

PORSCHE 996 & 997 GT3

50

The GT3 lineage from origin to RS 4.0 - eight cars, one engine family, and a file where the circuit sits beside the service history

~13,000

Registry-estimated GT3-family production across eight variants, 1999-2011 - only the RS 4.0 figure is official

600

GT3 RS 4.0, officially limited and numbered - the blue-chip conclusion of the Mezger GT3 era

360 → 500 PS

From the first GT3 of 1999 - GT1-derived, first production car under 8 minutes at the Nürburgring - to the 4.0

€85K-1.1M+

The market span, 2026 - driver-grade 996.2 to exceptional RS 4.0; the file decides, not the badge

01 EXECUTIVE SUMMARY

The story of this paper is not merely that all eight cars share Mezger engines. It is that Porsche gradually transformed a road-legal homologation car into an established collector category - without ever losing the manual gearbox, the naturally aspirated engine or the circuit purpose. The 996.1 GT3 of 1999 carried a 3.6-litre, 360 PS flat-six derived from the 911 GT1 competition architecture, wore the GT3 name for the first time on a series-production Porsche, and became the first road-approved production car to lap the Nürburgring Nordschleife in under eight minutes. Twelve years later the line closed with the 997.2 GT3 RS 4.0: 500 PS, a four-litre engine with motorsport-derived internals including an RSR-derived crankshaft, and an official limit of 600 numbered cars - the blue-chip model of this paper, and the final word of the Mezger GT3 era.

For this family, the track ledger sits beside the service history, not beneath it - these cars were designed to be used on circuit, and track use is not inherently negative; undocumented track use is. That inversion organises everything: the DME over-rev report becomes a first-rank document, alignment sheets and corner-weight records become invoices, and a 70,000 km GT3 with a complete circuit and maintenance history can be a better purchase than a 15,000 km 'collector' example with gaps. The paper's core distinction grades the family in three sentences: the standard GT3 is bought on condition and use; the RS is bought on condition, use and originality; the RS 4.0 is bought on provenance.

Key Finding

One architecture, twelve years, eight cars. 996.1 GT3 (360 PS, ~1,868 built, never officially in North America) to 996.2 (381 PS, ~2,300-2,600, the first GT3 officially sold in North America) and the first modern RS (~682); then 997.1 GT3 (415 PS, ~2,378) and RS (~1,100-1,170); finally 997.2 GT3 (435 PS, ~2,256), RS (450 PS, ~1,500-2,000 estimated) and the RS 4.0 - 500 PS, 600 cars, official.

The famous fears do not apply; the real file is different. No Carrera-style sealed IMS-bearing exposure anywhere in this family, and bore scoring is not the defining concern - the ownership threats are over-revs, coolant-fitting security, gearbox and clutch wear, geometry, and accident or kerb history read underneath the car.

A market graded by documentation. Driver-grade 996.2s from ~€85,000 to an RS 4.0 beyond €1.1 million - with the same law at every level: track use documented is value preserved; the words 'never tracked' on a car whose brakes, tyres and DME report say otherwise are the most expensive sentence in this paper.

02 THE MARQUE AND THE CARS

The GT programme's founding line - homologation roots, collector destiny, manual throughout.

Papers 48 and 49 covered Porsche's turbocharged flagships; this paper covers the cars Weissach built for the other definition of fast. The GT3 began as homologation - a road-legal basis for cup and GT racing - and the first generation wore that purpose plainly: Comfort or Clubsport configuration, adjustable wing and suspension, and an engine whose lineage ran through the GT1 programme rather than the Carrera parts shelf.

What followed was a twelve-year refinement in which nothing essential changed: hydraulic steering, six-speed manual, natural aspiration, rear drive - while everything around those constants sharpened, from the 996.2's brakes and aerodynamics through the 997.1's PASM-equipped usability to the 997.2's centre-locks and front lift. The RS line, born with the 996 GT3 RS of 2003, added the second axis this paper prices: originality - lightweight equipment, market-dependent specification, graphics and paint that now carry value of their own. By the RS 4.0, the transformation was complete: a homologation car had become a collector category, and mileage had begun yielding to provenance.

