



**The 911SC was the first of the 911 series to have a Cabriolet model. (Courtesy: Porsche AG archive)**

A very limited number of turbo-look (wide body) option M491 versions of the 911SC were made available for special customers (with deep pockets), but the conversion process was carried out by approved contracted third parties using a factory supplied metal panel kit.

A slant nose option M505 (USA) and M506 (RoW) version of the 911SC was also available for special customers and, again, this conversion was carried out by approved third parties using a factory supplied conversion kit, based on that used to create the 911 (930) Turbo Carrera slant nose.

The 911SC model range also contributed to motorsports, with the factory producing two special rally models (the Safari in model year 1978, and the RS in model year 1983). Privately prepared racing models of the 911SC, some using alternative fuels, were entered in major endurance road races, such as the Le Mans 24 hour race.

Owning a previously well loved bullet proof 911SC will provide years of motoring pleasure and a genuine feeling of being part of the Porsche experience. However, purchasing a not so well looked after 911SC with unresolved rust issues, and/or other hidden problems, can quickly turn into a frustrating money pit, melting credit cards, emptying bank accounts at a very rapid rate, and ruining the entire experience. Prospective 911SC buyers need to take great care with originality. Large numbers of this series – especially the Coupé and Targa body styles – have been highly modified by previous owners, including the fitting of later 911 series engines and/or fuel injection systems. American buyers also need to be able to identify a ‘grey market federalised import’ versus a proper American market import.

Special thanks to all credited contributors mentioned in this book.



**Original paperwork proves this is a genuine 911SC slant nose. (Courtesy: Bill Fenton)**

**Essential Buyer's Guide™ currency**

At the time of publication a BG unit of currency “●” equals approximately £1.00/US\$1.60/Euro 1.16. Please adjust to suit current exchange rates.

## 4 Relative values

– which model for you?



### What do you want?

Porsche's plans to cancel the 911 program resulted in a very limited range of 911SC models compared to other 911 series, and limited production. By the time the decision to reverse the cancellation was made, only two model years were left in the 911SC's production schedule – with consequences. The first consequence was positive: the 911SC Cabriolet model was brought back from the abyss and put into production in model year 1983. The 911SC was the first 911 series to have a Cabriolet in its line-up. The negative consequence was that low numbers of 911SCs were exported to the USA. This resulted in huge numbers of RoW models being purchased privately through third parties, modified (Federalised) – some very badly – and then exported to the USA. These became known as 'grey market imports.' So, the consequences of trying to extinguish the 911 series was that value was added to some 911SCs, but removed from others.

### What's available?

Narrow-body Coupé and Targa with standard five-speed manual or optional three-speed Sportomatic (semi-automatic) transmission, up to and including model year 1980. From model year 1981 only the five-speed manual transmission was available for the narrow-body 911SC Coupé and Targa.



**Standard 911SC Targa ... or is it? It actually had a transmission change, from 5-speed manual to 3-speed Sportomatic, about 15 years ago. (Courtesy: Ken Anson)**

**Standard 911SC Coupé. (Courtesy: Porsche AG archive)**

Narrow-body Cabriolet with manual transmission in model year 1983 only.

The special models include:

911SC Weissach Coupé for the USA market.

911SC Sport Coupé for the UK market.

911SC Martini Coupé from model year 1980.

911SC Ferry Porsche Special Coupé and Targa for the RoW market.

911SC/RS (only 20 manufactured).

Relative values are very complex to calculate, as any accurate comparison must include variables described in other chapters of this guide. Approximate relative model values are calculated using a datum point of 100%, given to the most commonly available original 911SC; a model year 1978 narrow-body 911SC Coupé with five-speed manual transmission.



**Standard 911SC Cabriolet. (Courtesy: Ryan Volin)**

# 8 Key points

– where to look for problems



**Paying particular attention to and understanding what you are looking at!**



**Get up-close and personal with the exterior ...  
(Courtesy: Colin Judd)**



**... and the interior. (Courtesy: Kurt Fischer)**

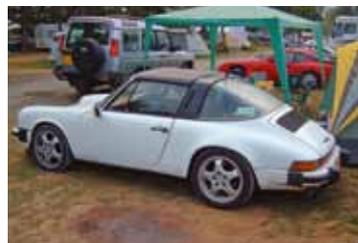


**Is it original? In this case it's a rare RUF SCR, which is based on the 911SC. (Author's collection)**

**Original wheels and/or approved for the 911SC, and rolled fenders? Answers: No, no and yes  
(Author's collection)**



**Wheel condition is important. (Courtesy: Kurt Fischer)**



## 9 Serious evaluation

– 60 minutes for years of enjoyment



**Score each section using the boxes as follows:**

**4 = excellent; 3 = good; 2 = average; 1 = poor.** The totting up procedure is detailed at the end of the chapter. Be realistic in your marking!

Sole responsibility lies with the buyer to be vigilant and not cut corners over the next 60 minutes. Take it seriously, get it right, and you'll be able to make an informed decision on whether or not to purchase, and you keep your relationships intact. Get it wrong and it could be your worst nightmare come true.



