

PORSCHE 991 GT3

52

GT3, RS and Touring, 2013-2020 - the disruption, the restoration, and the two premiums that reorganised the modern GT3 market

~27,000

Registry-estimated family production across five configurations - limited by capacity and allocation, not numbered editions

475 → 520 PS

From the first non-Mezger GT3 of 2013 to the 991.2 RS - a new engine family, 9,000 rpm throughout

6:56.4

The 991.2 GT3 RS at the Nürburgring Nordschleife, April 2018 - the family's closing statement of intent

€110K-430K+

The market span, 2026 - replacement-engine 991.1 to Weissach-equipped RS; the file decides at every level

01 EXECUTIVE SUMMARY

The 991.1 marked the most radical break in GT3 history to that point: the Mezger engine disappeared, the manual gearbox disappeared, and Porsche introduced an entirely new 3.8-litre naturally aspirated engine at 475 PS, seven-speed PDK only, and rear-axle steering - the first GT3, by Porsche's own description, whose engine was no longer based on the Mezger architecture. The transition was immediately tested: after two 2014 cars suffered engine fires, Porsche determined that a connecting-rod bolt could loosen, recalled every car built to that point, and replaced the engines outright with units carrying optimised bolts - then supported the type with a widely documented extended internal-engine warranty of ten years or 120,000 miles. The 991.2 answered the era's criticisms in one stroke: a newly developed 4.0-litre engine from Porsche Motorsport - used in modified form in the GT3 R, Cup and RSR competition cars - 500 PS, the six-speed manual restored beside PDK, and the Touring Package introduced. Above the standard cars, the RS line expanded into its own category: the 991.1 RS with four litres and a wider Turbo-derived body, the 991.2 RS at 520 PS with the Weissach Package and a Nordschleife lap below seven minutes.

The ownership thesis of this paper follows that history precisely. Buy the 991.1 on its engine file - which engine is fitted, when it was installed, and what documentation accompanies it. Buy the 991.2 on its configuration - manual or PDK, winged or Touring, each with its own market. And buy every RS on its circuit history, because the RS premium is a track-ledger premium wearing carbon fibre. None of these cars is a numbered edition: they are limited by production capacity and allocation, and their premiums - manual, Touring, Weissach - are demand premiums that never override condition and documentation.

Key Finding

One family, two eras, five markets. 991.1 GT3 (475 PS, ~6,300 built) and 991.1 RS (500 PS, ~4,500-4,600); then 991.2 GT3 (500 PS, ~9,500 across both transmissions), the Touring within it (commonly estimated ~1,800-2,000) and the 991.2 RS (520 PS, ~5,000-5,300) - registry-derived estimates throughout, because Porsche published no convenient derivative table.

The engine question divides the family cleanly. On the 991.1, the replacement-engine file is the purchase: a factory-replaced engine is not a defect but the expected history, and the stronger car is the one whose recall documentation, engine serial, installation record and service continuity are complete. On the 991.2, the Motorsport-developed four-litre restored confidence - and moved the market's attention to gearbox and body configuration.

Two premiums, one discipline. The Touring premium rests on manual-only configuration, understatement and lower effective supply - not an official cap; the RS premium rests on capability and specification - Weissach, magnesium, Paint to Sample. Neither premium survives a weak file: condition and documentation outrank configuration everywhere in this family.

02 THE MARQUE AND THE CARS

The GT programme's second act - after the Mezger, before the 992: reinvention under scrutiny.

Paper 50 closed with the RS 4.0 as the final word of the Mezger era; this paper opens on the morning after. The 991 GT3 of 2013 had to replace an engine lineage with competition provenance reaching back to the GT1 - and did so with a new 9,000 rpm architecture, PDK-only delivery and rear-axle steering, choices that made the car faster and the traditionalists slower to forgive. The engine crisis of 2014 compressed the type's entire reputational arc into eighteen months: fires, a full recall, replacement engines for every affected car, an extended warranty - and, eventually, a market that learned to read the episode as a documentation question rather than a permanent defect. The 991.2 of 2017 completed the recovery on Porsche's terms: a Motorsport-developed four-litre shared in modified form with the GT3 R, Cup and RSR, the manual gearbox restored because the market demanded it, and the Touring Package - wingless, manual only, named for the 1973 Carrera RS 2.7 Touring tradition - creating a new collector category out of restraint. The RS cars ran their own arc above: four litres from 2015, 520 PS by 2018, and a 6:56.4 Nordschleife lap that closed the generation with the family's definitive statement.

