

For fuel consumption and CO_2 emissions, please refer to page 98 onwards.

ICONS DON'T FOLLOW THE TRENDS. THEY CREATE THEM.



Times have become fast-paced. What is all the rage today will attract little attention tomorrow. One trend after another. Season after season. Update after update. Virtually everyone is chasing after the latest developments. And losing sight of what's important.

There were times when things were different. When icons could mature at a slower pace. Designers could create forms that would last forever. And engineers developed vehicles that still inspire people around the world today. 'Compromise' was a foreign concept. They concentrated on the essentials and everything else was secondary to them. But most importantly, people still had a sense for easily distinguishing the trivial from the timeless.

We admit. It was a little easier back then. Not everything had to fit perfectly right away. There was plenty of tweaking and tinkering. Cars could have – or rather – they were supposed to have something distinctive about them. And those who drove the cars were always a little rough around the edges. It was the time of Steve McQueen and James Garner. Cloaked in their incomparable nonchalance, they became true icons. Their predilection for fast cars and a fast-paced lifestyle certainly had a role to play in this. But that wasn't the only factor. It was how legends were born: film legends, racing legends and sports car legends.

It's time to bring that era back – with the Icons of Cool. What began in 2020 with the 911 Targa 4S Heritage Design Edition is now being continued with the 911 Sport Classic. Strictly limited to 1,250 units, it is our way of celebrating the style of the 60s and early 70s. And our inspiration based on the self-confident appearance, played up nonchalance and timeless design of the first 911. Because we know for certain: what made hearts skip a beat back then is now at it again. Now more than ever.



For fuel consumption and CO_2 emissions, please refer to page 98 onwards.

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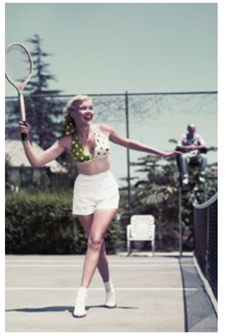
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The 1960s: ten years full of dynamic change, a pulsating decade, restless, exciting, impactful. Torn between loud calls for a sweeping revolution on the one hand, and confident optimism and the desire for relaxed prosperity on the other – preferably with a martini, shaken or stirred.

Everything and everyone was in motion. East and West were racing to conquer space while the entire Earth rumbled down below. America saw demonstrations and revolts. Germany was divided at the beginning of the 60s and flourished, at least in the West. London was in full swing, shaping the global music charts for years to come. And in Stuttgart-Zuffenhausen, Porsche was preparing to change sports car history forever. But first things first…

The 1960s.







JETSET

60

At the beginning of the 60s, the world was undergoing a transformation. A lot was changing. Cautious optimism prevailed in Europe and the USA. Progress could be seen, things seemed to be getting better. Of course, the Cold War and its arms races were causing latent uncertainty in the background, and there were also other social upheavals around the world, from the cultural revolution in China to decolonisation in Africa and all the aftermath. But on the whole, we felt confident about the future. It was said that by the end of the decade, humans will have conquered the moon. And so in the early 60s, it felt like anything was possible.

Freedom was the driving force behind this newly acquired attitude toward life. The entire world seemed to be becoming a little more carefree. This was also true in Germany, where things suddenly took on an unprecedented lightness, a feeling that swept through every aspect of life. Even those areas that were previously considered taboo outside of your own 4 walls. It's no wonder that free love immediately comes to mind with the West German '68ers' movement. This was another kind of revolution, this time a moral one, a sexual one. In 1968, the old order began to erode, and partners were being exchanged at that time so wantonly and swiftly as never seen before. This resonated all the way into the political arena: 'Make love, not war!' – the slogan of the American anti-Vietnam War demonstrators also became the motto of the German student movement in 1968. The young left were not only protesting against the prevailing order, but also against the ultra-conservative morality of the 50s.

The legendary photo of the naked members of West Berlin's Commune 1 leaning against a wall serves as a symbol of that lifestyle, capturing it for posterity. A key image of contemporary history.

The whole world in your living room.

Also when it came to music, fashion, philosophy, art and science – people began to break with prevailing traditions and conventions at every corner. Young people everywhere were questioning authorities and rebelling against the traditional values of their parents. The simultaneous occurrence of these feelings and events worldwide was ultimately also due to a media environment that had been turned upside down and which suddenly wielded a universal weapon through our television sets. From that point on, the world took place inside a tube TV wrapped in walnut veneer. And even from the furthest corners, you could quickly find out what was happening at the other end of the globe. Whether it was Woodstock or the moon landing, the Cold War or free love – everything suddenly found its way into your living room at home – sometimes broadcast live and from 1967, even in colour. Everything was so vibrant. In general, the early age of television was a good reflection of the general sentiment. While the 50s were still very black and white, the 60s got better acquainted with colour, which was then lavishly splashed all over the 70s.





1960

1960

The birth of the jet set.

One other innovation that many had only initially heard of from television helped the globe shrink for a distinguished circle: commercial flight connections. Those who could were now able to see the world through different eyes: their own. To a certain degree, a new, small stratum of society was being formed in the 'first class' seats of this newly discovered freedom to travel. It was one that was being watched around the world and that bore its origins in its name: jet set. Six letters that reflected every angle of the dazzling life enjoyed by the rich and the beautiful.

The Mediterranean Sea was essentially at the centre of it all. The rich and beautiful frolicked against the backdrop of the Mediterranean at the world's largest and most exclusive swimming pool, from Nice to the Greek islands. People came together wherever the sun was nice and warm and the champagne was well chilled. After all, it was only a day's journey from Acapulco to Rimini. And those who stayed home dreamed along while leafing through colourful magazines. But the illustrious jet set lifestyle as a European phenomenon is only half the story. The concept of an exclusive and elite social bubble came from the USA, of course, from Palm Springs to be exact. At just a 2-hour drive from Los Angeles, this city in the Coachella Valley has served as the playground of the haute volée since the 1930s, particularly for big movie stars and starlets. If you were or wanted to be a big wig in Hollywood, you had to play a leading role in Palm Springs.

Both day and night, life there in the California desert revolved around one thing: the swimming pool. This was only partly due to the merciless sun and soaring temperatures. The pool was the perfect place to show the world what you do when you've achieved something: nothing. Or as they said in Europe, dolce far niente (another expression straight from the sixties jet set). Drifting around every day in and around the hotel pool was followed by the inevitable nocturnal hustle and bustle at one of the many private pools. Whoever was in, jumped in. And that wave soon splashed over to Europe. From Germany to Italy and France – what was once a swimming pool for the family to cool off in on a hot summer's day had transformed into a sexy oasis overnight. And it wasn't only tempers that would heat up there.



















60

From the pool to the big screen.
You can easily see why this worked so well in one of the greatest films to emerge from this era, in… yes, exactly, 'La Piscine', or in English 'The Swimming Pool'. This was to be the breakthrough role for Romy Schneider, who played the lead role alongside Alain Delon. The plot of the first so-called erotic thriller in film history was fairly straightforward. But that didn't matter one bit, perched there at the edge of the remote pool in Ramatuelle on the French Riviera. Heat en masse at every level. It is a cult film that is still considered iconically stylish today.

At the source of mid-century modernism.
But let's return to Palm Springs for a moment. The most truly enchanting quality about the desert town is the feather-light and sun-drenched architecture of the private houses, or rather: bungalows. Desert Modernism is the name given to the modernist style today, composed by famous architects such as Richard Neutra, John Lautner and Albert Frey for Hollywood stars such as Frank Sinatra and Bob Hope. This kind of architectural design could only find its home there in the desert: clear reduced forms, open and at one with nature, plenty of glass, very little stone.
A late modernist dream situated in the scant shade of perfectly groomed palm trees. Some of the characteristics of mid-century modernism made it across to Europe, mostly in tucked away locations along prominent Mediterranean shores. The bungalows scattered across the slopes above Saint Tropez convey that very special light and fun-loving feeling of the sixties. Especially because things were literally becoming more and more brutal in the cities. Brutalism was the characteristic name given to the crude style that cast this newly discovered freedom in concrete. Gigantic concrete blocks were created with countless honeycomb housing clusters and office cells. For some, this was an architectural nightmare, while for others it was a symbol of the awakening urban future. Beauty could look different and still be fascinating.

Flourishing Europe was the place to be and at least initially represented the cultural centre for the finer things in life. London was considered a cosmopolitan city par excellence, even ahead of New York, and the United Kingdom dominated global tastes in music with bands like the Beatles and the Rolling Stones, whichever you preferred. In general, music was the elixir of life during the swinging sixties and early 70s. From beat and pop to rock – people all over the world were moving and grooving to the same rhythm of liberation.



60

From the swinging sixties – even in German.
Music has always been a language that is understood across the world. Slowly but surely, the Anglo-Saxon hits found their way to continental Europe. English as well as more and more French and Italian-language chansons were being affectionately translated, bringing sophisticated flair to increasingly colourful German living rooms. An international tinge swept through the last dusty corners. It was these often slightly lewd titles that made sexual liberation more palatable for the masses. In short: popular music was transformed. From that point on, a laissez-faire intimacy was the focus.

In addition to music, fashion was also essential when it came to conveying this new-found freedom to the outside world. Sure, Paris has long been the world's undisputed capital of good taste and it was doing everything it could to remain so. But the real revolution wasn't happening in the couture salons, but on the streets. It was a brightly coloured and joyful rebellion against the stifling and strait-laced mentality of the 50s. Minimalist mini skirts, revealing dresses with flower power patterns, wide jumpers and jeans with ever-growing flares. Being different was what it was all about – not being like your parents.

At the time, West Germany only had a few beaches and dolce vita only became relevant there much later, but a fresh wind would also eventually drive away the stale air of the 50s between the North Sea and the Alps. Now, swiftly and preferably for good. While young people were out on the streets calling for the overthrow of institutions, their parents, after doing without for years, could finally afford and definitely wanted a little luxury during the booming economic miracle. And above all else, cars were right at the top of the wish list for Germans. That had something to do with a few engineers from the German region of Swabia. Quintessentially Swabian virtues contributed – consciously or unconsciously – to the fact that the successor to the Porsche 356 was not going to be just another new sports car, but an icon.

Shaping icons.
In the 50s, the 356 brought on success story after success story for Porsche across the world, both on the racetrack and on the road. In California, people loved the Speedster as the ideal accessory to their 'easy going' lifestyle. In Monte Carlo, the elegant lines of the Coupé were highly regarded, and all across Germany this came to epitomise the new German economic boom. Nevertheless, Zuffenhausen had been working diligently on a successor for years.

It needed to have 6 cylinders, a rear engine and enough space for a golf bag. Ferry Porsche actually had manageable requirements for the successor to the 356, but they were indeed difficult to combine. After fierce discussions, Ferdinand Alexander Porsche had fulfilled all of his father's demands for the new sports car. Its premiere was celebrated at the International Motor Show (IAA) in Frankfurt from 12 to 22 September 1963.















