

Twice as rare: two 911 S/T, one limited-edition number

22/12/2025 Sometimes true craftsmanship can be found in the details. When two examples of the 911 S/T inadvertently bore the same limited-edition number, Porsche decided to make it right. And so, a numerical mistake has become an anecdote in the history of Sonderwunsch – and thereby a part of the history of the company.

To celebrate the 60th anniversary of its iconic sports car, the 911, Porsche produced the 911 S/T. The special edition was limited to just 1,963 units, and the last few examples of these collector's cars are currently being delivered. The 911 badge on the passenger side of each car's dashboard bears the personal limited-edition number of the special model. But it turns out that the number 1724 accidentally appeared twice: on the 911 S/T that was delivered to Pedro Solís Klussmann from Guatemala, as well as on the one that went to Suzan Taher, who drives her 911 S/T on the other side of the globe.

The faux pas came about during the manual ordering process of the additional customised badge for the customers' cars. "There is a lot of specialized manual work involved in manufacturing and human

involvement means that mistakes can happen. The important thing is how you deal with them," says Karl-Heinz Volz, Director of Sonderwunsch at Porsche. "It was very important to us to apologise to our customers appropriately and to correct the error."

A special day in Zuffenhausen

Pedro Solís Klussmann, President of Porsche Club Guatemala, had chosen the number 1724 carefully. His mother, his grandmother and he himself all have their birthdays on the 17th of the month, while the 24 refers to the day of his father's birthday. On the other hand, Suzan Taher's Porsche was meant to be 1742, a number with no particular significance for her. After acknowledging the mix-up, Porsche invited both customers together for a special day in Zuffenhausen. To commemorate the double rarity of their 911 S/T, both received a picture of the two cars, with their correct limited-edition numbers, as well as an elegant box with samples of the respective interior and exterior colours. In order to officially document the error as part of the company's history, the incorrectly installed plaque was handed over to Frank Jung, head of the company archive, and catalogued and stored while the customers looked on.

Apart from their brief interlude sharing a number, the two 911 S/T have little in common. Rather, they are impressive examples of the extensive individualisation options at Porsche. Pedro Solís Klussmann opted for the Heritage Design package from the Exclusive Manufaktur range, including the exclusive exterior colour Shore Blue Metallic. Inside, the seat centre panels, trimmed in Classic Cognac fabric with black pinstripes, create a historical reference. His car is also fitted with a carbon-fibre roll cage.

Suzan Taher's car, on the other hand, is finished in the Paint to Sample Plus shade Rose Red. A colour that first appeared under the name “Fraise” on Porsche factory models in the 1970s, most notably on the legendary Carrera RS 2.7 and the 911 Carrera RSR 3.0, which started at the International Race of Champion (IROC) in 1974. After being reviewed and implemented to this special customer vehicle, the colour will also be included in the regular Paint to Sample program starting with the new 2027 model year. The Sonderwunsch specialists have extensively individualised the 911 S/T interior and many surfaces are trimmed in Guards Red leather.

About the 911 S/T

To mark the milestone birthday of the iconic 911 sports car, the engineers in Weissach designed a particularly purist and driving-pleasure-oriented sports car: the 911 S/T. The exclusive anniversary model offers a unique combination of agility and driving dynamics.

Its naturally aspirated 386 kW (525 PS) four-litre flat-six engine is combined with a close-ratio manual gearbox. Added to this is a systematically lightweight construction philosophy – down to the smallest detail – and a chassis setup optimised for agility and drivability. The name identifies the new 911 S/T as a descendant of a particularly sporting version of the first generation of the 911. From 1969 onwards, Porsche offered the 911 S as a special competition version, and it was internally called the

911 ST.

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Consumption data

911 GT3 RS (WLTP)*: Consumo carburante ciclo misto (gamma modelli): 13.2 l/100 km; Emissioni CO_2 ciclo misto (gamma modelli): 299 g/km

*Further information on the official fuel consumption and the official specific CO_2 emissions of new passenger cars can be found in the "Leitfaden über den Kraftstoffverbrauch, die CO_2-Emissionen und den Stromverbrauch neuer Personenkraftwagen" (Fuel Consumption, CO_2Emissions and Electricity Consumption Guide for New Passenger Cars), which is available free of charge at all sales outlets and from DAT (Deutsche Automobil Treuhand GmbH, Helmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, www.dat.de).

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