PORSCHE CHARACTER

The 991 GT3 family is Weissach in transition - and under more public pressure than at any point in the GT programme's history. The response was character-defining: when the new engine failed, Porsche replaced every engine rather than repairing them, and backed the type for a decade; when the market mourned the manual, Porsche restored it; when buyers asked for the GT3's substance without its theatre, Porsche built the Touring. These cars reward the same owner discipline as every GT3 - circuit use documented, geometry measured, consumables budgeted - but they add a distinctly modern requirement: the file now begins with the engine's own identity papers.

03 ARCHITECTURE: FIVE CONFIGURATIONS, TWO ERAS

A new engine family at 9,000 rpm - and the specification read as a recovery narrative.

The 991.1 GT3 carried the first non-Mezger GT3 engine: 3.8 litres, 475 PS and 440 Nm, revving to 9,000 rpm through a seven-speed PDK - no manual offered - with rear-axle steering, PASM, dynamic engine mounts and centre-lock wheels; Porsche quoted 3.5 seconds to 100 km/h, 315 km/h, and 1,430 kg. The 991.1 RS moved to its own 4.0-litre specification at 500 PS and 460 Nm in a substantially wider Turbo-derived body - magnesium roof, carbon bonnet and front wings, a large fixed wing - not a GT3 with an aero package but a distinct car with its own downforce and chassis calibration. The 991.2 GT3 brought the newly developed Motorsport four-litre - 500 PS, 460 Nm, rigid shim-adjusted valvetrain - with the six-speed manual restored beside PDK: 3.4 seconds and 318 km/h with PDK at 1,430 kg, 3.9 seconds and 320 km/h for the lighter manual. The Touring Package took the same mechanical package, manual only, deleted the fixed wing for a deployable spoiler with adapted aerodynamic treatment, and dressed the cabin toward leather. The 991.2 RS closed the family at 520 PS and 470 Nm - 3.2 seconds, 312 km/h, revised aerodynamics, the optional Weissach Package and forged magnesium wheels - and lapped the Nordschleife in 6:56.4 in April 2018.

PORSCHE 991 GT3 FAMILY - SPECIFICATION

991.1 GT3	2013/14-2016 · 3.8 NA, 475 PS / 440 Nm, 9,000 rpm · 7-speed PDK only, RWD · rear-axle steering, PASM, PADM, centre-locks · 3.5 s, 315 km/h, 1,430 kg · ~6,300 built (registry) · full engine-replacement recall, extended engine warranty
991.1 GT3 RS	2015-2016 · 4.0 NA, 500 PS / 460 Nm · PDK only · wider Turbo-derived body, magnesium roof, carbon bonnet and wings, large fixed wing · ~4,500-4,600 built (registry) · its own engine and chassis specification, not an aero package
991.2 GT3	2017-2019 · Motorsport-developed 4.0 NA, 500 PS / 460 Nm, 9,000 rpm · 6-speed manual or PDK · PDK 3.4 s, 318 km/h, 1,430 kg · manual 3.9 s, 320 km/h, lighter · ~9,500 built across both transmissions (registry)
991.2 GT3 Touring	2017-2019 · mechanically the manual GT3 · no fixed wing - deployable spoiler with adapted aero · leather-oriented interior · named for the 1973 Carrera RS 2.7 Touring · commonly estimated ~1,800-2,000 within the GT3 total
991.2 GT3 RS	2018-2020 · 4.0 NA, 520 PS / 470 Nm · PDK only · revised aero, more aggressive chassis · Weissach Package, magnesium wheels, PCCB and front lift as major options · 3.2 s, 312 km/h · 6:56.4 Nordschleife · ~5,000-5,300 built (registry)

(Production figures are registry-derived estimates throughout - Porsche published no convenient global derivative table, and registries count model years and Touring packages differently.)

