

PORSCHE 997 TURBO, GT2 & RS

49

One name, two doctrines - the generation that changed engines, gearboxes and ownership logic without changing its badge

~32,000

Registry-estimated 997 Turbo-family production, both generations and bodies - of 213,004 Type 997 in total

1,242 + 500

GT2s (registry estimate) and GT2 RS - the RS officially limited to 500 numbered cars

480 → 620 PS

From the 3.6 Mezger VTG Turbo - the first petrol production car with variable-turbine geometry - to the GT2 RS

€70K-1M+

The market span, 2026 - Tiptronic 997.1 to exceptional GT2 RS; segmented by gearbox, history, originality

01 EXECUTIVE SUMMARY

The 997 forced Porsche buyers to choose between two kinds of maturity, and this paper is organised around that choice. The 997.1 Turbo (2006-2009) preserved the old engineering doctrine: the 3.6-litre Mezger engine, manual-first character, hydraulic steering - and one genuine world first, variable-turbine-geometry turbocharging on a series-production petrol car. The facelift was not a styling revision but a mechanical dividing line: the 997.2 Turbo (2009-2012) introduced the modern ownership doctrine - an entirely new 3.8-litre direct-injection engine, the seven-speed PDK, and significantly deeper electronic integration - while the 530 PS Turbo S, PDK-only, arrived only after the facelift; there was no regular 997.1 Turbo S production model. Above them both, the GT2 and the 620 PS GT2 RS concentrated everything the generation was about to lose: rear-wheel drive, manual gearbox, extreme turbocharged performance, and the final, most collectible expression of the Mezger lineage - the RS officially limited to 500 numbered cars.

The paper therefore reads as three purchase logics rather than six model descriptions. The analogue Turbo is bought for its architecture - Mezger, manual, VTG, coolant pipes read first. The modern Turbo is bought for its execution - DFI, PDK, usability, with the rare manual 997.2 as the collector bridge between the eras. And the collector Turbos - GT2 and GT2 RS - are bought on history: over-rev reports, accident forensics, tuning originality, provenance. The law of the paper states the whole generation in one line, and its corollary divides the purchase: the 997 changed engines, gearboxes and ownership logic without changing its name - buy the 997.1 for architecture, the 997.2 for execution, and the GT2 RS for history.

Key Finding

The facelift is the fact that organises everything. 997.1: 3.6 Mezger, 480 PS, manual or Tiptronic S, the first petrol production car with VTG turbochargers. 997.2: new 3.8 DFI engine, 500 PS, manual or PDK - not a Mezger. Turbo S: 530 PS, 700 Nm, PDK only, from 2010 - Porsche cites 5,296 built worldwide. No 997.1 Turbo S existed.

The GT cars concentrate the disappearing elements. GT2: 530 PS, manual, rear-driven, ~145 kg lighter than the Turbo, the first Porsche with launch control, ~1,240 built. GT2 RS: 620 PS, 700 Nm, ~70 kg lighter again, officially 500 cars, factory-quoted 7:18 at the Nürburgring - and it kept the Mezger, not the DFI engine.

A market separating, not moving uniformly. Manual 997.1 Coupés €95,000-140,000 and rising ahead of Tiptronic; rare manual 997.2s €125,000-180,000+; Turbo S €115,000-170,000, capped by PDK-only collectability; GT2 €180,000 to beyond €500,000; GT2 RS from €500,000 to beyond €1 million - priced almost entirely by the individual chassis and its file.

02 THE MARQUE AND THE CARS

The pivot generation - where the analogue Porsche ends and the modern one begins, in the same body.

Paper 48 opened the Porsche library with the car that started the modern Turbo; this paper covers the generation that decided what the modern Turbo would become. The 997 refined everything the 996 pioneered - and then, halfway through its life, replaced the foundations: the engine family, the transmission technology and, with them, the ownership logic.

