

Anton Marklund explores Northern Sweden from forest roads to racetrack

19/11/2026 Four-time European Rallycross champion and former Porsche Carrera Cup Scandinavia driver Anton Marklund takes us on a Sunday Drive through his home region in Northern Sweden – with a stop along the way at Sweden's longest racetrack.

Swedish former racing driver Anton Marklund, 33, has won four European Rallycross Championships across several classes and competed in both the Porsche Carrera Cup Scandinavia and the electric era of the Swedish Touring Car Championship. He is also a stalwart instructor for Porsche Driving Experience and Ice Experience events, helping customers hone their skills on racetracks and frozen Arctic lakes. But what does someone who has mastered flat-out driving on mixed surfaces at the elite level look for in the perfect weekend drive?

A quieter kind of thrill

For Marklund, it isn't about extreme acceleration or the tyre-squealing g-forces of spirited driving. Instead, it's about calm and peace – perhaps a consequence of countless hours spent experiencing the thrills of professional racing, or the simpler pace of life north of the 64th parallel.

Some of Marklund's favourite roads are just minutes from his home near Skellefteå, cutting through the countryside with long, sweeping corners and expansive straights. Before they had children, Marklund and his partner Beatrice would regularly explore the woods by car, discovering new roads and counting moose along the way.

"We're very lucky up here in Northern Sweden," says Marklund. "We have a lot of wildlife and not many big roads – but we do have lots of small roads to go and explore in the countryside. For me, driving for fun is more about exploring rather than driving a particular 'favourite' route. I don't need much. Nature, a car and me – that's when I feel the best."

A fan of snowmobiling and many outdoor extreme sports, Marklund says driving is more likely to reduce his heart rate rather than quicken it. Living far from Stockholm, he often finds himself driving eight or nine hours for work. "Every now and then I'll do it with no music or radio playing," he says. "For me, driving a nice car on the road is a form of meditation – a way to go through things in your mind, free from distractions."

No fixed route required

Heading north towards Fällfors, following no predefined route, the drive passes only the occasional settlement. "Some people tell me that these are the most boring roads because there's only wildlife and nothing really happens," Marklund says. "But for me, that is what's happening – the wildlife, the nature, the woods and the forests." By that measure, there is plenty going on; moose, roe deer, foxes and red squirrels can all be spotted from the road along with herds of reindeer in winter.

For weekend drives and impromptu evening blasts, Marklund's 718 Cayman GTS is his go-to car. He originally purchased it because its power output, wheelbase and weight distribution were comparable with those of the car he would race in the Swedish Touring Car Championship, making it ideal for pre-season training on track. Or at least that's what he claims – and as excuses to buy a Porsche go, it's a good one … "It's a car that can feel very calm, but with some more active driving you can really wake it up. It's a little monster with its 400 horsepower from a four-litre engine – it's a car that evokes a lot of emotion."

Marklund's children, despite having little interest in cars or motorsport, are also big fans of the 718. Even gentle higher-rev pulls produce instant smiles as a result of its distinctive exhaust note. "That makes me so happy to see; that something that I have such passion for also brings such positive

emotions to those who don't have deep interest."

From forest roads to racetrack

When he seeks faster-paced action, Marklund heads to the family-owned Drivecenter Arena outside Fällfors. Sweden's longest racetrack and host to a round of the Carrera Cup Scandinavia every other year, the 4.235-kilometre circuit opened in 2019. After about 50 km of serene countryside driving, he swaps the 718 for the more track-focused 911 GT2 RS. He's quick to point out that this is no garage queen: "This is a car that we drive, not one we simply look at and keep in the garage."

Built on a former airfield, the circuit comprises high-speed straights, sweeping corners and tighter technical sections. The precision of the GT2 RS enables Marklund to make the most of each of the 16 corners. "Throughout my career, attention to detail has been what made me a good driver," he explains. "I'm not happy being three or four centimetres away from the kerb. If I want to be exactly on the edge between the tarmac and the kerb, I want to hit that exact same spot each time – and the GT2 RS can do that for me, lap after lap. It's a real pleasure to drive on track."

Whether placing the GT2 RS precisely on an apex or guiding the 718 GTS through the forests of northern Sweden, Marklund finds different satisfaction in each. His perfect drive combines millimetric precision on track with the serenity of the Swedish countryside. And maybe a few moose to count along the way ...

Consumption data

911 GT2 RS
Fuel consumption / Emissions

WLTP*

*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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