04 FOUR CHAPTERS OF ONE FAMILY

Not five model reviews - a disruption, an expansion, a restoration, and two premiums.

The Disruption - 991.1 GT3. A non-Mezger engine, PDK only, rear steering - and the engine recall that defined the car's biography. Bought today, the 991.1 is a documentation exercise before it is a driving decision: the replacement-engine file is the car, and a strong file makes the family's most accessible entry genuinely excellent value. The RS Expansion - 991.1 GT3 RS. Four litres, the wider body, carbon and magnesium, and the track ledger as the ruling document - the moment the RS became its own collector category within the 991 line, carrying less of the 3.8's reputational baggage and a clearer identity.

The Restoration - 991.2 GT3. The Motorsport four-litre, confidence restored, the manual returned - and with it a two-market structure: PDK for buyers who prioritise circuit performance and value, manual for the enthusiast and collector case, with the winged manual quietly building its own foundation as the traditional GT3 configuration. The Two Premiums - Touring and RS. The Touring premium is understatement: manual only, wingless, low effective supply, the first of its name. The RS premium is capability: 520 PS, Weissach, magnesium, a sub-seven Nordschleife time. They are opposite propositions built on the same platform - configuration versus circuit capability - and neither premium should ever override condition: a weak file cancels both.

05 THE SYSTEMS: THE ENGINE FILE LEADS

The replacement programme, the four-litre restoration, and the shared systems file.

The 991.1 engine chapter is the family's defining file. Shortly after launch, two 2014 GT3s suffered engine fires; Porsche determined that a connecting-rod bolt could loosen, allowing the rod to damage the crankcase, release oil and potentially cause a fire - and recalled the cars, replacing the engines with units carrying optimised bolts. The recall documentation states that new engines were used in all affected vehicles. The buying questions today are therefore not whether the recall was completed - that is assumed and verified - but which engine is currently fitted, when it was installed, whether it has been replaced again since, whether the replacement is documented by Porsche, what operating hours and mileage the current unit has completed, and whether the extended engine coverage - ten years or 120,000 miles, whichever occurred first - remains relevant or has expired by time, verified by VIN and market rather than assumed from online discussion. The inspection that follows reads the engine's whole biography: serial number and installation date, oil-consumption and oil-analysis history, misfire counters, camshaft deviation, valvetrain noise, debris in the oil filter, compression and leak-down where concerns exist. A genuinely cold start is essential - persistent knocking, pronounced ticking that does not settle, irregular idle or abnormal noise as oil pressure builds all require expert interpretation; some mechanical sound is normal in a highly stressed dry-sump GT engine. A seller who merely says 'it has the good engine' has not provided enough information.

THE ENGINE REPLACEMENT PROGRAMME

A factory-replaced engine is not a valuation defect on a 991.1 GT3 - it is the expected history. The stronger car holds the original recall documentation, the engine serial and installation record, uninterrupted Porsche service history, no unexplained subsequent engine changes, clean diagnostics, stable oil consumption and no persistent valvetrain noise. The episode's lasting lesson is the paper's governing distinction: the 991.1 is bought on documentation, and the discount for the type's reputation is only a bargain when the individual car's file refutes that reputation completely.

The 991.2 four-litre restored market confidence - a newly developed Motorsport unit, closely connected to the GT3 R, Cup and RSR programme, with a rigid shim-adjusted valvetrain in place of ordinary hydraulic compensation - and is generally considered the more settled architecture. Its reputation is not an inspection waiver: cold start, oil pressure and consumption, valvetrain noise, misfire counters, camshaft values, service intervals and track oil changes, intake and exhaust modifications - a mechanically over-revved manual car or a poorly maintained track car can still sustain expensive damage. The transmission question then splits the family. On PDK cars - all 991.1s, all RS models, and the 991.2 buyer's circuit choice - there is no manual missed-downshift risk, and the file reads service history, adaptation values, launch evidence, stored faults and low-speed behaviour; a clean PDK car is preferable to a manual car with a recent severe over-rev. On the manual 991.2 and Touring, the DME over-rev report is the deciding document: ignition counts by range, engine hours, hours at the most recent event, mileage plausibility - with specialist interpretation, because lower ranges can reflect limiter use while higher ranges may indicate a mechanically forced over-rev, and because the date matters as much as the range: an old isolated event followed by years of healthy running and a recent high-range event before sale are not the same risk.