THE QUESTION OF SUCCESSION.

While the trailblazer and successor to the 356 continued to bring smiles to people's faces, both in driver's seats and in the conference rooms chairs of Zuffenhausen, the 911 – at this point still called the 901 – was not very secretive about its intention of overtaking it. At the IAA in Frankfurt am Main, both still stood side by side – the 356 as a mature model in its final stage of development, and its successor as a prototype that was not quite ready for the road. In addition to a 6-cylinder engine with overhead camshafts, the successor to the throne of the already legendary 356 also had a chassis with a semi-trailing arm rear axle and self-supporting body – and an internal development number that was raising eyebrows in France. This was because the new model would initially appear as the Porsche 901 at the exhibition stand and shortly thereafter in the showrooms. After 82 units had already been produced, Porsche was forced to change the designation in October 1964, as the French car brand Peugeot held the rights to all three-digit numbers for car model designations containing a '0' in the middle. But sometimes, a bit of a legal quibble can help give rise to a legend.

What happened afterwards is difficult to put into words, even for the Swabians who are so used to success – though many attempts were made. The 'original model' first presented was initially considered (too) expensive. But with the 4-cylinder entry-level version 912 which was offered shortly thereafter, the triumph of the Zuffenhausen sports car became unstoppable. The 911 quickly evolved into the global epitome of a sports car suitable for everyday use. Virtually everything was done right: the engine, drive, chassis, equipment. The 911 not only captured the spirit of the times visually, it was on a technical level that it gained worldwide recognition.

For 10 years, the details of the 911 were continuously improved upon and developed with different engine outputs and equipment. It was initially only introduced as a coupé, but from September 1965 the 'safety convertible' with a fixed steel roll-over bar – the legendary Targa – was added. When the successor was in the starting blocks in 1973, more than 80,000 units were helping to spread the concept of 'driving at its finest'.









'Looking back at the 911, this design was without a doubt a controversial concept. The long, outright extraordinary lifespan of this model makes me proud to have been ultimately proven right with my opinion of the 911.'

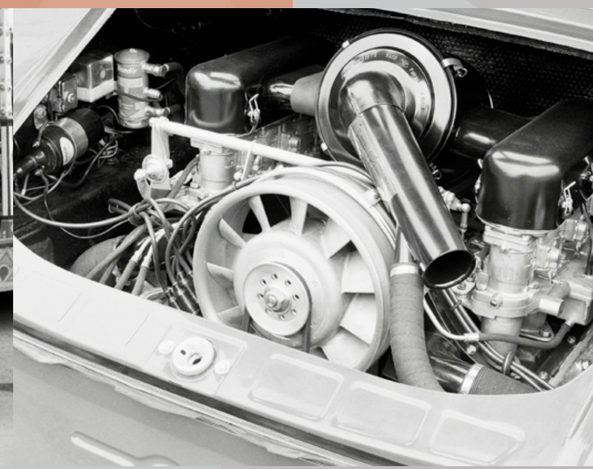
FERRY PORSCHE, 1992

Courage wins. Especially when it comes to friends.
The concept of the 911 was initially quite controversial. The attempt to combine suitability for everyday use and sportiness was too daring. The market was not ready and the risks were too great. Ferry Porsche had to push through a great deal of internal resistance – and was ultimately proven right.

Perhaps also owing to this success, the revolutionary spirit of the 60s very often fell on fertile ground at Porsche. Ferry Porsche in particular was not averse to unusual and risky ideas and always had an open ear for the occasionally bizarre ideas of his engineers. This also certainly contributed to the evolution of Porsche drivers into Porsche fans during the 60s and 70s. The community was growing and Porsche Clubs were being established everywhere. The 911 had firmly established its position as the heart of the brand and had arrived not only in the garages of drivers but also on the walls of their children's rooms. The perfect poster car. A dream car that will not just remain a dream, but will eventually become reality.

A fresh breeze was blowing through Zuffenhausen.
And what else? Ferry was also thinking on a broader scale. Sports cars did not only have to be the exclusive hobby of the jet set. This idea matured in Zuffenhausen throughout the 1960s and finally led to the 914 in 1969. The small mid-engine Roadster was intended to appeal to a new target group as an entry-level model. Younger, more modern and perhaps a bit 'hipper' than the 911 followers. The concept did more than just strike a nerve. It was sneered at by some and loved by others as an attainable dream, the entry-level sports car to be produced jointly with Karmann and Volkswagen sold almost 120,000 units. It certainly helped bring some of the glamour of the iconic 911 and the glory of its drivers to the driveways and car parks of ordinary earners.







PORSCHE

Anecdotes from Zuffenhausen.

A spoiler with its own name. And coming from the animal kingdom at that. This was rather rare, not to mention unique. But what lies behind the term 'ducktail'? Why was this term adopted for the rear spoiler of the legendary 911 Carrera RS 2.7? Opinions about this differ to this day. The most likely explanation was that it came from a derogatory comment from a Porsche sales department member at the time, who showed very muted enthusiasm when he first laid eyes on the rear of the RS 2.7. Today, this name describing the rear end of a duck has become an integral part of the Porsche vocabulary – with instant recognition among Porsche enthusiasts.

THE DUCKTAIL



The best? Conclusively.

At the beginning of 1972, the shareholders of Dr. Ing. h.c. F. Porsche KG decided to convert what had been a limited partnership into a public limited company with a share capital of 50 million DM for the new fiscal year. Ferry Porsche took over as chairman of the Supervisory Board. While this decision, together with the success of the 914 and the other models, created a reassuring financial foundation, the engineers were already busy working – befitting of the Swabian character – on the successor to the now legendary 911. When the original model was coming to a foreseeable end, yet another exceptional model was introduced to the road virtually by force, the 911 Carrera RS 2.7. In October 1972 at the Salon de l'Automobile in Paris, the 911 Carrera RS 2.7 was introduced, becoming the first 911 to be named after a well-known car race in Mexico, the Carrera Panamericana. The 911 Carrera RS 2.7 was actually only planned as a limited series of 500 vehicles so that homologation could be obtained for racing. But it proved to be so popular among a clientele thirsty for performance and prestige that a total of 1,580 units were built in the end.

Equipped with the Carrera suffix, the RS 2.7 promised a wealth of freedom, adventure and uncompromising sports performance, and looked even more ruthless than the bourgeois 911 S of the time. The flared wings at the front and rear later became characteristic of all other Carrera models, and the front spoiler had a distinctive opening in the middle for the oil cooler. At the rear, a small spoiler made of fibreglass – soon to be called a ducktail – ensured that the 911 Carrera RS 2.7 would enjoy enormous traction.



Compared to the sometimes massive spoilers and wings of the decades that followed, it was an almost inconspicuous, yet nevertheless revolutionary component that made history. The new 911 Sport Classic proves just how timeless the ducktail is. The small spoiler nestles against the body of the 911 as if it were a single piece.

Not only the 911 Carrera RS 2.7, but also pretty much every other sports car from Zuffenhausen became global bestsellers at the time. They were considered fast, beautiful and sophisticated. Steve McQueen created a cinematic monument to the cars in 1971 and to this day, celebrities from Hollywood to Rome and Berlin enjoy being photographed in a fancy speedster from Stuttgart.







A PATTERN
FOR GENERATIONS.

While other manufacturers were vying for attention with flashy exterior designs and more and more cylinders, Porsche remained faithful to the rather modest 6-cylinder engines and was also fairly cautious when it came to the exterior design. After all, up to now they had come a long way with the typically German, always somewhat restrained engineering aesthetics. In view of this external visual modesty, many were surprised by the flamboyant spirit of experimentation that the somewhat conservative Swabians occasionally displayed in the interior. One design for a pattern that was named after the Spanish dancer Josefa de la Oliva turned out to be particularly popular: Pepita – or little Pepa, the diminutive form of Josefina. It is not known whether the lady, who was extremely prominent in the 19th century, actually ever wore the pattern herself.

The two-tone, mostly black and white checked pattern with slanting stripes could only be found in men's fashion until the Second World War. That changed once French fashion designer Christian Dior created the revolutionary 'New Look' in 1947, using the checked pattern in his women's collections. Suddenly Pepita stood for elegance and chic and could be found on virtually any everyday object – from upholstered furniture and perfume bottles to chocolate wrappers.



Pepita de la Oliva

In the early 60s, the march through the institutions began. The post-war generation were taking over the command – and the spirit of the times – and it didn't stop at Pepita, either. From the mini dress to the tent coat, Pepita was experiencing a little renaissance, now in a wide variety of colours.

Style icons such as Audrey Hepburn or Jackie Kennedy were very fond of the pattern, which was both elegant and playful – and Porsche drivers also became enamoured with the black and white diamonds. The pattern was first used at Porsche in a number of 356s at the request of individual customers. Then in the 911, it became an important part of Porsche history.

Now, we are celebrating its revival. We are uniting Pepita and other elements and ideas from this exciting, even revolutionary decade into one vehicle. An icon that stands for the wild 60s and 70s, celebrating both the life and its lifestyle. And for that reason alone, it is the epitome of extravagance.

INSPIRING INSPIRATION.

Landschloss Korntal, sometime in 2006: various Porsche specialists were sitting together discussing a new vehicle concept near the main Porsche plant in Zuffenhausen. The goal was to strategically realign PORSCHE Exclusive Manufaktur. Instead of communicating personalised options in the special equipment for the series models, the approach would be to highlight the skill of the business area through exclusive special models. This propelled the idea of PORSCHE Exclusive Manufaktur limited series into modern times. In 1998, the 911 Turbo S (Type 993) had been the last exclusive limited series, followed by the era of 'lean production', or modular construction. At the time, it was either highly efficient or not at all. Complex vehicles in small numbers that took a great deal of effort had no place in that model strategy. The focus was on leading the Porsche company out of troubled waters.

IAA 2009.

Three years after the meeting in Korntal, the 911 Sport Classic was on display in Frankfurt – a small series, limited to just 250 units worldwide, because at that point there was still a lot of uncertainty about the potential of the limited series. The product features of the 911 Sport Classic were already harbingers of the Heritage Design strategy. The exterior colour Sport Classic Grey was polarising – both internally as well as at trade fairs. Using light shades of grey as an exterior colour was completely unusual, the board of directors joked that only a primer had been used to save costs. It was, however, inspired by the company's own history: a fashionable grey 356 on a green field in a picture from the historical archive.

For that reason, the concept needed the addition of the 2 stripes and the decorative film on the side in a darker grey to create a contrast for the eye, just like the add-on parts and the wheels both painted in black. The legendary design of the Fuchsfelge® with a deep set rim and high-gloss elements was not yet feasible as a forged wheel – but it would be for the new 911 Sport Classic 12 years later.