That makes the 997 the rare case where a single model designation contains two genuinely different cars, and where the buying decision starts a level higher than usual - not which car, but which doctrine. The GT2 and GT2 RS sit above the choice: built on the Turbo's platform but bought from a different market entirely, they are the 997's concentration of everything this library has learned to price - scarcity, manual gearboxes, motorsport lineage, and files that matter more than hardware.

PORSCHE CHARACTER

The 997 is Porsche's dual character in a single generation: the same subtle, daily-usable body housing first the last of the old doctrine, then the first of the new. Nothing about the transition was accidental - Porsche does not change engine families lightly - and nothing about it was advertised as a revolution, because revolutions are not the house style. The tight dealer network, the diagnostic depth of the PIWIS system and the Volkswagen Group parts ecosystem carry both doctrines equally; what changes at the facelift is what the owner maintains - bonded fittings and actuator linkages on one side of the line, adaptation values and injection pressure on the other.

03 ARCHITECTURE: ONE NAME, TWO DOCTRINES

Six cars, three purchase logics - the specification is a family tree with a fault line through it.

The 997.1 Turbo carries the final evolution of the analogue formula: the 3.6-litre twin-turbo Mezger flat-six at 480 PS and 620 Nm - 680 Nm on temporary overboost depending on specification - through a six-speed manual or five-speed Tiptronic S, with Porsche Traction Management all-wheel drive and the technology that defines the car historically: variable-turbine-geometry turbochargers, a first on a series-production petrol car. The 997.2 Turbo replaces the heart entirely: a new 3.8-litre direct-injection engine - emphatically not a Mezger - at 500 PS and 650 Nm (700 Nm on overboost), with the six-speed manual retained and the seven-speed PDK newly optional; most buyers chose PDK, which is precisely what makes the manual 997.2 the rarity this paper watches. The Turbo S, from 2010, combines 530 PS and 700 Nm with PDK as standard - the easiest 997 to drive quickly and arguably the most complete road car of the family, though not necessarily the most collectible, because PDK-only means it cannot benefit from the manual scarcity effect. The GT2 (2007-2009) strips the Turbo of its all-wheel drive and its usability buffer: 530 PS, 680 Nm, manual only, rear-driven, PCCB, roughly 145 kg lighter, no rear seats - and the first Porsche with launch control. The GT2 RS (2010-2011) intensifies rather than modernises: it retained the 3.6 Mezger architecture at 620 PS and 700 Nm, cut roughly 70 kg from the GT2 with carbon components and a lightweight interior, and was officially limited to 500 numbered cars, with a factory-quoted Nürburgring time of 7:18.

PORSCHE 997 TURBO, GT2 & GT2 RS - SPECIFICATION

Production	Type 997 total 213,004 (factory). Registry estimates: 997.1 Turbo ~15,600 Coupés / ~6,100 Cabriolets; 997.2 Turbo ~3,300 / ~1,750; Turbo S 5,296 (factory figure); GT2 ~1,240; GT2 RS 500 official
997.1 Turbo	2006-2009 · 3.6 twin-turbo Mezger, VTG (first petrol production car) · 480 PS / 620 Nm (680 Nm overboost) · 6-speed manual or 5-speed Tiptronic S · PTM AWD · hydraulic steering · Coupé and Cabriolet
997.2 Turbo	2009-2012 · new 3.8 DFI twin-turbo - not a Mezger · 500 PS / 650 Nm (700 Nm overboost) · 6-speed manual or 7-speed PDK · revised AWD calibration, updated electronics
Turbo S	2010-2012 · 3.8 DFI · 530 PS / 700 Nm · PDK only · Sport Chrono and performance equipment largely standard, PCCB commonly standard · 0-100 km/h 3.3 s (factory) · 5,296 built (factory figure)
GT2	2007-2009 · 3.6 Mezger · 530 PS / 680 Nm · 6-speed manual only, RWD · ~1,440 kg (~145 kg under the Turbo) · PCCB, GT-derived suspension and aero · first Porsche with launch control
GT2 RS	2010-2011 · 3.6 Mezger intensified - not the DFI engine · 620 PS / 700 Nm · manual, RWD · ~70 kg lighter than the GT2 · 500 numbered cars · factory-quoted Nürburgring 7:18

04 THE ENGINE QUESTION

Readers will import Carrera fears into the Turbo market - this chapter returns them to sender.