The shared systems file carries the rest. Rear-axle steering - introduced to the GT3 line by this family - reads stored faults, actuator condition, links, calibration and rear-impact history; after suspension or accident work, conventional alignment alone is insufficient, because the

rear-steering system must be calibrated in its own right. Dynamic engine mounts fail internally or by sensor - PADM warnings, drivetrain movement, inconsistent Normal-versus-Sport behaviour - with replacement history and part revision verified; upgraded mounts may be rational on a tracked RS and wrong on a Touring, whose road manners are the premium. PASM dampers age by years as much as kilometres - leakage, ride height, top mounts, spherical joints, bearings - and even the low-mileage 2014 car is now over a decade old. The front-axle lift, where fitted, is cycled repeatedly for symmetry, pump noise and warnings - a faulty system is a multi-thousand-euro hydraulic repair, not an inconvenience. Centre-lock wheels demand the discipline this library has made standard: torque procedure, hub and nut condition, no impact-gun damage, approved lubricant, documented removals - the wheel-service history is part of the safety file. Brakes divide by material: steel - often preferable for frequent track use - read for thickness, heat cracks and drilled-hole cracking; PCCB read by specialist measurement with replacement history and original hardware retained where converted, because low mileage does not establish ceramic health - track heat, gravel impact and careless wheel handling matter more.

The body and specification files close the inspection. Cooling and intake systems collect tyre rubber, gravel and debris in places a road inspection misses - radiators, condensers, fans, ducts and the expansion tank are read with undertrays removed or the car on a proper lift. The exhaust and modification file protects both value and usability: factory valves, catalyst condition, headers and ECU mapping verified, original components retained - and a louder exhaust can make the car less usable on track, because many European circuits enforce strict noise limits. Underneath, the standing grammar applies: a replaced splitter is normal; a repaired suspension pick-up point is not - and carbon repairs on RS cars are identified, photographed, invoiced and inspected by someone who understands composite repair. RS-specific attention runs to the magnesium roof, carbon panels, wing supports and circuit-contact evidence on the 991.1, adding Weissach authenticity, magnesium-wheel condition and Manthey documentation on the 991.2 - a Manthey-equipped car is not automatically inferior, but the work must be properly supplied and installed, Porsche-approved where claimed, documented, and accompanied by the original equipment. Touring-specific attention is authenticity itself: the build sheet proving a genuine factory Touring Package car rather than a wing-delete conversion - option codes, rear deck and spoiler system, interior specification, badging, delivery invoice.

06 MARKET AND MONEY

Five markets on one platform - graded by engine file, configuration and circuit history.

The benchmarks tell the family's story in one line of numbers. Tracked market data places the 991.1 GT3 near US\$122,000 - the market's continuing discount for the engine reputation despite the replacement programme - with the 991.1 RS around US\$195,000, the 991.2 GT3 near US\$178,000 in PDK form and US\$201,000 as a manual - a measurable gearbox premium - the Touring in the mid-US\$230,000s to US\$244,000 depending on period, and the 991.2 RS around US\$241,000. The trajectories follow the thesis: the 991.1 is broadly stable, capped by reputation and supported by first-of-type status, 9,000 rpm and accessible pricing - the right car is excellent value, and the wrong engine file makes even a cheap car expensive.

The 991.1 RS is stable to gently strengthening with a clearer collector identity. The 991.2 GT3 is strong in both forms - the PDK often the best-value route to the family's actual capability, the winged manual the strongest standard configuration, its foundation durable: manual, four litres, 9,000 rpm, traditional appearance. The Touring is strong but its premium deserves care - desirable rather than officially rare, its first-of-name status weighed against the 992's continuation of the concept. The 991.2 RS strengthens at the exceptional end, where Weissach, magnesium wheels, Paint to Sample, low ownership and a clean track file separate cars materially.