Exceptional. Exceptionally complex, most of all.

The body of the 997 Sport Classic was wide, a feature reserved for the all-wheel drive and turbo models at that time. For the first time in 2009, a wide body, rear-wheel drive, manual transmission and the specially developed, performance-enhanced engine were combined. The results were so convincing that the concept was used for the later GTS derivative of the 997 during its development phase.

The ducktail at the rear is an authentic take on the original, perfectly adapted to the 997 shape and specifically dedicated to the limited series. Even today, you have to verify the VIN of a 997 Sport Classic you own at the Porsche Centre in order to be able to order an original spare part.

Another equally unique feature was the double-dome roof – a.k.a. 'double bubble roof' – which was inspired by the study of the 911 Panamericana and the removable roof segments of the Carrera GT.

THE IDEA OF 911 SPORT CLASSIC.



997



In addition, the shape of the roof is a small dig at earlier racing vehicles from other manufacturers, where tall racing drivers had to knock dents in the roof in order to have enough headroom when driving with a helmet. The double-dome roof is firmly attached to the body, meaning that it cannot be copied by independent workshops should someone try to replicate a Sport Classic.

The effort involved in production is high because only roof midsections with or without a sliding roof are used in the assembly, no additional double-dome roof midsections. Instead of going through a labour-intensive – and expensive – adaptation process logistically, an employee was assigned to manually insert these kinds of double-dome roof centre sections into the system every time the production number of a 911 Sport Classic was displayed. With 250 units in 2009 that was still possible, but it would be unthinkable today.

Details, details, details.

The lettering on the rear of the 911 Sport Classic is chrome-plated with real metal just like the manufacturer's badge on the right wing. This is no longer the norm since galvanised plastic is usually used. Due to the small number of units, processes and suppliers from the jewelery industry were used, all for the love of detail. The exterior was completed with large chrome tailpipes wi th the maximum possible diameter and a concise inner grille as well as headlights with black edging inspired by the 911 Carrera RSR Turbo 2.1 from 1974.

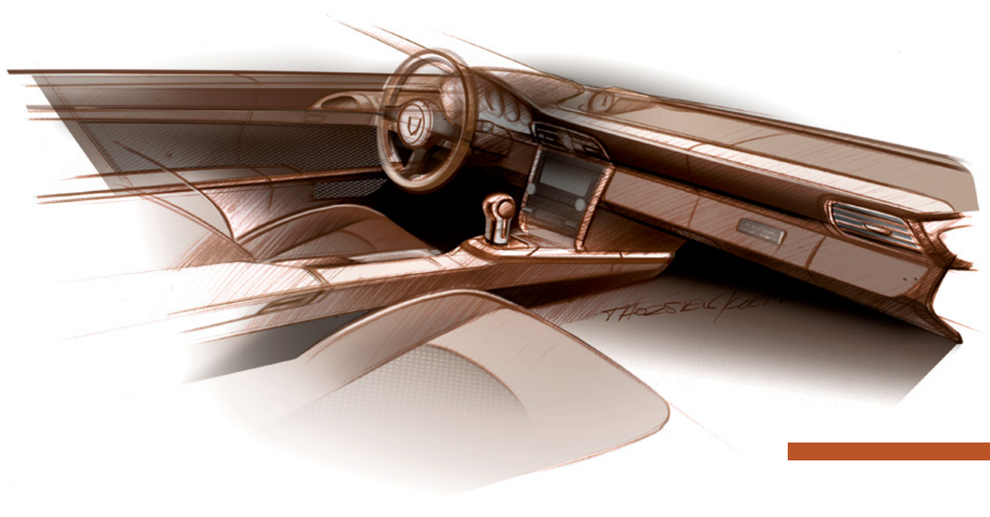
One design feature dominated the interior above all else: high quality. A 'loud' vehicle with distinctive components on the exterior, discreet and elegant on the inside – 'gentlemen drivers' were chosen as the authentic and tenacious target group. Horse saddles, Pepita patterns and Winchester sofas were the inspirations for the material processing and choice of leather. The natural leather in Espresso Brown was the ultimate sensation at the time and only came into series production later with the Panamera.

The brown leather was combined with a customised grey Alcantara® roof lining and the signature tufted loop carpeting, as well as marble grey leather piping and threads on the seats. The seats themselves are very special due to how the grey piping and braided leather emphasised the shape. The high-quality '911 Sport Classic' embossing on the headrest and the reduced use of visible decorative seams are a testament to craftsmanship and stylised selection. While visible seams were used in the standard 911, felled seams or no seams at all were used in the Sport Classic, as was the case with the backrests, so as not to overload the interior.

Never before have so many 'semi-finished products' been developed specifically for a special model or a limited series. In terms of form, there were virtually no untreated plastic parts finished in the volcanic grey that was common at the time. Even the Porsche Communication Management was covered in wafer-thin leather.

Drivers were supposed to see real material wherever possible, even weeks later discovering details that they hadn't expected. The door panel, which originally came from the Boxster, is legendary. But due to its horizontal handle, it was better suited to the door panel of the Sport Classic with its braided leather. 'Form follows function' has always been the guiding principle at Porsche and the best way to show off the exclusive material in the door.

The concept of the limited series has become well established in the meantime at the PORSCHE Exclusive Manufaktur. Traditional craftsmanship and attention to detail are the guiding principles here. Principles that can also be found in the 911 Sport Classic of the 992 series.





DESIGN, TECHNOLOGY AND PLENTY OF HISTORY.

AN INTERVIEW ABOUT THE 911 SPORT CLASSIC.

A sports car as extraordinary as the 911 Sport Classic is worth more than a thousand words. But that doesn't mean you can't talk about it anyway. A conversation with the designers of the 911 Sport Classic, Grant Larson, Daniela Milošević and Chris Holzinger, as well as Boris Apenbrink, the project manager of the first 911 Sport Classic (997) at the time and current Director of PORSCHE Exclusive Manufaktur Vehicles.

Let's begin with a general question: how did the Sport Classic actually get started?

Apenbrink: 'Well, first of all it is important to say that the entire thing was never actually intentional. In 2009, we were reviving complex vehicle projects with the Sport Classic in PORSCHE Exclusive Manufaktur, which was still called Porsche Exclusive back then. Right away we said that we would want to do this more often in the future. Actually, everyone was convinced of this – which had been the case with all the Exclusive limited series – every occasion for a vehicle represents a unique opportunity. Because that was the strategy: there was one occasion – and only ever one. The next time we would come up with a new theme. But we had often heard the question from customers: 'When are you going to do a Sport Classic again?'

Larson: 'Although only 250 units of the first Sport Classic were built, the thing still has an incredible presence today and is on the minds of an extremely large number of people – not just on Instagram or Facebook – but also at Porsche meetings, etc.'

Apenbrink: 'Yes, that's the kind of vehicle where you keep hearing that it turns heads.'



BORIS APENBRINK
DIRECTOR OF PORSCHE EXCLUSIVE MANUFAKTUR VEHICLES



GRANT LARSON
DIRECTOR OF SPECIAL PROJECTS AT STYLE PORSCHE



CHRIS HOLZINGER
DESIGNER COLOUR AND MATERIAL DESIGN

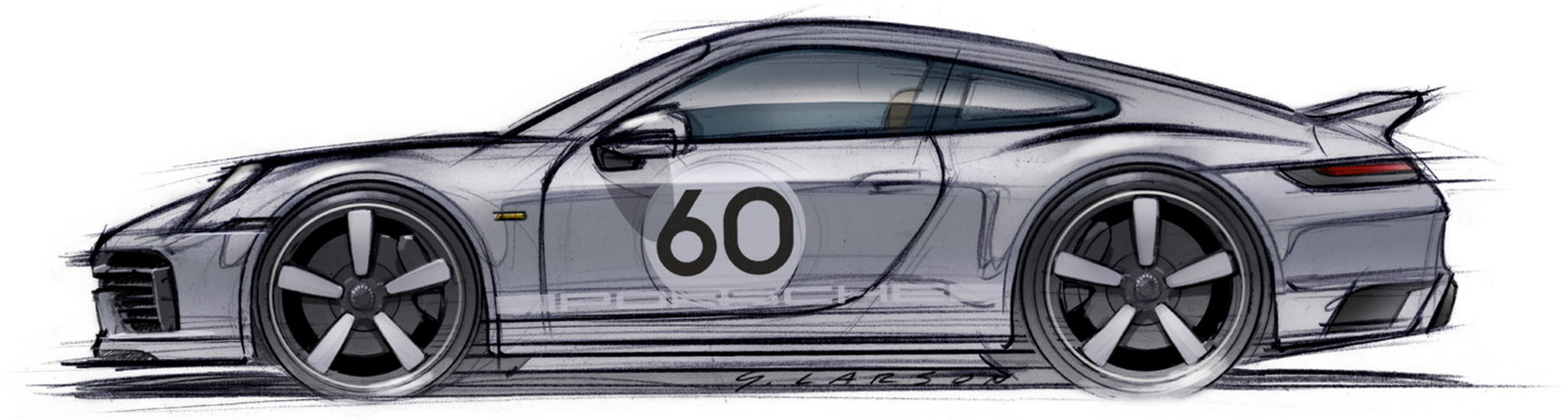


DANIELA MILOŠEVIĆ
DESIGNER COLOUR AND MATERIAL DESIGN

911 SPORT CLASSIC

The name 'Sport Classic' – what is it all about? Is there a story behind it or are we not allowed to tell it?

Apenbrink: 'That was actually a working title. Back then, we had worked out 3 concepts for the first limited series in a workshop – one of them was a 'Classic Coupé'. The exact wording was 'a classic coupé with the most important design references in Porsche's history'. When we said 'classic', we meant a pure form of the Porsche sports car. But adopting the working title would have been too easy, so we combed through the history of Porsche vehicle names. We stuck with SC, which was then called Super Carrera, because it was a perfect match for the vehicle's product features. The shorter the name on the rear lid, the better. And so we dreamed of using 911 SC. In the end, however, the naming rights to 'SC' had already been taken and our vehicle was not a 1:1 successor to the 911 Porsche SC at the time. So we kept searching and went from Super Carrera to Sport Classic. A classic sports car with a manual transmission, rear-wheel drive, a performance-enhanced engine and typical Gran Turismo equipment – a Sport Classic in fact.'



When deciding on a new Sport Classic, were there any difficulties or any particular hurdles that had to be overcome? Or was it truly that everyone was excited and it just took off?

Larson: 'I wouldn't call it a difficulty – but the biggest challenge was definitely the rear wings. We really wanted the wide jaws but without the air intake. But there weren't any tools for that, so we had to do a bit of tinkering with an experimental tool. Are we allowed to say that?'

Apenbrink: (laughing) 'Yes, we can say that. As Grant just mentioned, we really wanted that sculptural shape, that wide body with nice curves.