The 997.1 Turbo, the GT2 and the GT2 RS use Mezger-family engines: they do not carry the sealed IMS-bearing arrangement associated with ordinary M96 and M97 Carreras, and they are not IMS-retrofit cars - Paper 48's warning transfers verbatim, and a seller claiming such work has raised a question about the rest of the file. The 997.2 Turbo and Turbo S use the new 3.8-litre DFI engine, and again the familiar Carrera IMS problem is not the principal ownership concern. The bore-scoring narrative deserves the same discipline: it is far more strongly associated with certain naturally aspirated M96/M97 and later Carrera applications than with the DFI Turbo. A borescope can still be justified on a costly purchase - particularly where oil consumption, piston noise or poor history exists - but it should not be portrayed as the defining 997.2 Turbo defect, because it is not.

What replaces the imported fears is a cleaner distinction, and it structures every inspection in this paper: 997.1 risk is age around a very robust engine - bonded fittings, actuator linkages, twenty years of heat. 997.2 risk is complexity around a newer engine - adaptation values, injection pressure, electronic integration. Neither is a reason to avoid the cars. Both are reasons to read the right file.

THE ENGINE RULE

997.1 Turbo, GT2 and GT2 RS: Mezger family - no Carrera-style sealed IMS-bearing exposure, no retrofit to pay for, and scepticism owed to any seller who claims one. 997.2 Turbo and Turbo S: a new 3.8 DFI architecture where the Carrera's famous problems are, again, not the principal concern - and where bore-scoring should be investigated on evidence, not imported as folklore. The clean formulation: 997.1 risk is age around a very robust engine; 997.2 risk is complexity around a newer one.

05 THE SYSTEMS: THREE FILES, ONE PLATFORM

The analogue file, the modern file, the collector file - each read with its own instruments.

The analogue file - 997.1 Turbo. The Mezger coolant question carries over from Paper 48 in full: bonded fittings can loosen after years of heat cycling, and the file must show pinning, welding or upgraded fittings with the exact method named - specialist guides continue to treat sorted pipes as the marker of a sorted car. The VTG turbochargers add this generation's own chapter: the technology transformed response, but age, heat and corrosion attack the actuation hardware - inconsistent boost, over- or underboost codes, seized linkages, vane-control faults - and because a 'turbo fault' is often a vacuum leak, a solenoid or a corroded actuator rather than the expensive core, a specialist boost test is essential before any turbo is condemned. Around them: clutch and dual-mass flywheel read under full boost in a high gear; the six-speed's second-gear synchro read genuinely cold; the Tiptronic assessed warm for flare and shudder - durable, but it changes the market case; Variocam components checked for deviation codes and actuator faults - not universal failures, but labour-intensive ones; and the exposed tandem pump inspected for corrosion on cars from wet or salted climates.

The modern file - 997.2 Turbo and Turbo S. The PDK transformed the car and demands diagnostic scrutiny in return: cold engagement, creep, low-speed shift quality, hesitation into drive or reverse, fluid and filter history, stored faults, clutch adaptation values. Problems are not endemic - but casual replacement pricing reaches five figures, with the mechatronic unit, sensors, hydraulic control and clutch packs as the expensive territory, so the adaptation data is read, not assumed. The DFI engine brings the high-pressure fuel system - pumps, direct injectors, rail-pressure control - where long cranking, lean codes and hesitation at load call for fuel-pressure data during diagnosis rather than speculative parts replacement; carbon accumulation on intake valves is a possibility at higher mileage, not a certainty to be priced as doom; and coils and plugs matter more under high boost, so misfire counters are part of the file. The rare manual 997.2 deserves its own line: short production, most buyers chose PDK, the newer engine with the older gearbox - potentially the strongest collector bridge in the family, and inspected accordingly.

