

PORSCHE 991 GT2 RS

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The ultimate turbocharged 911 of its era, 2018-2019 - 700 PS, rear-wheel drive, and a life recorded in heat

700 PS

The fastest and most powerful production 911 of its time - 750 Nm, rear drive only, 2.8 s to 100 km/h, 340 km/h

~1,000-1,100

Registry-estimated road cars worldwide - allocation-limited, not officially numbered; only the track-only Clubsport carries a factory cap, at 200

6:43.300

The Manthey-equipped Nordschleife record, 2021 - and a Road Atlanta production-car record as recently as May 2026

€360K-900K+

The market span, 2026 - heavily used standard car to exceptional PTS or delivery-mileage examples; specification and heat history decide

01 EXECUTIVE SUMMARY

Introduced in 2017 for the 2018 model year, the 991.2 GT2 RS took the Turbo S concept, removed the all-wheel-drive system, raised output to 700 PS and 750 Nm, and rebuilt the chassis, aerodynamics and weight strategy around circuit performance - larger turbochargers than the Turbo S, revised cooling, model-specific calibration, a titanium exhaust, carbon body components and a magnesium roof, all driving the rear wheels through a seven-speed PDK. Porsche described it as the fastest and most powerful production 911 of its time: 2.8 seconds to 100 km/h, 340 km/h, and a 6:47.3 Nordschleife lap in 2017 over the then-standard 20.6-kilometre configuration. The record history did not stop there: a Manthey-equipped car recorded 6:43.300 over the full 20.8-kilometre layout in 2021 - which Porsche identified as equivalent to 6:38.835 on the older configuration - and in May 2026 a Manthey-equipped GT2 RS set a new production-car benchmark of 1:22.649 at Road Atlanta, 2.2 seconds under the standard car's earlier time on the same tyre specification. Its position in the range was straightforward: the Turbo S delivered maximum all-weather road performance, the GT3 RS naturally aspirated circuit precision - and the GT2 RS turbocharged circuit performance with rear-wheel drive.

The ownership thesis of this paper is equally direct. The engine is remarkably robust; condition is written in heat, carbon, geometry and documentation. The GT2 RS has developed no reputation for a single catastrophic systemic defect - its buying risks are circuit use, impact damage, extraordinarily expensive consumables and lightweight components, electronically controlled chassis systems, and undocumented modification. That is a positive engineering verdict, and it changes nothing about the discipline: the dangerous purchase is not the tracked car - it is the car whose heat history has been polished away rather than documented.

Key Finding

Effective rarity, not contractual scarcity. The road car was allocation-limited rather than officially numbered: specialist registries generally estimate approximately 1,000-1,100 cars worldwide, but Porsche has published no definitive total - the 'one of 1,000' line in advertisements is a registry estimate, not a factory declaration. Only the track-only Clubsport carries an official cap, at 200 cars.

A durable system with expensive edges. Engine and PDK tolerate the factory output extremely well; the money lives in the consumables and lightweight components - ceramics at €20,000-35,000+, Cup tyres at €2,500-4,000 per set, magnesium wheels potentially five figures, carbon repairs frequently the same - and every one of those items is priced by documentation.

Three valuation risks, one discipline. Factory authenticity (Weissach by the build sheet - and magnesium wheels verified separately), modification authenticity (Manthey by the invoice, genuine and documented), and use documentation (track history by the ledger). Buy Weissach on the build sheet, Manthey on the invoice, and track use on the ledger.

02 THE MARQUE AND THE CARS

The GT2 line's closing statement - the widowmaker matured into a record instrument.

Paper 48 introduced the GT2 as the 996's most demanding chapter; Paper 49 closed the 997 era with the 500-car GT2 RS of 2010, the last of its name with a manual gearbox and a Mezger engine. The 991.2 GT2 RS of 2018 rebuilt the proposition for the integrated era: the 3.8-litre twin-turbo architecture of the Turbo S with larger turbochargers and its own calibration, PDK only, rear drive only, rear-axle steering, torque vectoring, dynamic mounts, PCCB, centre-locks - and, uniquely in the family, an intercooler water-spray system that cools the charge air from a dedicated reservoir under sustained load. Around that system Porsche built the lightest possible car for the output: titanium exhaust, carbon bonnet and body elements, lightweight glazing, magnesium roof, with the Weissach Package offering a carbon roof, carbon anti-roll bars and coupling rods, and forged magnesium wheels - often priced separately, and verified separately. The Porsche-approved Manthey Performance Kit extended the platform's record career years beyond production, installable through Porsche Centres with Porsche Approved Warranty eligibility preserved under the programme's conditions. The track-only Clubsport, the modern 935 and the Clubsport 25 share the road car's technical foundation but belong to the non-road-legal competition market and are outside this paper's scope.