PORSCHE CHARACTER

The GT3 is Porsche's motorsport department answering the marque's own daily-usability brief - and refusing none of it. These are circuit instruments with number plates: usable in traffic, serviceable through the same tight network as every other 911, and engineered to tolerate circuit use remarkably well when maintained with discipline. The character shows in what never changed across twelve years - manual, naturally aspirated, hydraulically steered - and in what the family expects of its owners: not preservation, but documentation. A GT3 kept correctly is not a garage queen; it is a working file with a very fast car attached.

03 ARCHITECTURE: EIGHT CARS, ONE CONSTANT

The Mezger GT3 engine in five states of tune - and a specification that reads as a lineage.

Every car in this paper carries the competition-derived GT3 engine architecture: dry-sump lubrication in concept, naturally aspirated, revving past 8,000 rpm in the 997s, and entirely unrelated to the M96/M97 Carrera engines whose failure folklore buyers keep importing. The 996.1 opened at 360 PS and roughly 1,350 kg; the 996.2 raised output to 381 PS with revised aerodynamics, larger brakes and improved cooling - and brought the GT3 officially to North America for the first time; the 996 GT3 RS took the same 381 PS into the first modern lightweight RS, white-bodied with red or blue graphics in the classic specification. The 997.1 GT3 passed the 400 PS mark - 415 PS, 8,400 rpm, PASM, hydraulic steering retained - with the wider-bodied 997.1 RS above it; the 997.2 grew to 3.8 litres and 435 PS with centre-lock wheels, optional front-axle lift and dynamic engine mounts, its 450 PS RS adding the extensive lightweight treatment. The RS 4.0 closed the line at 3,996 cc and 500 PS with an RSR-derived crankshaft, front dive planes and approximately 1,360 kg - 600 numbered cars, factory-limited, factory-documented.

PORSCHE 996 & 997 GT3 FAMILY - SPECIFICATION

996.1 GT3	1999-2001 · 3.6 NA, 360 PS / 370 Nm · 6-speed manual, RWD · ~1,350 kg · Comfort or Clubsport · ~1,868 built (registry) · not officially sold in North America · first production car under 8:00 at the Nürburgring
996.2 GT3	2003-2005 · 381 PS · revised aero, larger brakes, improved cooling · ~2,300-2,600 built (registries differ) · the first GT3 officially sold in North America
996 GT3 RS	2003-2004 · 381 PS · lightweight treatment, revised aero · white with red or blue graphics in classic form · ~682 built · not officially sold in the US or Canada · the first modern GT3 RS
997.1 GT3 / RS	2006-2009 · 415 PS / 405 Nm, 8,400 rpm · PASM, hydraulic steering, PCCB optional · GT3 ~2,378; RS ~1,100-1,170 (registries vary) · RS with wider rear body, lower weight, manual only
997.2 GT3 / RS	2009-2011 · 3.8 litres · GT3 435 PS / 430 Nm, ~2,256 built; RS 450 PS, ~1,500-2,000 (estimate) · centre-lock wheels, front lift and dynamic mounts available · resonance-flap campaign applies
GT3 RS 4.0	2011 · 3,996 cc, 500 PS / 460 Nm · RSR-derived crankshaft, front dive planes · ~1,360 kg · 600 numbered cars, officially limited - the blue-chip model of this paper

04 FOUR CHAPTERS OF ONE CAR

Not eight mini-reviews - four stages of a single transformation, each with its own buying logic.

The Origin - 996.1 GT3. The first GT3: homologation roots, the original Clubsport philosophy, limited production, no official North American cars - bought today as the beginning of the water-cooled GT programme, with European and Japanese market history carrying particular weight. The Modern RS Begins - 996.2 GT3 and 996 GT3 RS. Stronger brakes and aerodynamics, the emergence of the track ledger as a document class, and with the RS, the arrival of originality as a valuation axis: graphics, lightweight elements, market-dependent specification. The first water-cooled RS is the natural bridge between the air-cooled RS lineage and every modern GT3 RS - and should be treated as a collector car, not a track-focused 996.

The Analogue High Point - 997.1 GT3 and RS. Hydraulic steering, PASM, improved road usability, manual Mezger continuity - the family at its most complete as a road-and-circuit instrument, before electronics deepened. The Final Mezger Chapter - 997.2 GT3, RS and RS 4.0. Centre-locks, front lift, the resonance-flap campaign as the generation's specific file item - and the collector transition completing itself: provenance replacing mileage as the pricing axis, with the RS 4.0 as the destination. Four chapters, one discipline: the buying logic shifts from condition and use, through originality, to provenance - exactly as the core distinction of this paper grades it.