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But we couldn't run up millions in development costs, we needed good ideas instead. And that's when we had the idea of further developing and using the method tool, which was actually used for pre-series, for the actual production as a limited series tool. It was an unusual approach that actually made the impossible possible.

But in general it could be said that none of these cars were simply a home run. There was a lot to do before the vehicles could appear at trade fairs and a lot of decision-makers need to be convinced. Limited series vehicles are always polarising somehow – and very deliberately so. They are often not self-explanatory, either. That's exactly what makes them so appealing. It takes a lot of passion and persuasion to bring these vehicles from the concept phase to the decision-making and development phases and ultimately to the end goal. It takes a small, committed team that believes in it, fights for it and won't be dissuaded.'

And yet here it is now, the new 911 Sport Classic, with a ducktail and all the trimmings. Are there other elements that have their own development history or is the rear the most distinctive?

Larson: 'In addition to the ducktail, we also included the design of the Fuchsfelge®. There have always been different interpretations of this in the past, but with the Sport Classic we have come closer to the original than ever before. The recesses in the roof are also unusual. They prevented the original from 2009 from being sold in the USA at the time.'

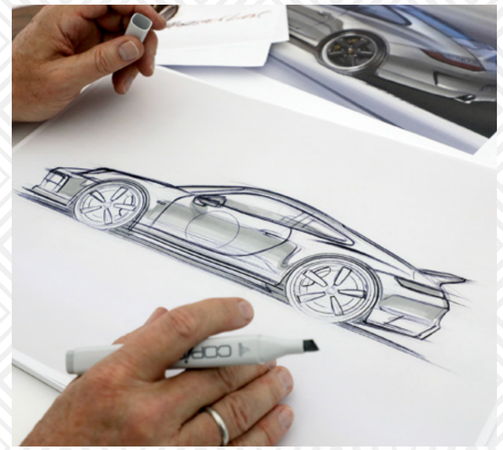
Apenbrink: 'Oh yes, good point. Let's talk about the roof. That wasn't available at Porsche before the first Sport Classic.'

Larson: 'We didn't put the 997 Sport Classic on the market in the USA – that was the reason for the small number of 250 units back then. Because a roof with recesses would have required specific tests to be conducted. They are required by law in the USA. This was simply too expensive for the small number of units and the desired level of profitability. That's why the 997 Sport Classic is also one of the most coveted collector cars in the USA.'

Apenbrink: 'There are now a few who have managed to import a 997 Sport Classic and who proudly present them at the various automobile shows and Concours d'Elegance events. But the 'double bubble' in the new 911 Sport Classic is now regularly available in the USA for the first time – that's a giant step forward.'

Milošević: 'And yet another giant step: the first Sport Classic and now the new one both have a stripe design that matches the 'double bubbles' – very subtle, two tone. The 997 had a relatively light grey colour with darker stripes. Now it's exactly the opposite: the exterior colour is darker and more modern while the stripes are a bit lighter. But – and this is the point – they are no longer attached as decals to the vehicle like last time, but are painted instead. That's a huge leap over its predecessor. When you run your fingers over the two strips, you notice the beautiful, smooth surface right away. This has been produced using a much more complex process and is very elegant.'







For fuel consumption and CO_2 emissions, please refer to page 98 onwards.

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Let's talk about the interior. There are also some special features here – the Paldao interior package, for example. Is there more to it than just pure optics?

Holzinger: 'From 1964 to 1967 we offered the mahogany veneer in a natural matt colour for the instrument panel cover and the steering wheel rim in the Porsche models. That was the historical model. We wanted natural materials. In addition to leather, wood is also used in the vehicle interiors as a high-quality and renewable natural product. The components of the interior are enhanced by the processing of high-quality materials.'

Apenbrink: 'Back then, we built the millionth 911 as a nod to Ferry Porsche's 'company car', Irish green on the outside, with a Pepita pattern on the seats and classic wood on the inside. Customers still associate that with the early 911s today. Wood is very rarely chosen for modern 911s, and much more often for 4-door models such as the Macan, since customers associate these models much more closely with vehicles from other manufacturers. It's normal for those, but rather rare for the 911. Wood was always included in the option lists because it was intended to appeal to a driver here or there from a competition car in the Stuttgart area or from England (laughs). For the first time, Paldao has – at least in the way I perceive it – a certain coolness for our customers. When they look into the interior they say, 'Okay, now for the first time I will seriously consider taking a 911 with a wood interior.'

Holzinger: 'That's also because it's an open-pored trim. The open-pored design gives the entire thing a contemporary look with a natural feel that makes it modern. At the same time it is also a tribute to the 60s.'

Speaking of tributes. The next keyword is Pepita. That was also retained for historical reasons, wasn't it?

Holzinger: 'Yes, that comes directly from Porsche's history. Pepita was originally offered as an option in the final stages of the 356. But very occasionally, only on request. It was officially mentioned for the first time in 1965 in the equipment catalogue for the original 911.'

Apenbrink: 'Pepita is still one of the most sought-after patterns today when customers ask for special options that aren't listed in the normal catalogue. This is because many people associate the fabric with Porsche. This coffee table book has a lot more information on that.'

That's right, then let's talk about the instrument cluster. As with the Targa, the rev counter is based on the one used in the 356. These parallels and the green colour – what's the significance?

Larson: 'The numbers were already green in the 356 and the 911 until 1967. It stopped after that. The technology was simple back then. In the instruments there was an offset between the chrome ring or glass and the dial. The instruments were of course illuminated from the outside through this gap. The hands were treated with green phosphorus, like you see with those glow-in-the-dark toys.'

Apenbrink: 'Or like the second hand in classic watches.'

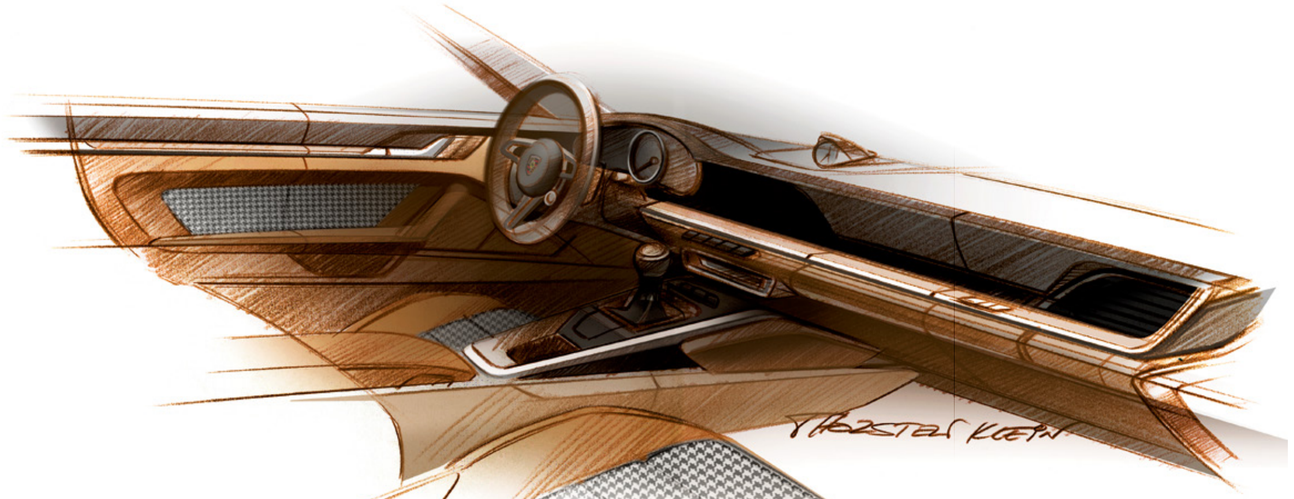
Holzinger: 'The technology at that time was simply not advanced enough to provide backlighting from your own light source so the phosphor was used for afterglow.'

Apenbrink: 'I remember sitting in a historic Porsche and thinking, 'You can hardly see the hands.' But of course, if the phosphor no longer works, then nothing glows anymore.'

Larson: 'Even in the newer models, these green elements can often be found in the instruments. This has become a classic element, although phosphorus has not been used for a long time, of course.'

Apenbrink: 'It's also a good example of how technical innovation and tradition naturally merge.'

Thank you very much for the interview.









The former racing driver and current brand ambassador Jörg Bergmeister has been involved in testing future sports car models and therefore also in development work for about 2 years.

'I got to know the 911 Sport Classic at a development stage when the project was already well advanced and the coordination of drive and chassis was already at a very high level. Just like every Porsche, the vehicle is extremely sporty and designed for absolute driving pleasure. During the testing, I drove the 911 Sport Classic both on the test track in Weissach as well as on public roads in Spain. Driving on the test track was similar to driving on race tracks and of course that is significantly different than to normal road traffic. But a Porsche always has to function on the race track.

I give feedback on the test drives in conversations. I'm still a bit old-fashioned (laughs), but it's the most direct way of exchanging ideas and giving feedback to the engineers. In this kind of exchange, we can answer questions right away and also communicate nuances. I always try to see the vehicle from the customer's point of view. I start by looking at how the model is positioned and what the customer is promised and then compare that with my own impressions. The big picture, the overall picture, is important, even if I have to adjust as a racing driver here.



JÖRG BERGMEISTER
BRAND AMBASSADOR, TESTER OF SPORTS CAR MODELS

TECHNOLOGY

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The 911 Sport Classic is a typical example of a limited series from PORSCHE Exclusive Manufaktur. An extraordinary appearance and high level of distinction from every perspective meets exceptional technical performance. The most beautiful combinations often only emerge during the development process, by simply trying things out. For example using the shortened gear lever from the 911 GTS, the auto-blip function from the GT3 Touring or the elements from the turbo lightweight package to enhance the emotional appeal of the sounds. Because of the lightweight package, the interior of the 911 Sport Classic is less insulated. It's truly an experience and puts a smile on my face every time I step on the gas.

The 911 Sport Classic is a lot of fun, especially in the countryside, whether on challenging mountain passes or normal roads. The 550 PS is always manageable, also thanks to the multiple assistance systems. A genuine vehicle for the connoisseur, truly divine.'



'My personal highlight: the combination of 550 PS, rear drive and manual transmission.'

LOVE AT FIRST SIGHT



IS ALSO POSSIBLE THE SECOND TIME AROUND.

LIMITED TO JUST 1,250 UNITS

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A FASCINATING ERA.

EXTERIOR DESIGN HIGHLIGHTS.