The collector file - GT2 and GT2 RS. Everything from Paper 48's GT2 layer applies, sharpened: paint-depth survey, chassis and geometry measurement, underbody and pick-up-point inspection, historic invoices and photographs - a repaired GT2 is not disqualified; an undocumented one is. The DME over-rev report becomes the defining instrument on all manual cars and doubly so here: every range read, ignition counts and operating hours noted, ECU hours compared with mileage, recent high-range events investigated - an old, isolated minor event is a different fact from a recent mechanical over-rev, and the report must be interpreted, not merely printed. Tuning is the second axis - large gains are easy on these engines, and an original 530 PS GT2 is now often worth more than a competent 700 PS conversion - so ECU file, turbo specification, injectors and retained original parts are verified item by item.

The GT2 RS adds the full collector protocol: plaque and chassis identity, supplying dealer, option codes, ownership chain, factory correspondence; carbon bodywork inspected panel by panel; lightweight specification verified down to seats, wheels, battery and exhaust; and the preservation paradox stated plainly - track use, documented and professionally maintained, is expected; ten-year-old tyres on a 'preserved' car are not a virtue. Shared across the whole family: radiators and condensers behind debris-filled intakes, PASM dampers and suspension age regardless of mileage, dynamic engine mounts where fitted, PCCB condition as a major valuation point, centre-lock wheels serviced by procedure and torque record - a safety matter, not a cosmetic one - the hydraulic spoiler cycled, and battery condition in the file, because low voltage writes phantom faults across every system this generation added.

THE OVER-REV REPORT

The DME over-rev report is this paper's defining instrument, and it must be interpreted, not merely printed. Read every range, not just the headline; note ignition counts and the operating hours at which each event occurred; compare ECU hours against mileage for plausibility; and distinguish an old, isolated low-range event - often meaningless - from a recent high-range excursion, which on a Mezger GT car is a negotiation about an engine, not a price. On the GT2 and GT2 RS the report joins the provenance file as the document that separates cars which look identical in an advertisement - the 997's contribution to this library's instrument set.

06 MARKET AND MONEY

A market separating, not moving - gearbox, generation and file pull the same badge apart.

Values are segmented by transmission, body, mileage, history, colour, specification and originality - and the segments are diverging. The 997.1 manual is increasingly recognised for what it preserves: the last manual Mezger Turbo, the first petrol production car with VTG, the refined successor to Paper 48's car - strong manual Coupés are rising clearly ahead of Tiptronic. The 997.2 splits the same way: manual cars are the collector focus, while PDK cars remain excellent ownership propositions more exposed to comparison with later 991 Turbos. The Turbo S is stable to gently rising for excellent Coupés, its ceiling set not by engineering but by gearbox collectability. The GT2 sits where modern performance meets diminishing electronic intervention - scarce, manual, Mezger, rear-driven - and the GT2 RS carries the strongest trajectory in the paper: final-Mezger significance, 500 cars, 620 PS, established recognition, and a principal risk that is not depreciation but buying the wrong individual chassis at the right headline price. Cabriolets trade below equivalent Coupés unless exceptional, throughout.

997 TURBO FAMILY - INDICATIVE EUROPEAN ASKING BANDS, 2026

997.1 Turbo Tiptronic Coupé, higher mileage	€70,000-95,000
997.1 Turbo manual Coupé	€95,000-140,000 - exceptional cars €140,000-180,000+
997.2 Turbo PDK Coupé	€95,000-135,000
997.2 Turbo manual Coupé	€125,000-180,000+ - the rarity of the family
Turbo S Coupé	€115,000-170,000 - exceptional low-mileage cars beyond €180,000
Cabriolets, all forms	Below equivalent Coupés unless exceptional; Turbo S Cabriolet €105,000-155,000

(Asking terms; recorded results run below asking - tracked Turbo S transactions average near US\$137,000 with substantial premiums for exceptional examples.)