05 THE SYSTEMS: THE CIRCUIT FILE LEADS

The track ledger beside the service history - and the over-rev report as the deciding page of both.

The engine question first, settled in one paragraph: every car here uses the competition-derived GT3 architecture - the GT3 engine does not use the failure-prone sealed IMS-bearing arrangement associated with ordinary 996 and early 997 Carreras, and bore scoring is not the defining concern it is on certain Carrera engines; a borescope needs justification from oil consumption, noise, debris or history, not folklore. The real engine file reads differently. Bonded coolant fittings lead it, as on every water-cooled Mezger: heat cycles weaken the joints, a separated fitting discharges coolant rapidly - onto the rear tyres, on a circuit - and the file must name the remedy, pinning, welding or upgraded fittings, with the specific fittings and method invoiced; 'pipes done' is not documentation. Around it: oil leaks from the rear main seal, cam covers, timing housings and oil-tank plumbing - track heat turns weeps into leaks; camshaft deviation, Variocam operation and valvetrain noise read through the diagnostic record and oil-analysis history; engine mounts - conventional ageing or dynamic-mount faults - checked by code as well as by eye; and the ordinary twenty-year cooling system inspected behind the famous fitting question: radiators, hoses, expansion tank, pump, thermostat, intake debris. On the 997.2 3.8 cars, one item earns its own paragraph: the intake resonance-flap campaign - commonly cited under WC51/WC512 references - where a failing flap guide or shaft can shed fragments into the engine. Completion is confirmed through the VIN and the Porsche record, never through an owner's recollection, and any unexplained engine work on a 997.2 gets read against this item first.

The driveline carries the circuit load. Clutch and dual-mass flywheel last well on the road and briefly on launch-heavy circuit duty - bite point, slip under full load, judder, flywheel rattle, slave-cylinder condition - and a clutch job is the economic moment to inspect the rear main seal, coolant fittings and mounts while access exists. The six-speed manual is strong but honest about abuse: second-gear engagement cold, third and fourth synchros, shift-fork wear, popping out of gear - which is why the viewing begins with a genuinely cold car, and why a pre-warmed engine is information. The limited-slip differential can exhaust its plates without a fault code and quietly change what the car is - effectiveness, deceleration noise and oil history belong in the PPI. Suspension is where these cars live or die: dampers, top mounts, bushes, spherical joints, bearings - and geometry as a document, because a poorly aligned GT3 feels nervous and gets misdiagnosed as an inherently difficult car. The latest camber, toe, caster, ride-height and corner-weight sheets are requested, not hoped for; PASM dampers on 997s checked for leakage, mode change and stored faults; the 997.2 front lift cycled repeatedly for speed and symmetry. Brakes divide by material: steel - often the better choice for regular circuit work - read for structural cracking versus surface heat marks, pad and fluid history, duct condition; PCCB read by specialist measurement, with steel conversions rational for track use provided original ceramics accompany a collectible RS. Wheels and tyres close the mechanical file: cracks, straightening and inner-barrel damage on five-lug cars; on 997.2 centre-locks, disciplined procedure, torque records and campaign completion - not every tyre shop understands Porsche centre-locks, and the hardware shows it when they do not. Cheap or mismatched tyres on a GT3 are a maintenance signal, not a consumable choice.

The body file is read from underneath. Splitter, underfloor, jacking points, suspension pick-ups, rear structure, brake ducts, gravel-trap evidence, non-original fasteners, replaced undertrays, freshly refinished wheels - a splitter is consumable; a damaged pick-up point is not.

Paint-depth readings, panel and glass date codes, historical photographs and invoices grade the accident question, and the grading tightens with the badge: a documented repair can be acceptable on a driver-grade GT3, is consequential on an RS, and on an RS 4.0 belongs in the price in six figures. Clubsport equipment carries its own file: factory option code, original cage, harnesses, extinguisher, buckets, cut-off equipment where fitted - harnesses and extinguishers expire and should be replaced for use, with the originals retained for provenance; cage mounting areas inspected for non-factory drilling, impact evidence and repainting. And on RS cars throughout, original graphics, paint and factory specification now move value in their own right.