991 GT3 FAMILY - INDICATIVE ASKING BANDS, 2026

991.1 GT3	Higher-mileage or weaker file €110,000-135,000 · strong documented replacement-engine car €135,000-165,000 · exceptional specification or low mileage €165,000-190,000+
991.1 GT3 RS	Used, documented track car €180,000-220,000 · strong original €220,000-270,000 · exceptional colour or specification €280,000-330,000+
991.2 GT3 PDK	Approximately €160,000-205,000 · exceptional PTS or low-mileage cars above
991.2 GT3 manual	Approximately €185,000-235,000 · exceptional specification €240,000-280,000+ · the strongest standard winged configuration
991.2 GT3 Touring	Ordinary specification €210,000-255,000 · strong PTS or carbon-bucket specification €255,000-310,000+
991.2 GT3 RS	Used, documented €230,000-275,000 · strong original €275,000-340,000 · Weissach, magnesium or PTS €340,000-430,000+

(Working European asking frameworks, mid-2026, not definitive transaction values; recorded transactions may sit below dealer asking levels, and on RS and Touring cars specification moves individual results outside every band.)

RUNNING COSTS - EUROPEAN OWNERSHIP (PLANNING BANDS)

Annual service	€1,500-3,000
Major service	€3,000-6,000
Track fluid programme	€1,000-2,500 per year beyond routine maintenance
Clutch and flywheel (manual)	€4,500-8,000
PDK	Oil and filter service €1,000-1,800 · sensor or mechatronic work €4,000-12,000+
Dynamic engine mounts	€2,000-4,500
Suspension / lift / rear steering	PASM refresh €5,000-10,000 · front-lift repair €2,500-6,000 · rear-steering repair or calibration €2,000-7,000+ by scope
Brakes	Steel refresh €2,500-6,000 · PCCB replacement €18,000-30,000+
Tyres	€1,800-3,200 per set - matched, dated, part of the ledger
Centre-lock / RS carbon damage	Centre-lock damage potentially several thousand euros per corner · RS carbon repair frequently five figures
Serious engine repair outside coverage	Potentially €30,000-60,000+ · a replacement engine potentially substantially above that

(Planning figures, not quotations. Five-year reserve for a well-bought car: road-led GT3 approximately €15,000-25,000 · regularly tracked GT3 €25,000-45,000 · RS with meaningful circuit use potentially €35,000-60,000+, particularly where ceramics or aero components are involved.)

07 THE BUYING PROTOCOL

A cold car, an identified engine, and a file read before the drive - the family protocol in full.

Level One - at the viewing. A genuinely cold car, required. Cold start with oil pressure, smoke and engine noise attended to; on a 991.1, the engine serial and replacement history read before enthusiasm forms; PDK engagement or manual clutch operation; warning lights through the cycle; PADM, PASM, front lift and rear-axle steering exercised; brake condition by material; tyre age and specification; centre-locks sighted; splitter and underfloor; body alignment; service and track records unhurried. On a Touring: the factory package verified, original deck and interior specification confirmed. On an RS: every carbon, magnesium and aero component inspected individually.

Level Two - the specialist PPI. PIWIS diagnostic scan; engine serial and campaign verification, with the 991.1 replacement-engine documentation and current engine operating hours; DME over-rev report on manual cars, compression and leak-down where justified; oil-filter examination where engine history is uncertain; PDK adaptation and fault data; rear-steering diagnostics and calibration; PASM and PADM inspection; front-lift test; centre-lock inspection; brake measurement; cooling-system pressure test; alignment measured, corner weights where track use is meaningful; paint-depth and structural inspection; option-code verification with Touring and RS specification confirmed against the build record.

Level Three - walk away. Unclear engine identity on a 991.1. Missing recall or replacement documentation. Unexplained subsequent engine changes. Persistent valvetrain or oil-pressure concerns. A recent severe over-rev on a manual. Unresolved PDK faults. Undocumented track use combined with heavy consumable wear. Damaged centre-lock hardware. Rear-steering faults. Significant underbody or pick-up-point damage. A counterfeit Touring configuration. Undocumented RS carbon repairs. Incomplete service history. The standing rule holds: the buyer who cannot walk away has already overpaid.