DRIVE: Rear-wheel drive, 7-speed manual transmission with shortened gear lever with rear differential lock

PLAQUE: Porsche Heritage plaque on the rear lid grille

CARBON: Bonnet and roof made of carbon with beading

DESIGN: Decorative graphics (Sport Classic stripes) on the bonnet, roof and rear spoiler painted in light sport grey

ENGINE: 3.7 litre 6-cylinder boxer engine and 405 kW (550 PS) at the rear

FRONT: Historic Porsche Crest on the bonnet

REAR: Fixed 'duck tail' rear spoiler made of carbon

GOLD: Gold coloured 'PORSCHE' lettering and model designation

EXCLUSIVE EXTERIOR COLOUR:
Sport Grey Metallic. Other colours: Agate Grey Metallic, Gentian Blue Metallic, Black, Paint to Sample (without decorative graphics)

BLACK DESIGN: Sports exhaust system with black exhaust pipes, SportDesign rear apron painted in black (high-gloss), side window strips in black, air inlet/outlet grille slats painted in black (high-gloss)

DETAIL: PORSCHE Exclusive Manufaktur plaque in gold on the side wings

WHEELS: 20-/21-inch Sport Classic wheel with central locking and historic Porsche Crest on the wheel hub cover

LOLLIPOP: Exterior decals on the sides of the vehicle in a historic design – colour-coordinated with the decorative graphics in light sports grey (with option to omit), personalised start number (can be ordered separately and at no extra charge)

CHASSIS: Wide body in the 911 Turbo look without side air intakes

SIDE: SportDesign side skirts

All detailed information on standard and individual equipment can be found online at www.porsche.com/911SportClassic or in the Porsche Car Configurator at porsche.com

For fuel consumption and CO_2 emissions, please refer to page 98 onwards.

IN EVERY DETAIL.



405 KW (550 PS)
7 GEARS, MANUAL
600 NM MAXIMUM TORQUE
315 KM/H MAXIMUM SPEED
FROM 0 TO 100 KM/H IN 4.1 SEC
FROM 0 TO 200 KM/H IN 12.0 SEC

RACING. HEART.

There has always been a very simple reason for Porsche's successful history: its engine. Because no matter if our engineers integrate the engine at the front, rear or in the middle and no matter if it is powered by petrol or electricity – it is and will always be the heart of every Porsche sports car. The engine layout is constantly being optimised, repeatedly questioned, discarded or rearranged. With one goal in mind: developing a perfect sports car.

The heart of the new 911 Sport Classic – a 3.7-litre 6-cylinder biturbo engine – sits low in the rear. Compared to the other 911 models, however, it has a powertrain that is unusual in the competitive environment and even unique in the 911 portfolio. The key word here: rear-wheel drive. There is a lot of that throughout the history of Porsche – but not in combination with 405 kW (550 PS), 600 Nm maximum torque and manual transmission. This makes the 911 Sport Classic currently the most powerful manual 911 model of all and ensures an extremely direct and superior driving experience.

Another masterpiece is the body. The 911 Sport Classic has the widest body shape in the current 911 model range. This is otherwise only reserved for the 911 Turbo models. However, while the 911 Turbo models have 2 side air intakes in the rear wings for drawing in the engine air, in the 911 Sport Classic this process air intake is done exclusively via the opening below the rear wing. The side air intakes can be omitted in favour of a unique look.

In combination, this results in the highest level of performance offered by a manual 911 to date. That is, according to the engineers. In reality, this means: always an option, never a must. Just noticeably superior.

The result is a genuine 'driver's car' with outstanding touring characteristics that confidently transfers its power to the road with a wide track and wide tyres. The 911 Sport Classic needs just 4.1 seconds to reach 100 km/h, the 200 km/h mark is after 12.0 seconds. Top speed: 315 km/h. Certainly impressive figures. The resulting driving experience, however, can hardly be put into numbers – not even into words.

For fuel consumption and CO_2 emissions, please refer to page 98 onwards.

TIME FOR TRUE CRAFTMANSHIP.

Sometimes you just have to take things into your own hands. When founding a company. On a first date. Or behind the wheel of the 911 Sport Classic. In keeping with the style and era, the 911 Sport Classic can only be shifted manually. However, it includes 3 more gears than the original model. The charm and characteristic feel of the shift remains pure and unchanged – thanks to a similar drive design as in the first 911 Turbo in 1974.

The 7-speed manual transmission ensures an extremely direct link between the driver and the car. This is owing to the short distances and optimum connection between the individual gears. Thanks to the shortened shift lever, you can snap into gear even more crisply and the response feels so much more direct. Incidentally, this combination of precise manual transmission, rear-wheel drive and powerful engine in a particularly wide body was implemented for the first time in the limited series of the first 911 Sport Classic (type 997) – and very successfully so.

Another very impressive functional and acoustic feat is the automatic double de-clutching function. It reduces wear and improves vehicle stability when shifting down. The Auto Blip function is activated via the driving modes or by direct selection in the Porsche Communication Management System (PCM).

The chassis, in turn, is the direct connection to the road. That's why at Porsche it has been a fundamental part of the successes the models celebrate on the race track – and on the road – right from the start. While the chassis of the 356 was still based on that of the VW Beetle, everything changed with the first 911 – and for the better. The self-supporting body of the 911 sits on independent wheel suspension with triangular wishbones and damper struts at the front and semi-trailing arms at the rear. Despite a tight setup, small potholes and large bumps are 'absorbed' very well, as the trade press was pleasantly surprised to find out.

Of course, the 911 Sport Classic faithfully continues the tradition of outstanding chassis construction and tuning established at the time. The Porsche Active Suspension Management sports suspension (PASM sports suspension) lowers the vehicle by 10 mm. With firm springs, tuned stabilisers and a new setup of the PASM shock absorbers and high level of driving stability, comfort and, above all, sport performance are ensured no matter the driving situation.

The Porsche Dynamic Chassis Control (PDCC) for active anti-roll stabilisation improves driving dynamics and enables even more neutral driving behaviour and more comfort on the road – at any speed.

Rear-axle steering enhances performance and suitability for everyday use in equal measure. And the lift system on the front axle allows more ground clearance at the front of the 911 Sport Classic. To be more precise, 40 mm more and a speed of up to approx. 35 km/h.



For fuel consumption and CO_2 emissions, please refer to page 98 onwards.

BRAKES.

'Win on Sunday, sell on Monday'. For decades, Porsche has succeeded in converting its racing victories directly into increasing sales figures. The constant transfer into series production of high-performance racing technology from the Nürburgring to the ring road has made Porsche models the epitome of today's everyday sports cars.

One good example: the Porsche Ceramic Composite Brake (PCCB). The perforated ceramic brake discs not only have a diameter of 420 mm at the front and 390 mm at the rear, but also have their roots directly in motorsport. The advantages for you? Tremendous braking performance, a constant braking pressure during deceleration, particularly high fading stability and extremely low weight, which ensures enormous traction and increased driving and ride comfort. They also bridge the gap to the past from a visual point of view. The 10-piston aluminium monobloc fixed calipers on the front axle and the 4-piston aluminium monobloc fixed calipers on the rear axle are painted black and have 'PORSCHE' lettering in white. Because in the 60s and 70s, no one was considering red or yellow calipers.



For fuel consumption and CO_2 emissions, please refer to page 98 onwards.

SOUND.

Alongside all the love of technical details, acceleration and deceleration values and milliseconds squeezed out of the Nordschleife – the emotional bond between driver and vehicle includes, not least, great sound. After all, what would a 911 be without its special sound? We wouldn't know. And how could we? Since the very first raspy cough of the boxer engine in the rear of the Porsche 901, the engineers in Stuttgart have always delivered an unmistakable feast for the ears.

That is why the sound of the sports exhaust system of the 911 Sport Classic was fine-tuned to develop a typical sound concept. Incidentally, this also ensures the austere sound in the interior. The reason is the lightweight insulation package (-2,343 kg) – less insulation, less weight. More emotion. Because the uniquely rich sound not only penetrates through the 2 oval exhaust pipe trims in black (high-gloss) to the outside, it is also transmitted directly into the interior – ensuring goosebumps there, too.





For fuel consumption and CO_2 emissions, please refer to page 98 onwards.

PASSION. IN SWABIAN.

Honest, diligent, precise. Even in the 60s and 70s, Porsche has its feet firmly on the ground. You could say 'typically German'. Characterised by engineers who explore the limits of what is technically feasible. There is also diligent experimentation when it comes to paintwork. Here, the Swabians in Zuffenhausen are often more open, sometimes even playful, creating a stark contrast to technology and to German objectivity. In the coming years, Porsche would develop and use 84 different shades of green alone, from Ferry Porsche's favourite colour of Irish Green to garish signal colours such as Viper Green. This commitment to colour has survived to this day – and always bearing fruit. The range of exterior colours spans from White to Frozen Berry Metallic, from muted to loud.

PERFECTLY COORDINATED. BUT NEVER ADAPTED.

The 911 Sport Classic takes a traditional and self-confident approach to the topic with 4 different colours: Sport Grey Metallic, Agate Grey Metallic, Gentian Blue Metallic or Black (solid). All of the colours were deliberately selected by our experts in the design studio in Weissach, as they perfectly match the interior of the 911 Sport Classic down to the last detail. One special feature is that the colour Sport Grey Metallic is reserved exclusively for the 911 Sport Classic – and was inspired by the fashionable grey of the Porsche 356 from the 50s. The 911 Sport Classic from 2009 already conquered the streets of the world in a colour that was considered a reinterpretation of Fashion Grey and was an absolute novelty at the time: Sport Classic Grey. The colour quickly stole the hearts of Porsche enthusiasts – also making an impact on other shades in the Porsche universe, such as today's series colour Crayon. Sport Grey Metallic, available exclusively for the new 911 Sport Classic, reinterprets the 'old' colour in a new and contemporary way – as a metallic version.

If you prefer to take a more aggressive slant when it comes to colour for your 911 Sport Classic, you can let off a little steam in the design. There are more than 100 colours for you to choose from* from PORSCHE Exclusive Manufaktur, proving that rich tones aren't only to be found in the sound of the engine.

When opting for Paint to Sample, the decorative graphics on the bonnet, roof or rear spoiler painted in light sport grey are not available.

* Available from 10/2022 at the earliest

Sport Grey Metallic
Agate Grey Metallic
Gentian Blue Metallic
Black
Paint to Sample e.g. Gemini Metallic

EXTERIOR COLOURS

The double stripes in a contrasting light sport grey that adorn parts of the bonnet, roof and rear when ordering the exterior colours Sport Grey Metallic, Agate Grey Metallic, Gentian Blue Metallic and Black prove that you don't need a signal colour to stand out. The special feature: the stripes are not adhesive, but painted on.

WIDE BODY.

The 911 Sport Classic revives the flair of times past. Needless to say, this requires a certain look, a certain aesthetic. It is always our first impression that shapes our feelings and thoughts – and contextualises what we see. But – and this another aspect that is typically Porsche – the looks are not imposing, not just smoke and mirrors. Purity of form results from function.

TYPICAL TURBO BODY. NEVER!