THE TRACK LEDGER

The document class this family made mandatory. A proper ledger holds dates and circuits, mileage per event, tyre sets and heat cycles, pad, disc and fluid changes, oil changes, alignment and corner-weight sheets, damper work, over-rev reports, and any off-track repairs - with photographs and invoices. It separates professionally maintained use (fresh fluids, warm-up discipline, geometry checked, consumables replaced before failure) from undocumented abuse (repeated over-revs, cheap tyres, unexplained brake replacement, repaired splitters without paperwork). The Senna paper introduced this instrument to the library; the GT3 family is where it becomes standard equipment - a 70,000 km car with a complete ledger can outrank a 15,000 km car with gaps.

06 MARKET AND MONEY

Eight markets in one family - graded by generation, badge, originality and, above all, the file.

The trajectories point the same way at different gradients. The 996.1 strengthens gradually on its supports - first GT3, low production, non-US status, the origin of the programme - while the 996.2 remains the accessible manual Mezger entry, its market increasingly distinguishing proper track documentation from generic low mileage. The 996 GT3 RS is already collector territory as the first water-cooled RS. The 997.1 GT3 combines hydraulic steering, manual, Mezger and the more traditional body into stable-to-rising values; its RS is strong but increasingly specification-sensitive - colour, graphics, Clubsport completeness and accident history separate similar-looking cars materially. The 997.2 GT3 is commonly regarded as the final standard manual, hydraulically steered, Mezger-engined GT3, and prices accordingly among the strongest standard cars; the 997.2 RS market is unusually wide, with public asking prices that can substantially exceed transactions. The RS 4.0 is blue-chip within modern Porsche - 600 cars, final-Mezger position, four litres, manual - with a future that still depends on individual chassis quality, not merely the badge. Recorded results run below asking throughout, and tracked benchmarks - roughly US\$96,000 for the 996.1, US\$258,000 for the 996 RS, US\$341,000 for the 997.2 RS, US\$790,000 for the RS 4.0 - anchor the bands below.

996 & 997 GT3 FAMILY - INDICATIVE FRAMEWORKS, 2026

996.1 GT3	Driver-quality €90,000-120,000 · strong original €120,000-160,000 · exceptional Clubsport or low-mileage above
996.2 GT3	Driver or tracked €85,000-115,000 · strong documented €110,000-150,000 · exceptional Clubsport €150,000-180,000+
996 GT3 RS	Used but documented €220,000-280,000 · strong original €280,000-380,000 · exceptional paint, mileage, provenance €400,000+
997.1 GT3	Driver €115,000-145,000 · strong original €145,000-190,000 · exceptional cars above €200,000
997.1 GT3 RS	Used, documented €200,000-260,000 · strong original €260,000-350,000 · exceptional specification €350,000-450,000+
997.2 GT3	Driver-quality €140,000-175,000 · strong original €175,000-225,000 · exceptional €225,000+
997.2 GT3 RS	Documented, used €280,000-380,000 · strong original €380,000-550,000 · exceptional €550,000-750,000+
GT3 RS 4.0	Driven, documented €650,000-800,000 · strong original €800,000-1.05M · exceptional provenance €1.1M+

(Indicative mid-2026 frameworks; recorded results run below asking, regional differences are substantial, and on RS cars specification and originality move individual results outside every band.)

RUNNING COSTS - EUROPEAN OWNERSHIP (PLANNING BANDS)

Annual service	€1,500-3,000
Major service	€3,000-6,000
Track-focused fluid programme	€1,000-2,500 per year beyond routine servicing
Clutch and flywheel	€4,000-7,500 - the economic moment for seal, fitting and mount inspection
Mezger coolant-fitting intervention	€4,000-9,000 - method and fittings named on the invoice
Gearbox / differential	Manual rebuild €7,000-15,000+ · differential refresh €2,500-5,000
Suspension / PASM	Refresh €4,000-10,000 · PASM damper replacement €5,000-10,000 by scope
Brakes	Steel €2,500-6,000 · PCCB replacement €18,000-30,000+
Tyres	€1,500-2,800 per set - matched, dated, part of the ledger
RS carbon / lightweight repair	Often five figures - centre-lock hub or nut damage priced by scope
Engine rebuild after serious over-rev	Potentially €25,000-50,000+ - the number the ledger exists to prevent

(Planning figures, not quotations. The economics of this family in one sentence: the engine is expensive to damage, but the track ledger is inexpensive to maintain - documentation costs virtually nothing compared with the value it protects.)

07 THE BUYING PROTOCOL

A cold car, an interpreted report, and a torch pointed at the floor - the family protocol in full.