997 GT2 & GT2 RS - INDICATIVE GLOBAL FRAMEWORK, 2026

GT2 - higher mileage or repaired history	€180,000-250,000
GT2 - strong, documented original car	€250,000-375,000
GT2 - exceptional low-mileage / specification	€375,000-500,000+
GT2 RS - used, documented car	€500,000-700,000
GT2 RS - excellent low-mileage car	€700,000-1.0 million
GT2 RS - exceptional provenance / specification	€1.0 million+

(Public GT2 RS supply is extremely thin - individual files move these bands more than any market trend does.)

RUNNING COSTS - EUROPEAN OWNERSHIP (PLANNING BANDS)

Annual service	€1,500-3,000
Major service	€3,000-6,000
Mezger coolant-pipe intervention	€4,000-9,000 - documented method and workshop
Manual clutch + flywheel	€4,500-8,000
PDK service / major repair	€1,200-2,000 service; €5,000-15,000+ for mechatronic-level work
VTG turbo repair / replacement	€5,000-12,000+ per pair
High-pressure fuel system work	€2,000-6,000 depending on scope
Radiators and condensers	€2,000-4,500
PASM suspension refresh	€4,000-9,000
Dynamic engine mounts	€2,000-4,000
Brakes	Steel overhaul €2,000-5,000; PCCB replacement €18,000-30,000+
Manual gearbox rebuild	€7,000-15,000+
Tyres	€1,600-2,800 per set
GT2 RS carbon repair	Frequently five figures - centre-lock corrections priced by damage

(Planning figures, not quotations. The ownership rule of this family: the Turbo is expensive when neglected, the GT2 when misused, the GT2 RS when anything is undocumented.)

07 THE BUYING PROTOCOL

One protocol, three overlays - the viewing changes with the doctrine, the discipline never does.

Level One - at the viewing. All models: a genuinely cold start, battery voltage, warning lights through the cycle, coolant level and residue, oil leakage, turbo response, smoke, front radiator condition through the intakes, spoiler operation, PASM behaviour on the drive, tyre matching and age, brake condition, and the invoices read without hurry. Manual cars: cold second gear, clutch slip under boost, flywheel noise, and the over-rev report requested at the viewing, not after it. Tiptronic: warm shift quality, converter behaviour, fluid history. PDK: cold engagement, reverse selection, low-speed shunting, launch-control history, adaptation values. GT2 and GT2 RS: paint depth, carbon condition, geometry file, track records, original parts, accident history - the collector overlay in full.

Level Two - the specialist PPI. The PIWIS diagnostic scan with stored codes interpreted; operating-hour and mileage plausibility; DME over-rev analysis, interpreted; boost and actuator testing; cooling-system pressure test, with the coolant-fitting inspection on Mezger cars; turbo oil-line inspection; compression and leak-down where justified; fuel-pressure diagnostics on DFI cars; gearbox assessment - manual synchros or PDK adaptations;

PTM and front-drive inspection on Turbos; PASM and dynamic-mount scan; brake measurement with PCCB assessed by a specialist; centre-lock inspection where fitted; paint-depth and structural examination; and option codes verified against the build sheet.

Level Three - walk away. Unexplained high-range over-revs. Undocumented coolant-pipe work on a Mezger car. Persistent boost faults. Unresolved PDK warnings. Serious bore or compression concerns. Mismatched tyres on an all-wheel-drive car. Undocumented GT2 accident history. Missing GT2 RS provenance. Poorly mapped tuning. Seller resistance to a PIWIS inspection. And the collector-market special: incomplete servicing on a low-mileage 'preserved' car - stillness is not maintenance. The standing rule holds: the buyer who cannot walk away has already overpaid.