The 911 Sport Classic sits well on the road and, thanks to the sculptural body, enjoys a distinctive and high-performance look from every angle. The wide body in the 911 Turbo look with the clearly flared rear wings is unmistakable. A typical turbo, you could be forgiven for thinking. But the essential side air intakes are actually missing. This makes the shape of the rear wings of the 911 Sport Classic unique.



DOUBLE-DOME ROOF.

MADE EASY.

The front bonnet, roof and the rear spoiler are all made of carbon. A lightweight construction of the sort that Porsche likes to celebrate in its particularly sporty models. But the 911 Sport Classic is different. More advanced. Passionate about detail. Production models of the current 911 generation allude to their air-cooled pasts with the beading on the bonnet, a wonderful throwback that could easily be incorporated. Or you can make attention to detail your mission, like PORSCHE Exclusive Manufaktur. A new front bonnet made of carbon was designed, including beading that is perfectly aligned to the painted double stripes and the centre roof section. What a great look. Not to mention it saves over 2.1 kg in weight. Speaking of the stripes, these are not just decorative decals. It's painted in light sports grey – almost cliché in its Swabian attention to detail. The painting of the double stripes is even done by hand, from masking to application of the paint. This involves working with several layers of top coat with intermediate sanding to ensure the perfect transition across all body parts.

LIGHT-WEIGHT.



For fuel consumption and CO_2 emissions, please refer to page 98 onwards.

The double stripes* continue from the front bonnet to the roof. The way that history and progress, technology and tradition come together in the 911 Sport Classic is visible yet again here. The carbon roof is not flat. Just like the bonnet, it makes room for the painted double stripes, becoming a double-dome roof. A shape that racing fans should all be familiar with. That feature gave tall pilots and their helmets the headroom needed in the GT cars of the 60s and 70s. At Porsche, this design originally went into series production in the assembled roof sections of the Carrera GT. The 911 Sport Classic from 2009 was the first production derivative of the 911 to feature this design characteristic. Made from lightweight carbon, it reduces the weight by 1.4 kg, and as this was done at the highest point of the vehicle, it ensures a lower centre of gravity.

The crowning glory of the double stripes is a little further back on the 911 Sport Classic. Or right on the next page.

* Decorative graphics are not available with opting for Paint to Sample

PAINTED DOUBLE STRIPES.

A REAR THAT TURNS HEADS.

It is often said that you save the best for last. In the case of the 911 Sport Classic, that means the best bit is at the back. And yes, this is where the 911 Sport Classic reveals its origins even more clearly, because the boot lid with the distinctive 'ducktail' has a long history at Porsche. In 1972, it was launched with the 911 Carrera RS 2.7 for the very first time. Once the 'ducktail' was introduced, it quickly became the legendary Porsche rear spoiler.

For fuel consumption and CO_2 emissions, please refer to page 98 onwards.

The wing shape, which was higher at that time, together with the matching front spoiler lip, not only created a particularly distinctive look, but also significantly improved handling. Despite all of that, besides being featured with the 911 Carrera RS 2.7 from 1972, the 911 Carrera RSR 2.8 from 1973 and the US variant of the 911 Carrera 2.7 Coupé from 1973, the ducktail has thus far only been found in rare models such as the 911 Sport Classic from 2009, the 911 Club Coupé from 2012 and the 911 GTS Club Coupé from 2015.

The Porsche 911 Sport Classic transports this legendary piece of Porsche history from the early 1970s right into the here and now. With one difference: the rear spoiler used to be made of fibreglass but is now made of carbon-fibre-reinforced plastic and also houses the third brake light. The painted decorative graphics, the double stripes, are also continued on the rear spoiler, of course. Newly interpreted and powerfully executed, the 911 Sport Classic is ready to conquer the streets of the world – not to mention the hearts of 'ducktail' fans.



911 Carrera RS 2.7 (left) and 911 Carrera RSR 2.8 (right)





911 Sport Classic (2009)

Why spoilers and not wings? Because they divert air rather than allowing air to flow through them.

A SHORT SPIN THROUGH THE PAST.



It is a well-known fact in racing that every hundredth of a second counts. All the better that Porsche never wasted a second in becoming a big shot. The first sign that things were really getting rolling was how the 356 SL proved itself in the 1951 Le Mans 24-hour race. And – graced with the start number 46 – when it fired the starting signal that ushered in a glorious period of motorsport history. In honour of these early motorsport successes, an optional, personalised start number can be selected at no extra charge for the sides of the vehicle. And as with the 911 Targa 4S Heritage Design Edition, it is perfectly complemented by the 'PORSCHE' lettering on the side.

PORSCHE

The same at first glance, yet actually different. Unlike the model from the 50s, both the lollipop and the lettering are not white, but match the colour of the double stripes. In other words they are in light sports grey. The origin of the so-called IROC lettering, which adorns the side, lies in the 'International Race of Champions' racing series of the same name. Another difference is that the spacing of the 'PORSCHE' lettering has been adjusted to the wheelbase. The result: an even more distinctive look. Incidentally, both elements can be omitted if desired.





911 Sport Classic without decorative decal

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For fuel consumption and CO_2 emissions, please refer to page 98 onwards.



For fuel consumption and CO_2 emissions, please refer to page 98 onwards.

The 911 Sport Classic is no ordinary 911. Its wider body, its paintwork with double stripes, its rear spoiler, as well as its wheels make it a particularly sporty representative of its series. That's because the design of the Sport Classic wheel is based on the legendary Fuchsfelge®. Executed in 20 inches at the front and 21 inches at the rear, the forged wheel skilfully combines maximum performance and a classic look. Another special feature: the 20-/21-inch 911 Sport Classic wheel painted in black (high gloss) has been fitted with a central lock for the first time in a production vehicle in Porsche history. Thanks to the special wheel hub caps in black (matt) and the historic Porsche Crest, the past is always an integral part of the future.



20-/21-inch Sport Classic wheel painted in black (high-gloss)

THE WHEEL. RE-INVEN-TED.



LEGENDARY FUCHSFELGE®.

Being the first has been a passion for Porsche from the start. In 1967, together with Otto Fuchs KG, the first light alloy forged wheel for automobiles was presented for the 911 S. The impeller was significantly lighter but just as robust as the steel wheels that had been standard up to that point. The design was also impressive, and it quickly became known as the Fuchsfelge®. In the years to come, it grew into what is probably the most famous rim design in automotive history. Selected Fuchsfelge® rims from the past are now available as new editions from Porsche Classic. But it was not only Porsche who continually relied on the clear design in the years and decades that followed. Since Porsche could not be guaranteed an exclusive right of use, other manufacturers also enjoyed putting the tyres of their especially sporty vehicles – or those intended to appear so – on these unmistakable rims with 5 spokes.

The crest that adorns the front hood of the 911 Sport Classic is almost identical to the crest that was emblazoned on the first 911 in 1963, then known as the 901. It is also on the GT sports steering wheel, the vehicle key and the wheel hub covers of the 20-/21-inch 911 Sport Classic wheels can be found and embossed on the headrests and the key case.

As with the design of the 356, Ferry Porsche preferred to take the reins himself when designing the Porsche crest in 1952. It is said that it was a meeting with the then US importer Max Hoffman that inspired Ferry to create a crest with a local reference, because Hoffman wanted a kind of German seal of quality in order to be able to sell the vehicles better in the USA. 'Made in Germany' was in high demand, but 'Made in Zuffenhausen' was to far surpass even that.

Swabian by nature.
To this day, the crest remains a tribute to the roots of the brand, a small declaration of love to its native Swabia. In the middle the crest lies the city of Stuttgart, which in turn was placed over the coat of arms of Württemberg-Hohenzollern. And even the colours point to its origins. The black stripes represent Württemberg, while the orange ones symbolise Baden.

A brilliant look.
Besides the crest, the gold-coloured lettering is classic and a true reference to the early history of Porsche. They have found their way back into the here and now in the 911 Speedster with Heritage Design Package, 2018 and the 911 Targa 4S Heritage Design Edition, 2020. They are part of a tradition that heralds back to the 356 – and in the future will be a hallmark for all of the limited models from the Heritage Design Mark strategy.

Sign of the times: the Porsche Crest from 1954 to 2008



NEVER FORGET WHERE YOU COME FROM.





For fuel consumption and CO_2 emissions, please refer to page 98 onwards.

PORSCHE



Historical Porsche plaque

Porsche connoisseurs will recognise it at first glance. Because just like the 911 Targa 4S Heritage Design Edition, the slats of the boot lid are adorned with a Porsche Heritage plaque. In the 50s, the historic Porsche plaque was a true seal of quality that delighted the loyal 356 drivers who received it as a special award for excellent engine performance and for reaching the 100,000 kilometre mark. The 911 Targa 4S Heritage Design Edition already featured this charming detail, which would become a distinguishing feature of all Heritage Design vehicles.



OUTSTANDING. OUT OF TRADITION.



A SIGN OF THE TIMES. AND OF EXCLUSIVITY.

The Heritage plaque is not the only distinction that the 911 Sport Classic bears. The gold coloured PORSCHE Exclusive Manufaktur plaque is also prominently attached to the front wings. It also has its roots in Porsche history. Because with the 911 Sport Classic from 2009, the tradition of adding the classic manufacturer plaques on the wings was revived – and further developed. While these plaques used to indicate the body manufacturers, such as Reutter or Karmann, today they clearly signify the origins of the PORSCHE Exclusive Manufaktur in the historic Rössle building of Plant II of Porsche AG. They also represent the signature for every limited series produced there.

TIME FOR THE ESSENTIALS: THE DETAILS.

The whole is always the sum of the individual parts. That's why even the smallest detail counts in the 911 Sport Classic. Every finish, every element, absolutely everything is well thought out. From the sports exhaust system with black exhaust pipes to the SportDesign rear apron painted in Black (high-gloss), the side window strips in Black, the slats of the air intake and outlet grilles up to the mirror base painted in Black (high-gloss).

The side and the front also leave no room for compromise. Sporty details such as the SportDesign sideskirts and the refinement of the side trim on the air intakes in the front end in black (high-gloss) bear witness to great importance that PORSCHE Exclusive Manufaktur attaches to perfectionism. And the black LED matrix main headlights including PDLS Plus are also a perfect fit in the overall concept. They distribute the light in such a way that the driver always enjoys the maximum possible illumination of the road without any dazzle or impairment for other road users. Thanks to the intelligent control of the light distribution, other functions can also be integrated that significantly increase driving comfort and safety.
For example, the system has a camera that is able to detect and selectively dim any blinding or reflective traffic signs.


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1) Exterior mirrors with bases painted in Black (high-gloss)
2) Sports exhaust system with modified silencer and two oval exhaust pipe trims in stainless steel Black (high-gloss)
3) LED main headlights with matrix beam in Black including PDLS Plus



For fuel consumption and CO_2 emissions, please refer to page 98 onwards.