Level One - at the viewing. A genuinely cold car, required. Cold start with oil pressure, smoke duration and valvetrain noise attended to; coolant level and residue; oil leakage; clutch engagement and every gear tried cold; PASM and, where fitted, the front lift cycled repeatedly; brake condition by material; tyre dates, specification and matching; wheel damage; splitter and underbody sighted; warning lights through the cycle; air conditioning and electrics. Then the documents, unhurried: service history, DME report, the track ledger, alignment sheets, tyre and brake invoices, accident documentation, Clubsport equipment list.

Level Two - the specialist PPI. PIWIS scan with stored codes interpreted; DME operating hours and over-rev analysis - lower ranges may reflect normal hard use at the limiter, higher ranges generally indicate mechanical over-rev from a missed downshift, and the hours at each event decide its weight; ECU hours reconciled with mileage; compression and leak-down where high-range events exist, with oil-filter inspection for debris where warranted. Cooling-system pressure test with coolant-fitting inspection; resonance-flap campaign verification on 997.2 cars, by VIN; gearbox, clutch and differential assessment; suspension and damper inspection with alignment measured and corner weights where appropriate; brake measurement; centre-lock inspection; paint-depth survey; underbody and structural inspection; option-code and Clubsport verification.

Level Three - walk away. Unexplained recent high-range over-revs. Mileage and ECU-hour inconsistency. Missing track documentation on an obviously tracked car. Undocumented coolant-fitting work. An unresolved resonance-flap campaign. Persistent oil-pressure or compression concerns. A gearbox that pops out of gear. Structural or pick-up-point damage. Undocumented RS accident repairs, or incomplete RS 4.0 provenance. Cheap tyres or deferred brakes combined with circuit use. Seller resistance to PIWIS analysis or an independent PPI. The standing rule completes its fiftieth paper unchanged: the buyer who cannot walk away has already overpaid.

THE TRACK LEDGER RULE

Track use does not damage the story. Undocumented track use does. These cars were not created to avoid racetracks - a GT3 used properly, serviced before and after events, kept aligned and documented throughout, can be an excellent purchase; the dangerous car is the one whose seller insists it was 'never tracked' while the brakes, tyres, underbody and DME report tell a different story. The corollary grades the family: buy the GT3 on its circuit file; buy the RS on its circuit file and originality; buy the RS 4.0 on provenance. The rule joins the Porsche ladder as its third law - and gives the library's track-ledger instrument its defining application.

08 OWNERSHIP ECONOMICS AND SCENARIOS

The arithmetic of a working instrument - priced per circuit day, protected per document.

The scenarios model a well-bought 997.1 GT3 at around €150,000 with documented coolant-fitting work and a complete ledger, driven 5,000-8,000 km per year including several circuit days, and maintained by a GT-literate specialist. The structure differs from every previous Porsche paper: consumables scale with circuit use rather than with kilometres, the fluid programme runs beside the service schedule, and the single largest financial risk - a serious over-rev - is priced not in the bands below but in the discipline that prevents it. RS cars add the originality budget: retained original parts, expiring Clubsport equipment replaced for use and kept for provenance, and repairs executed to a standard the next buyer's inspector will read. The RS 4.0 is custodianship in this family's dialect - used, documented, and priced by its file.

OWNERSHIP SCENARIOS - WELL-BOUGHT 997.1 GT3 (PLANNING BANDS)

Year 1	€4,000-9,000: entry PPI with over-rev analysis, annual service, alignment baseline, first consumables on a newly acquired car
Years 1-3	€10,000-25,000 cumulative: services, tyres and brakes per circuit use, fluid programme, one suspension or damper item (Assumption-based planning suspension and damper items rather than kilometres; RS cars run above them through originality and lightweight-parts costs.)
Years 1-5	€20,000-45,000 cumulative: adds a major service, a clutch on used-hard cars, and the coolant-fitting intervention if not yet documented

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	The engines tolerate circuit use remarkably well when serviced with discipline - the family's failures are bought, through missed shifts and missing maintenance, not built in
Maintenance costs	□□□□	Routine costs contained; circuit consumables and the large preventatives - fittings, clutch, dampers - define the real budget, and deferred cars concentrate them
Parts availability	□□□□	Strong factory and GT-specialist support; RS lightweight components, graphics and period-correct equipment are the scarce exceptions
Investment potential	□□□□	Every trajectory in the family points upward at its own gradient - the 996 RS and 997.2 cars strongly, the RS 4.0 as established modern-Porsche blue chip