THE TRANSITION RULE

The 997 Turbo changed engines, gearboxes and ownership logic without changing its name. The 997.1 is compelling for what it preserves - Mezger, manual, VTG, hydraulic steering; the 997.2 for what it improves - DFI, PDK, usability, performance; the GT2 and GT2 RS for what they concentrate - rear drive, manual, extreme output, 500-car scarcity, minimal dilution. The corollary is the purchase decision in one line: buy the 997.1 for architecture, the 997.2 for execution, and the GT2 RS for history. The rule extends the Porsche ladder begun by the Mezger Rule - and teaches this library's second marque lesson: a badge is not a specification.

08 OWNERSHIP ECONOMICS AND SCENARIOS

Familiar arithmetic on both sides of the fault line - and a score sheet with three columns.

The scenarios model a well-bought manual 997.1 Turbo Coupé at around €115,000 with documented coolant-pipe work, driven 5,000-8,000 km per year and maintained by a specialist or the network; a 997.2 runs similar routine arithmetic with the PDK service rhythm replacing the clutch question and the high-pressure fuel system as the watch item. The GT cars run the same mechanics through the collector lens: consumables priced per circuit day, originality priced per deviation, and documentation carrying more value than condition alone. Across all three files the generation is friendlier than its reputation - these are robust cars with known lists - but the lists must be worked, because a neglected example concentrates a decade of them into the first year.

OWNERSHIP SCENARIOS - WELL-BOUGHT MANUAL TURBO (PLANNING BANDS)

Year 1	€3,500-9,000: entry inspection with boost and cooling tests, annual service, first-year sorting on a fifteen-to-twenty-year-old car
Years 1-3	€9,000-22,000 cumulative: services, one tyre set, PASM or radiator work as due, PDK service where applicable, consumables
Years 1-5	€18,000-40,000 cumulative: adds a major service and one large job - clutch and flywheel, coolant pipes if undocumented, or turbo actuation work

(Assumption-based planning bands; GT2 and GT2 RS run above them, scaled by circuit use and originality work rather than by kilometres.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	Robust across both doctrines - Mezger cars age around a very strong engine, DFI cars add complexity without adding fragility; the lists are known, and known lists are manageable
Maintenance costs	□□□□	Contained in routine terms; the large items - VTG pairs, PDK mechatronics, PCCB, coolant pipes - arrive with age or neglect, and cluster on cheap cars
Parts availability	□□□□	Strong network and specialist support with Volkswagen Group leverage; GT2 RS lightweight and carbon components are the scarce exceptions
Investment potential	□□□□	Manuals rising ahead of automatics on both sides of the fault line; the GT2 is established and the GT2 RS carries the strongest trajectory in the Porsche library so far

MARQUE BUYING SCORE - 997 TURBO, GT2 & GT2 RS

Category	997.1 Turbo	997.2 Turbo / S	GT2 / GT2 RS
Reliability	8.5 / 10	8.5 / 10	8.5 / 10
Driving experience	9 / 10	9 / 10	9.5 / 10
Ownership cost	6 / 10	5.5 / 10	4.5 / 10
Parts availability	8.5 / 10	8.5 / 10	7 / 10
Long-term collectability	8 / 10	7.5 / 10	9.5 / 10
Investment potential	7.5 / 10	7 / 10	9.5 / 10

Scored on the fixed series rubric: an 8 in Reliability means the same across every marque and paper - the stars judge the ownership experience, the scores benchmark each car inside the library.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Porsche factory documentation and Newsroom history (Type 997 production 213,004; the 3.6-litre 480 PS Turbo to 3.8-litre DFI 500 PS progression; Turbo S 530 PS with PDK as standard and 5,296 built; GT2 RS 620 PS, 500 cars, 7:18 Nürburgring as factory-quoted), specialist registry estimates for derivative production (stated as estimates - Turbo derivative totals vary slightly between registries), specialist and owner-community documentation for the fault map and cost bands, tracked transaction data for the Turbo S, and current European asking data, mid-2026, with recorded results below asking. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

09 SYNTHESIS

The generation that contains the whole Porsche argument - both doctrines, one discipline.