**First impressions count. (Courtesy: Julia Lynn)**

### How does it look just sitting there? **4** **3** **2** **1**

Before starting the evaluation, ensure the 911SC is sitting on level ground. Does it sit level? Is it clean inside and out? Does it look smart, or a little tired? Does it smell of fast food? Does it look original? This rating is for your first impression.

### Exterior and interior colour combination **4** **3** **2** **1**

Unpopular exterior and interior colour combinations can be a huge value killer. Some people can be very practical on this subject and say: "I can learn to live with it." Get your partner's opinion, then rate it honestly.



**What about the colour? (Author's collection)**

### Exterior paint **4** **3** **2** **1**

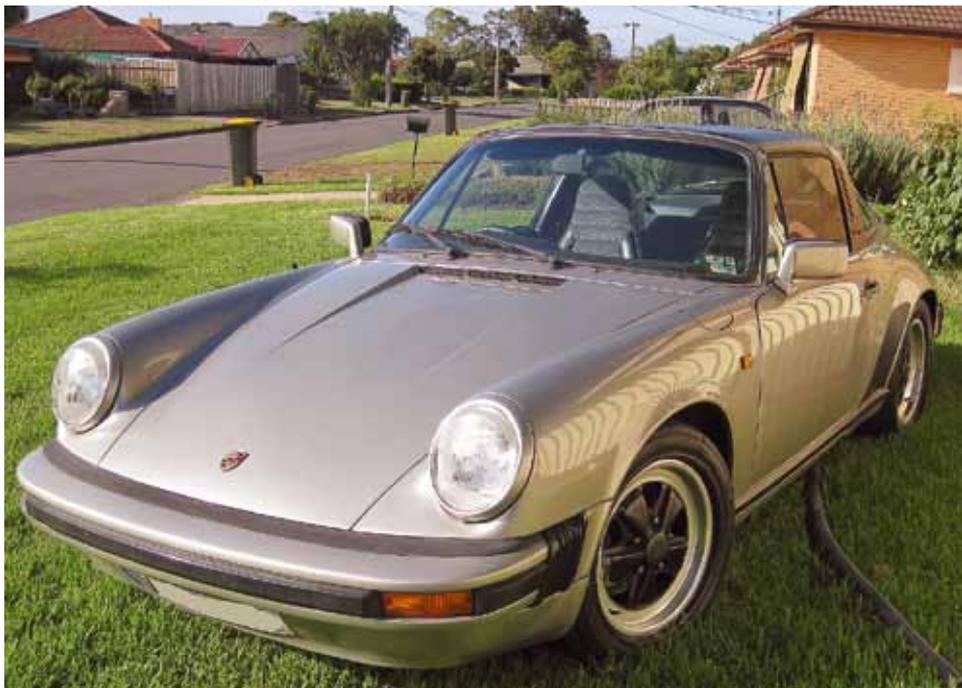
When inspecting paintwork remember the old saying "you can always replace the mechanicals, but you can never replace the body." The 911SC is difficult to repair. In reality there are two types of repairs carried out: sell-on-immediately repair, and pass the problem to a new owner; or keep-the-car repair, but only if the work's carried out by an experienced professional who won't cut corners. This is why an inspection and assessment of the paintwork is critical (covered in depth in chapter 7), but, if there are any doubts, take as much time as you need before making an assessment. Rust is the mind, money, and relationship killer. Rating is for condition.

### Body panel condition (including door bases) **4** **3** **2** **1**

An unmodified 911SC sits lower than other standard road cars, and is always in the firing line for damage caused by flying road debris. If the 911SC is completely clean, without chips around the headlights, on the luggage compartment lid, or outside mirrors, this indicates it hasn't been driven or has



**Accident repairs always leave evidence, so look closely for it. (Author's collection)**



**A very deep, post-purchase inspection of the paperwork for this 911SC revealed that, a decade after it was imported into Australia, the car had been converted from a five-speed manual transmission to a three-speed Sportomatic. The current owner, unaware of this when he purchased, is now converting the 911SC back to the original build configuration. He also decided to restore the paintwork by having the car totally repainted in the original colour. (Courtesy: Ken Anson)**

## **Road licence**

The administration of every country/state charges some kind of tax for the use of its road system, the actual form of the 'road licence' and how it is displayed, varying enormously country-to-country and state-to-state.

Whatever the form of the road licence, it must relate to the vehicle carrying it, and must be present and valid if the car is to be driven on the public highway legally. The value of the license will depend on the length of time it will continue to be valid.

In the UK, if a car is untaxed because it has not been used for a period of time, the owner has to inform the licensing authorities, otherwise the vehicle's date-related registration number will be lost and there will be a painful amount of paperwork to get it re-registered.

## **Certificates of authenticity**

For post model year 1981 Porsche models it's possible to obtain a certificate of authenticity, but if you want to obtain one, the only place to start is with your local