THE ENGINE FILE RULE

On the 991.1, the engine file is the car. On the 991.2, the gearbox and body configuration define the market. The corollary grades the whole family: buy the 991.1 on documentation - engine identity, installation record, service continuity; buy the 991.2 manual on its over-rev history; buy the Touring on factory identity, verified against the build sheet; and buy every RS on its track ledger. The premiums - manual, Touring, Weissach - are real, but they are demand premiums on allocation-limited cars, not numbered scarcity, and none of them survives a weak file. The rule joins the Porsche ladder as its fifth law - the Track Ledger Rule of Paper 50, applied to a family whose first question is now the engine's own identity papers.

08 OWNERSHIP ECONOMICS AND SCENARIOS

The arithmetic of the modern GT3 - priced by use, protected by documentation.

The scenarios model a well-bought 991.2 GT3 manual at around €210,000 with a clean over-rev report and complete history, driven 5,000-8,000 km per year including occasional circuit days, and maintained by a GT-literate specialist. The economics follow the family's structure: the engines - replaced 3.8 or Motorsport 4.0 - rarely appear in a disciplined ledger, the consumables scale with circuit use exactly as Paper 50 described, and the modern systems add their own line: rear-steering calibration after chassis work, mount and lift hydraulics as age items, ceramics where fitted. The RS cars run the same arithmetic with RS amplitudes - carbon, magnesium and aero components turn minor incidents into five-figure invoices - and the Touring runs it in reverse: the gentlest use profile in the family attached to one of its stronger premiums, which is precisely why its file must prove the factory identity the premium rests on.

OWNERSHIP SCENARIOS - WELL-BOUGHT 991.2 GT3 MANUAL (PLANNING BANDS)

Year 1	€4,000-8,500: entry PPI with engine and over-rev verification, annual service, alignment with rear-steering calibration, first consumables
Years 1-3	€9,000-22,000 cumulative: services, tyres and brakes per circuit use, fluid programme, one systems item - mounts, lift or damper work on older cars
Years 1-5	€15,000-25,000 cumulative road-led · €25,000-45,000 regularly tracked · RS with meaningful circuit use €35,000-60,000+ - per the reserve guidance above

(Assumption-based planning bands, scaled by circuit days; PCCB, carbon or engine work outside coverage moves any year materially beyond them.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	The 991.2 four-litre is the settled architecture; the 991.1 is bought on its replacement-engine file - documented cars run reliably, undocumented cars are unpriceable
Maintenance costs	□□□□	GT3 economics as established in Paper 50 - contained routine costs, circuit-scaled consumables - plus the modern systems layer: mounts, lift, rear steering, ceramics
Parts availability	□□□□	Strong factory and GT-specialist support for the mechanical package; RS carbon, magnesium wheels and Touring-specific trim are the scarce exceptions
Investment potential	□□□□	Configuration-led: winged manual, Touring and exceptional RS specifications carry the strongest cases - allocation-limited demand premiums, not numbered scarcity

MARQUE BUYING SCORE - 991 GT3 FAMILY

Category	991.1 GT3	991.2 GT3 / Touring	RS models
Reliability	7.5 / 10	9 / 10	8.5 / 10
Driving experience	9 / 10	10 / 10	10 / 10
Ownership cost	5.5 / 10	5.5 / 10	4.5 / 10
Parts availability	8 / 10	8 / 10	7 / 10
Long-term collectability	6 / 10	8.5 / 10	9 / 10
Investment potential	5.5 / 10	8 / 10	8.5 / 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 (the 991.1 as the first non-Mezger GT3; the Motorsport-developed 991.2 four-litre shared in modified form with the GT3 R, Cup and RSR; Touring Package positioning; Weissach Package, magnesium wheels, PCCB and front lift as listed major options; the 6:56.4 Nordschleife time), the official recall documentation for the connecting-rod-bolt defect and full engine replacement, specialist registry data for derivative production (~6,300 / ~4,500-4,600 / ~9,500 / ~1,800-2,000 / ~5,000-5,300 - registry-derived estimates throughout), specialist and owner-community documentation for the fault map 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

A family that survived its own launch - and taught the market to read engine identity.