For fuel consumption and CO_2 emissions, please refer to page 98 onwards.

THERE'S ALWAYS ROOM FOR A BIT MORE.







The 911 Sport Classic is all about the 60s, when a certain level of luxury was a matter of course. This was duly reflected in the motto of high society at that time: there could always be a bit more. That's why the 911 Sport Classic always goes the extra mile in everything that makes an exclusive sports car distinct. Especially when it comes to possibilities. This is reflected in the many exterior options available. However, all of these details are too much for one book to hold. That's why you'll find all the equipment for the 911 Sport Classic, including all options with and without surcharges, online in the Car Configurator. There is even a detail that makes the 911 Sport Classic stand out even in the garage. A specially designed indoor car cover protects it from dust and dirt. And – with a wink from 'passion for detail' – it is perfectly matched to the indoor car covers of the other Heritage Design models.

1) Sports exhaust pipes in Silver (part of the silver exterior accent package)
2) Slat inserts in the rear lid painted in Light Silver (part of the silver exterior accent package)
3) Exterior accent package in Silver (side window strips in Silver, slats on the rear lid grille in Light Silver, sports exhaust pipes of the sports exhaust system in Silver)
4) Indoor car cover
5) SportDesign rear apron painted in Black (high-gloss)
6) Fuel cap with an aluminium look



For fuel consumption and CO_2 emissions, please refer to page 98 onwards.



EXCLUSIVE INTERIOR: two-tone leather interior Black/Classic Cognac (semi-aniline leather). Also optionally available in a black leather interior

CREST: Historic Porsche Crest from 1963 on headrests and steering wheel

PATTERN: Seat centres and door panels in Pepita fabric

DISTINCTION: 'PORSCHE Exclusive Manufaktur' lettering embossed on the storage compartment lid

DISPLAY: Historically-inspired instrument cluster, Sport Chrono stopwatch dial with Heritage Design

DECOR: Paldao dark, open-pore interior package, also optionally available as a leather interior package

CHANGE OF PERSPECTIVE: Roof lining including A/B/C pillars in perforated RaceTex

UNIQUE: Gold coloured limited edition plaque on the decorative trim of the dashboard

INNER QUALITIES ARE ALSO WHAT MATTER MOST.

INTERIOR DESIGN HIGHLIGHTS.

FOOTWELL: Heritage Design floor mats

For fuel consumption and CO_2 emissions, please refer to page 98 onwards.

BACK TO NATURE.

Christian Dior loved it. And even Konrad Adenauer was able to give Pepita a touch of dolce vita when he wore it as a hat on a summer holiday at Lake Como. One thing is clear: in fashion, combinations always count. In the case of the 911 Sport Classic, this means patterns and surfaces. Fabric combined with leather. And most importantly – the past combined with the present.

The interior in two-tone leather upholstery composed of Black Nappa leather and Classic Cognac coloured semi-aniline leather is reminiscent of the good old days. But it is also a look towards the future. How does it work? Through the use of innovative materials. More specifically: semi-aniline leather – familiar to connoisseurs from the 918 Spyder and also adorning the interior of the 911 Sport Classic – now being used for the first time in the characteristic Classic Cognac colour.

What may sound highly technical at first is in fact quite the opposite. Each piece of leather is given a special finish for use in automobile interiors. This is intended to protect and refine the leather surface. The thinner this finish is applied, the more natural, finer and softer the look and feel of the leather becomes. The natural pore structure and the 'history' of the leather come through more, so that only the highest quality raw hides are suitable for tanning this leather quality.



Leather interior package

But the result speaks for itself: a natural look that is quite distinct from conventional leather. And an especially soft, natural feel, comparable to a perfectly worn-in leather jacket. All whilst meeting the usual high quality standards of Porsche.

A more muted version of the leather interior in black is also available on request. In combination with Pepita, it creates a more low-key, monochrome look.







For fuel consumption and CO_2 emissions, please refer to page 98 onwards.

For fuel consumption and CO_2 emissions, please refer to page 98 onwards.

TYPICALLY SWABIAN – A PATTERN OF EXCELLENCE.

The history of Porsche is also a history of iconic fabric patterns. One absolute classic that is always a stylish choice is Pepita. It consists of small diamond shapes that are connected by diagonal stripes.

Pepita became available as official equipment for the first time in 1965 in a 911. There were 3 different versions of the pattern available to decorate the interior: black-red-white, black-white and black-brown-white.

The pattern experienced its first comeback in 2013 as part of the special model for the 50 year celebration of the 911. The centre panels of the seats in fabric represented a throwback to the historical Pepita pattern for the first time in modern times. And since 2019, the classic checked pattern can also be found in the lightweight sports package in the Cayenne Coupé.

The original Pepita also made a special appearance in the interior of the 911 No. 1,000,000 – a specially created one-off.

It is obvious that the pattern which was so characteristic of the 60s would now also find a new home in the 911 Sport Classic. Its appearance is based on the original, but in terms of quality it has been developed according to current safety and comfort requirements. As a stylistic element, the fabric adorns the door panels and lines the centre panels of the seats.* In combination with the elegant leather interior, it is an absolute highlight – both visually and haptically.

* The Pepita features are not available in conjunction with optional seat ventilation.





DESIGN LANGUAGE THRIVES ON STYLISTIC REFERENCES.

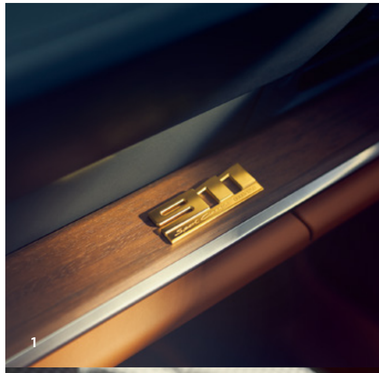
The countless details are what make the 911 Sport Classic so unique. A homage to automotive nonchalance, a concept that is faithfully continued in the interior. Here, the motorsport additions and stylistic references represent the 'best of' from an entire era. Warm, open-pore wood used with restraint on the decorative strips is reminiscent of the mid-century classics. And together with the characteristic Pepita, it gives the interior an elegant sixties touch.

From Eames to Le Mans: if you turn your gaze from the Paldao dark, open-pore interior package towards the roof lining, you will notice that it is finished with perforated Race-Tex. This design detail could already be found in the 911 Targa 4S Heritage Design Edition. And it is also a tribute to the racing cars interior that Steve McQueen experienced in his role as Michael Delaney, not to mention several other daredevils battling for victory at the Sarthe. At Porsche, of course, racing was always a part of series production – the perforated roof lining was already being used as a special design element in the 356 A. Back then it was still made of imitation leather in Grey, Beige or – if you were feeling a bit indecisive – in two-tone Beige/Grey.

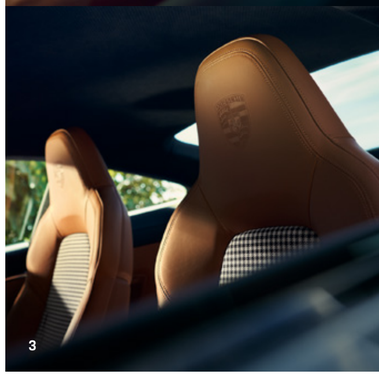
It is clear that the inspiration for the 911 Sport Classic came from an era full of icons. One look at the centre console shows that the car itself came from a place where there were no limits when it came to personal preference. The storage compartment proudly bears the 'PORSCHE Exclusive Manufaktur' lettering embossed in leather – a reference to the production facility in Stuttgart-Zuffenhausen.

The gold-coloured limited edition plaque with '911' lettering, model designation and personal limited edition number is prominently located on the decorative trim of the dashboard. The signature on a masterpiece. One of only 1,250 units that will roll out into the world from the PORSCHE Exclusive Manufaktur.

1) Gold-coloured limited edition plaque, Paldao Dark, open-pore interior package
2) 'PORSCHE Exclusive Manufaktur' lettering embossed on the lid of the storage compartment in the centre console
3) Perforated roof lining


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For fuel consumption and CO_2 emissions, please refer to page 98 onwards.





ALMOST LIKE DRIVING THROUGH TIME.

Flared trousers. Pastels and bright colours. The fact that mixing styles works well is not only evident in the fashion world, but also in the ultra-modern instrument cluster. Equipped with 2 high-resolution 7-inch displays and an analogue rev counter with a classic needle and 'Sport Classic' lettering, it proves that there are truly no irreconcilable differences between analogue and modern. Quite the opposite.

The white needles and marks in the instrument cluster and the Sport Chrono stopwatch ensure maximum contrast – the green numbers pay homage to the legendary Porsche 356. But that's not the only thing that recaptures a piece of Porsche history. Just like the historical rev counter, the 911 Sport Classic also features an elegant relief embossing on the dials of the instrument cluster and the Sport Chrono stopwatch.



For fuel consumption and CO_2 emissions, please refer to page 98 onwards.



The 911 Sport Classic is a nod to our past. But that doesn't mean we're staying idle. Or that you have to do without anything. Quite the opposite. Carefully selected equipment and exclusively manufactured details create the perfect synergy between yesterday and today. History within reach: the GT sports steering wheel including steering wheel heating is adorned with a historic Porsche Crest from 1963. For more about its background, see page 62.





What do you think of when you think of a Porsche? Obviously: driving performance, function, design. But connoisseurs think of something else: the unique way the leather is processed. This is because we rely on our own saddlery. This allows us to achieve unique results and fulfil special requests. For example, splitting leather down to a thickness of just 0.4 mm. Meaning that we can use leather for even the smallest of components. We're happy to demonstrate that – preferably on a vehicle like the new 911 Sport Classic, which comes with a number of leather-covered features as standard.





JUST LIKE BACK THEN. BUT CONTEMPORARY.

The best places to experience an era: 18-way electrically adjustable adaptive Sports Seats Plus for the best lateral support and contemporary seating comfort. The historic Porsche Crest embossed on the headrests creates a link to our past. Door sill guards in Light Silver, finished with '911 Sport Classic' illuminated lettering, are another exclusive detail that blends harmoniously into the overall concept.





1) GT sports steering wheel including steering wheel heating and historic Porsche Crest
2) Leather sun visors, leather air vents with leather slats, leather steering column trim, leather interior mirror console, leather fuse box cover, leather cup holder cover
3) Painted vehicle key with leather key pouch
4) Door sill guards in Light Silver with '911 Sport Classic' illuminated lettering
5) Adaptive Sports Seats Plus with the historic Porsche Crest on the headrests
6) Vehicle document folder in leather
7) Heritage Design floor mats

For fuel consumption and CO_2 emissions, please refer to page 98 onwards.

THE SPIRIT OF THE SIXTIES.

RIGHT DOWN TO YOUR WRIST.