MARQUE BUYING SCORE - 996 & 997 GT3 FAMILY

Category	GT3 (standard)	GT3 RS	RS 4.0
Reliability	9 / 10	9 / 10	9 / 10
Driving experience	9.5 / 10	10 / 10	10 / 10
Ownership cost	5.5 / 10	5 / 10	4.5 / 10
Parts availability	8 / 10	7 / 10	6.5 / 10
Long-term collectability	8 / 10	9 / 10	10 / 10
Investment potential	7.5 / 10	9 / 10	10 / 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 (the GT3 lineage from 1999; GT1-derived engine architecture; the sub-8-minute Nürburgring benchmark; the RS 4.0 at 500 PS and 600 cars as officially limited), specialist registry data for derivative production (~1,868 / ~2,300-2,600 / ~682 / ~2,378 / ~1,100-1,170 / ~2,256 / ~1,500-2,000 - stated as registry-derived estimates throughout, because no single definitive factory derivative table is publicly available), specialist documentation for the fault map, campaign references and cost bands, and tracked market benchmarks with current European asking data, mid-2026 - recorded results run below asking. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

09 SYNTHESIS

Twelve years, one discipline - the family that taught the market to read circuit files.

The GT3 family is this library's cleanest demonstration that purpose and value are not opponents. Porsche built these cars to be used on circuits, and the market has learned - faster here than anywhere else - to price the use rather than fear it: the documented car outranks the low-mileage mystery, the interpreted over-rev report outranks the odometer, and the transformation from homologation tool to collector category happened without a single concession on engine, gearbox or steering. The grading holds across all eight cars: condition and use for the standard GT3, originality added for the RS, provenance ruling the RS 4.0 - and underneath all of it, the same Mezger constant that makes the family's reputation deserved and its folklore irrelevant.

The buyer's task: start cold, read the DME report with a specialist, demand the track ledger beside the service file, verify the coolant fittings by invoice and the resonance-flap campaign by VIN, measure the geometry instead of guessing at the handling, inspect from underneath, and on RS cars, price originality item by item. Do that, and the GT3 family offers what few cars anywhere offer: instruments that reward exactly the discipline they demand - on the circuit, in the file, and eventually, in the value.

WHO SHOULD BUY THIS CAR

Ideal GT3 buyer: the driver who will use the car as designed - circuit days included - and document every one of them; comfortable reading geometry sheets, budgeting consumables per event, and buying a 70,000 km file over a 15,000 km gap. Ideal RS buyer: the same driver with an originality ledger - graphics, lightweight parts, Clubsport equipment retained and recorded. Ideal RS 4.0 buyer: the collector-custodian of Paper 46's school, applied to 600 numbered chassis.

Less suitable: the buyer frightened of the word 'tracked' - this family punishes that fear with worse cars at higher prices; the preservation-first collector, except at the 4.0 level, because stillness deteriorates these cars; and anyone who believes a printed DME sheet interprets itself.

BOTTOM LINE

Eight cars, twelve years, one constant: ~13,000 GT3s from origin to RS 4.0, manual and Mezger throughout, €85,000 to beyond €1.1 million. No Carrera folklore applies; the real file is over-revs, coolant fittings, geometry and the circuit ledger. Track use documented is value preserved - undocumented, it is the most expensive discount in this library. Buy the GT3 on its file, the RS on its file and originality, the RS 4.0 on provenance - and never buy the words 'never tracked'.

ONE-SENTENCE VERDICT

Track use does not damage the story - undocumented track use does; buy every GT3 on its circuit file, and the RS 4.0 on provenance.

SOURCES

Porsche factory documentation and Newsroom history (996.1 GT3 from 1999, 360 PS, GT1-derived architecture, first road-approved production car under eight minutes at the Nürburgring Nordschleife; 996.2 at 381 PS; 997 GT3 past the 400 PS mark; RS 4.0 at 500 PS, 600 numbered cars); specialist registry data for derivative production, stated as registry-derived throughout; specialist documentation for the Mezger versus M96/M97 distinction, the bonded coolant-fitting question and the 997.2 resonance-flap campaign references (WC51/WC512, confirmed by VIN); specialist and owner-community documentation for the fault map, maintenance items and cost bands in Sections 05-08; tracked market benchmarks 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.