The 991 GT3 family is the library's best study in reputation and recovery. A car that lost its sacred engine, its manual gearbox and - within months - its new engine's good name went on to produce the modern GT3 market's central structure: the documentation-graded 991.1, the configuration-graded 991.2, and two premiums - restraint and capability - that still organise GT3 pricing today.

The recovery was earned in engineering: every affected engine replaced rather than repaired, a decade of factory coverage, and then a Motorsport four-litre good enough to close the argument. What remains for the buyer is the discipline this library exists to teach: the family's five configurations are five different purchases sharing one platform, and every one of them is bought on paper before it is bought on feel - engine identity on the 991.1, over-rev history on the manual, build-sheet authenticity on the Touring, the track ledger on the RS.

The buyer's task: identify the engine before admiring the car, start cold, read the DME report with a specialist on manuals, verify the Touring against its build sheet and the RS against its ledger, calibrate the rear steering after any chassis work, inspect the carbon with a composite-literate eye, and price the premiums as demand premiums, never as scarcity. Do that, and the family offers the complete modern GT3 spectrum: the undervalued 991.1 with an unimpeachable file, the definitive winged manual, the understated Touring, and an RS that lapped the Nordschleife in under seven minutes - each one a working instrument whose value lives in its documentation.

WHO SHOULD BUY THIS CAR

Ideal 991.1 buyer: the value-led enthusiast who enjoys reading files - a documented replacement-engine car at the family's entry price is the quiet bargain of the modern GT3 market. Ideal 991.2 PDK buyer: the circuit-focused driver who wants the family's actual capability at its best price. Ideal 991.2 manual buyer: the enthusiast-collector building on the winged manual's durable foundation. Ideal Touring buyer: the road-led owner who wants the GT3's substance without its theatre - verified to the build sheet. Ideal RS buyer: the track-day owner of Paper 50's school, with an originality ledger for the carbon and magnesium era.

Less suitable: the buyer who cannot price an engine file and wants the 991.1 discount anyway; the scarcity speculator - these are allocation-limited cars, not numbered editions; and anyone buying a Touring or Weissach premium without verifying the identity the premium rests on.

BOTTOM LINE

Five configurations, two eras, one platform: ~27,000 cars from the disrupted 991.1 to the sub-seven RS, €110,000 to €430,000+. The 991.1 is bought on its replacement-engine documentation - the expected history, properly papered; the 991.2 on configuration - PDK for value and capability, manual for the collector case; the Touring on factory identity; the RS on its track ledger and originality. The premiums are demand, not scarcity - and no premium survives a weak file. Buy documentation first, configuration second, and reputation never.

ONE-SENTENCE VERDICT

On the 991.1 the engine file is the car; on the 991.2 the configuration is the market - buy documentation, over-rev history, factory identity and the track ledger, in that order.

SOURCES

Porsche factory documentation and Newsroom history (991.1 GT3 at 475 PS as the first GT3 without the Mezger-based engine, 3.5 seconds and 315 km/h; 991.1 RS at 500 PS with magnesium roof and carbon panels; 991.2 GT3 at 500 PS with the Motorsport-developed four-litre used in modified form in the GT3 R, Cup and RSR, 1,430 kg PDK, 3.4 seconds, 318 km/h; Touring Package, 2017, referencing the Carrera RS 2.7 Touring tradition; 991.2 RS at 520 PS with Weissach Package, magnesium wheels, PCCB and front lift as major options, 3.2 seconds, 312 km/h, 6:56.4 at the Nürburgring Nordschleife, April 2018); official recall documentation for the connecting-rod-bolt defect and complete engine replacement, with the widely documented extended internal-engine warranty of ten years or 120,000 miles verified by VIN and market; specialist registry data for derivative production, stated as registry-derived throughout; specialist and owner-community documentation for the fault map, maintenance items and cost bands in Sections 05-08; tracked market benchmarks (991.1 GT3 near US\$122,000; 991.1 RS ~US\$195,000; 991.2 GT3 ~US\$178,000 PDK and ~US\$201,000 manual; Touring ~US\$236,000-244,000; 991.2 RS ~US\$241,000) 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.