The exciting flair of the 60s and early 70s, a piece of Porsche history, and above all classic zeitgeist – reinterpreted. The Chronograph 911 Sport Classic carries the fascination of Porsche far beyond the borders of the streets. To be precise, right down to the wrist of the vehicle owner, who has the exclusive right to wear this timepiece.

What first catches the eye? The countless design details and historically inspired nostalgia derived directly from the 911 Sport Classic. They make the chronograph a very special timepiece – and, as expected from Porsche Design, a true 'sports car on the wrist'. For example, the dial – with green numbers and markers – and the white chronograph hand are based on the rev counter in the Heritage Design. Another exclusive feature: for the first time ever, the dial can be customised for this watch model. In addition to the classic Matt Black dial in the Heritage Design, you can choose from the iconic Sport Classic stripes in Light Sport Grey or the characteristic Pepita pattern. Matching the lettering on and in the vehicle, the Porsche Design icon on the dial and the lettering on the running seconds dial are also in gold. The 4 straps in black and classic cognac included in the scope of delivery are also derived directly from the interior of the 911 Sport Classic – and are made of genuine Porsche vehicle leather. The limited edition number engraved on the back, which matches that of the vehicle, adds the final touch to this iconic Chronograph – adding a further highlight to its personalised character.

Despite all of the historical references, the timepiece is technically very much in the now. The inside contains the mechanical Porsche Design chronograph calibre WERK 01.200 with flyback function, which has been COSC-certified for its high accuracy. The 360-degree winding rotor is derived from the design of the wheel options on the 911 Sport Classic. The timepiece is manufactured in the Porsche dedicated watchmaking factory, Porsche Design Timepieces AG in Solothurn, Switzerland. In short: the 911 Sport Classic Chronograph is reviving coolness from the past while driving it full throttle towards the future.

For fuel consumption and CO_2 emissions, please refer to page 98 onwards.

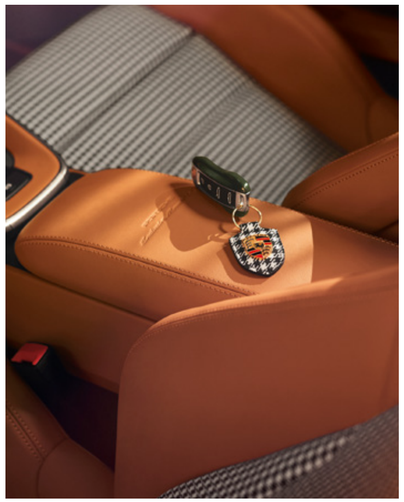
THIS IS WHAT THE PAST FEELS LIKE.

CHARACTERISTIC PEPITA.
GOLD-COLOURED
PORSCHE LETTERING.
HISTORIC CREST.

Ready for an off-road journey through time? Allow me to introduce the new Heritage Collection from Porsche Lifestyle, which not only brings the 60s back to everyday life, but also to the hearts of Porsche enthusiasts. The modern retro collections proves that while trends come and go, true style lasts forever.

In its selection of design elements, the new collection is paying tribute to 2 icons, the new 992 Sport Classic and its historical role model, the 911 Carrera RS 2.7. The legendary Pepita pattern, which often appeared in the 60s as a classic pattern on women's suits, would ultimately also appeal to Porsche drivers. It has not only found its way into the interior of the new 992 Sport Classic – it can now also be found in selected parts of the collection again.

But that's not all. A common thread literally runs throughout the entire collection – in the form of the gold-coloured lettering that adorns the outfits. Not to mention the 'ICONS OF COOL' badge that draws the clear link at first glance. What also catches the eye is the shades of colour inherent in the launch of the new collection and that reference both the exterior colour Sport Grey Metallic and the cognac coloured leather of the interior. In short: the new Heritage Collection brings back the lifestyle and zeitgeist of a bygone decade. And breathes new life into the 60s.





HERITAGE DESIGN PACKAGE CLASSIC

In the Porsche Car Configurator, you can discover how one tick on the equipment list can turn your dream 911 into an icon of cool. The Heritage Design Package is available there for many of the 911 models.

911 Turbo Cabriolet: fuel consumption in l/100 km: urban 16.3 · extra urban 9.0 · combined 11.7 (NEDC); combined CO_2 emissions in g/km: 267 (NEDC); as at 05/2022
911 Sport Classic: fuel consumption in l/100 km: urban 19.6 · extra urban 9.7 · combined 13.3 (NEDC); combined CO_2 emissions in g/km: 304 (NEDC); as at 11/2022



911 Turbo Cabriolet: fuel consumption (in l/100 km): urban 16.3 · extra urban 9.0 · combined 11.7 (NEDC);
combined CO_2 emissions in g/km: 267 (NEDC); as at 05/2022

The 60s are back. And not just for owners of the 911 Sport Classic, but for plenty of 911 enthusiasts. Because with the Heritage Design Package Classic*, which is available as an option for most 911 models, the flair of the 60s and early 70s also comes in other body shapes. The 60s are always on board.

In the Heritage Design Package Classic, for example, the two-tone leather upholstery in Black/Classic Cognac (semi-aniline leather) or the leather upholstery in Black is in harmonious balance with the Pepita pattern. The nostalgic fabric adorns the seats and door panels as a stylistic element. Other exclusive details include the embossed Porsche Crest on the headrests, the 'PORSCHE Exclusive Manufaktur' lettering on the lid of the storage compartment and the silver-coloured '911' badge on the decorative trim of the dashboard.

And if you prefer the 50s and early 60s with corduroy fabric, the Heritage Design Package Pure is still available for many 911 models.

* Available from 09/2022 at the earliest

HERITAGE DESIGN PACKAGE CLASSIC.





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911 Turbo Cabriolet: fuel consumption (in l/100 km): urban 16.3 · extra urban 9.0 · combined 11.7 (NEDC); combined CO_2 emissions in g/km: 267 (NEDC); as at 05/2022

The instrument cluster and Sport Chrono stopwatch in Heritage Design are also reminders of the past that give the interior of your Porsche even more personality.

In short: a myriad of small details devised by our designers for the 911 models, implemented with great craftsmanship and attention to detail in the PORSCHE Exclusive Manufaktur. Combining the past, present and future in perfect harmony.

1) Instrument cluster in Heritage Design
2) 'PORSCHE Exclusive Manufaktur' lettering embossed on the storage compartment lid
3) Sport Chrono stopwatch in Heritage Design (only in conjunction with the Sport Chrono Package)
4) Heritage Design floor mats
5) '911' plaque in Silver
6) Door sill guards in Light Silver with '911' lettering

The Heritage Design Package Classic will be available from 09/2022 at the earliest.

SONDERWUNSCH.

Now you may be wondering if it's possible to make something that is already so special even more unique? We can do that. Through individuality and inspiration, right from the outset during your consultation – by focusing on what is most important: you and your requests.

The personalisation of your sports car is an affair of the heart. For you – and for us. That's why our Sonderwunsch experts are looking forward to your first vehicle configuration, which is developed together with your sales advisor at the Porsche Centre. They are happy to assist you with all your further questions and the variety of customisation options available.

Personally, by phone or as a live digital consultation, our team of experts have extensive knowledge of all the options and vehicle models. They work passionately on high-end customisations for your very personal Porsche.

And where can you make your passion a reality? At the factory in Zuffenhausen, right on the pulse of the brand. Here you can gain first-hand experience of what attention to detail means for us. We'll also offer you a globally unique collection of materials and colour swatches, including several leather colours and paints, and exclusive access to our elaborately refined vehicles in our showroom completes the experience. This service is not only limited to Zuffenhausen, however. It is also available at other international locations such as Atlanta or Los Angeles.

No matter how unusual the question or request – we always have one thing in focus: you and your dream car.

Find out all there is to know about customisation options and how to configure a unique vehicle at www.porsche.com/exclusive-manufaktur.



911 TARGA 4S HERITAGE DESIGN EDITION

911 SPORT CLASSIC

2 of 4. The 911 Sport Classic continues what the 911 Targa 4S Heritage Design Edition started. And it is also a preview of what will continue to be faithfully pursued in two additional models in the future – bringing the style and legacy of bygone eras into the here and now.

TO BE CONTINUED ...

For fuel consumption and CO_2 emissions, please refer to page 98 onwards.

ICONS CAN HARDLY BE DESCRIBED IN WORDS. ONLY IN NUMBERS.

911 SPORT CLASSIC

Engine	
Number of cylinders	6
Displacement	3,745 cm^3
Power (DIN) at rpm	405 kW (550 PS) 6,750
Max. torque at rpm	600 Nm 2,000–6,000
Torque transmission	
Drive	Rear-wheel drive
Transmission	7-speed manual transmission
Chassis	
Front axle	MacPherson front axle with stabiliser
Rear axle	Multi-link rear axle with stabiliser bar and rear axle steering
Steering	Electromechanical power steering with variable steering ratio and steering impulse
Turning circle	10.9 m
Brakes	Porsche Ceramic Composite Brake (PCCB) painted Black with 'PORSCHE' lettering in White 10-piston aluminium monobloc fixed callipers at the front and 4-piston aluminium monobloc fixed callipers at the rear
Wheels	FA: 9.5 J × 20 ET 44 RA: 12 J × 21 ET 70
Tyres	FA: 255/35 ZR 20 RA: 315/30 ZR 21
Dimensions/c_d value	
Length	4,535 mm
Width (including exterior mirrors)	1,900 mm (2,024 mm)
Height	1,299 mm
Wheelbase	2,450 mm
Luggage compartment volume	132 l
Tank capacity	67 l
Drag coefficient (c_d)	0.35
Unladen weight	
DIN	1,570 kg
(EC)[1]	1,645 kg
Permissible total weight	1,955 kg

Performance	
Top speed	315 km/h
Acceleration 0–100 km/h	4.1 s
Acceleration 0–200 km/h	12.0 s
Fuel consumption/emissions[1]	
Fuel consumption urban in l/100 km	19.6
Fuel consumption extra urban in l/100 km	9.7
Fuel consumption combined in l/100 km	13.3
Emissions standard	Euro 6c
CO_2 emissions combined, in g/km	304

1) Data determined in accordance with the measurement method required by law. The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. Fuel consumption calculated for vehicles with standard specification only. Actual consumption and performance may vary with items of optional equipment. A vehicle's fuel consumption and CO_2 emissions depend not only on its efficient use of fuel but also on driving style and other non-technical factors. You can obtain further information about individual vehicles from your Porsche Centre.





For fuel consumption and CO_2 emissions, please refer to page 98 onwards.





Behind the scenes: a week on the Côte d'Azur. 2 models and 4 vehicles in the limelight.







Behind the scenes: a week on the Côte d'Azur. 2 models and 4 vehicles in the limelight.



For fuel consumption and CO_2 emissions, please refer to page 98 onwards.



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