The 997 is the Porsche library's pivot paper because the generation itself pivots: the same name, the same silhouette, and halfway through, a different car. The buyer who understands that stops shopping for a 997 Turbo and starts shopping for a doctrine - the analogue architecture that ends here, or the modern execution that begins here - and reads the matching file: coolant pipes and actuator linkages on one side, adaptation values and rail pressure on the other.

Above both, the GT2 and GT2 RS demonstrate where every generation's concentrated elements eventually trade: in a market of individual chassis, where the over-rev report and the ownership chain outweigh the specification sheet, and where the wrong car at the right price remains the most expensive mistake available.

The buyer's task: choose the doctrine before the car; read the over-rev report before the paint; verify the coolant-pipe file on Mezger cars and the adaptation data on PDK cars; treat manual gearboxes as the appreciating asset the market says they are; and on a GT2 or GT2 RS, buy the documented biography or none at all. Do that, and the 997 delivers the rarest thing in this library: two eras of a marque's best work, sold under one badge, at prices that still distinguish between reading and believing.

WHO SHOULD BUY THIS CAR

Ideal 997.1 buyer: the enthusiast who wants the last analogue Turbo - Mezger, manual, hydraulic steering - and accepts the age-related file that comes with it. Ideal 997.2 buyer: the owner who wants the most usable car in this paper and reads adaptation values as calmly as invoices - with the rare manual as the collector play. Ideal GT2 / GT2 RS buyer: the collector-driver who audits biography before hardware, and for the RS, treats the car as one of 500 files with a chassis attached.

Less suitable: the buyer who wants one answer for six cars; the Tiptronic sceptic and the PDK sceptic alike, if scepticism replaces reading; and anyone buying a 'preserved' low-mileage car without asking what preservation deferred.

BOTTOM LINE

One badge, two doctrines, three purchases: ~32,000 Turbos across the fault line, ~1,240 GT2s, 500 GT2 RS. The 997.1 preserves Mezger, manual and VTG; the 997.2 introduces DFI, PDK and the modern file; the GT cars concentrate what disappeared. €70,000 to beyond €1 million, separated by gearbox, generation and documentation. Buy the 997.1 for architecture, the 997.2 for execution, the GT2 RS for history - and every one of them on the file, never on the badge.

ONE-SENTENCE VERDICT

Buy the 997.1 for architecture, the 997.2 for execution and the GT2 RS for history - the 997 changed everything but its name.

SOURCES

Porsche factory documentation and Newsroom history (Type 997 production 213,004; 997 Turbo 3.6-litre 480 PS with VTG - the first petrol series-production application; 3.8-litre DFI Turbo at 500 PS; Turbo S 530 PS with seven-speed PDK as standard, 0-100 km/h in 3.3 s, 5,296 built worldwide; GT2 530 PS with launch control; GT2 RS 620 PS, 500 numbered cars, factory-quoted 7:18); specialist registry estimates for derivative production (997.1 Turbo ~15,600 Coupés / ~6,100 Cabriolets, 997.2 ~3,300 / ~1,750, GT2 ~1,240 - stated as estimates); specialist documentation for the Mezger versus M96/M97 and DFI engine distinctions; specialist and owner-community documentation for the fault map, maintenance items and cost bands in Sections 05-08; tracked transaction data for the Turbo S and current European asking data, mid-2026, with recorded results below asking. Estimates are stated as estimates, and uncertainty as uncertainty, throughout.

Author. Uwe Riemeyer, Marque Intelligence (an IMP InterMediaPartners venture, est. 1976). This paper is research-led throughout, built on the disclosed perspective established in Paper 36. It is research and commentary, not investment advice; vehicle values fluctuate, and any purchase decision is the reader's own.