PORSCHE CHARACTER

The GT2 RS is Weissach's most extreme statement of the turbocharged 911 - and the clearest expression of the marque's habit of engineering danger into discipline. The 996 GT2 asked for respect; the 991.2 GT2 RS asks for documentation: its 700 PS are managed by systems that record their own history, its lightweight construction turns carelessness into five-figure invoices, and its record runs - Nordschleife 2021, Road Atlanta 2026 - kept proving the platform years after the last car was built. It rewards the owner who treats heat as a ledger entry, not an anecdote.

03 ARCHITECTURE: THE ULTIMATE TURBO 911

The Turbo S architecture rebuilt for the circuit - 700 PS, rear drive, and water on the intercoolers.

The engine derives from the 991.2 Turbo S architecture and departs from it decisively: larger turbochargers, revised cooling and model-specific calibration lift output by approximately 120 PS over the contemporary Turbo S, to 700 PS and 750 Nm, delivered through a seven-speed PDK to the rear wheels alone. The intercooler water-spray system is the signature: a separate reservoir feeds spray nozzles that cool the intercooler surfaces externally under high intake temperatures and heavy load - it does not inject water into the combustion chambers - preserving repeatable performance where sustained circuit use would otherwise raise charge-air temperatures and force the management to reduce power. The chassis carries the full integrated inventory: rear-axle steering, PASM, Porsche Torque Vectoring Plus, dynamic engine mounts, centre-lock wheels and PCCB, under a fixed aerodynamic package with carbon-fibre-reinforced body components and a magnesium roof on the standard car. The result, in period, was the fastest production 911 ever built - and a record instrument whose times kept falling for years afterwards in Manthey specification.

PORSCHE 991.2 GT2 RS - SPECIFICATION

Engine	3.8-litre twin-turbo flat-six · 700 PS / 750 Nm · larger turbochargers than the Turbo S, revised cooling, model-specific calibration · titanium exhaust · intercooler water-spray system
Drivetrain	Seven-speed PDK only · rear-wheel drive · Porsche Torque Vectoring Plus · dynamic engine mounts
Chassis	Rear-axle steering · PASM · centre-lock wheels · PCCB · fixed aerodynamic package · front-axle lift optional
Lightweight strategy	Carbon bonnet and body elements, lightweight glazing, magnesium roof · Weissach Package: carbon roof, carbon anti-roll bars and coupling rods, forged magnesium wheels often priced separately
Performance	0-100 km/h 2.8 s · 340 km/h · Nordschleife 6:47.3 (2017, 20.6 km configuration) · Manthey kit: 6:43.300 full 20.8 km lap, 2021 - equivalent 6:38.835 on the old configuration · Road Atlanta 1:22.649, May 2026
Production	2018-2019 · allocation-limited, not officially numbered · registry estimate ~1,000-1,100 road cars · GT2 RS Clubsport officially limited to 200 (track-only, outside this paper's scope)

(The two Nürburgring figures use different lap configurations and are not directly interchangeable; the production estimate is registry-derived - Porsche has published no definitive road-car total.)

04 THE SPECIFICATION MARKET

Standard, Weissach, magnesium, PTS, Manthey, delivery mileage - one car, many markets.

The GT2 RS market is a specification market before it is a mileage market. The Weissach Package leads it: carbon roof in place of the standard magnesium panel, carbon anti-roll bars and coupling rods, visible-carbon detailing and Weissach branding - with the forged magnesium wheels often priced separately rather than automatically included, which is why the package and the wheels are verified independently through the build sheet. The package reduced weight - particularly unsprung mass where the wheels were fitted - and sharpened the collector identity; a non-Weissach car is not dynamically inferior for ordinary road use, and its magnesium roof is a technically significant part of the standard specification in its own right, inspected for corrosion beneath the paint rather than dismissed as the lesser panel. Above the factory options sits the market's second axis: Paint to Sample, low ownership, original paint and carbon, delivery mileage - and its third, the Manthey question, which changes the buyer pool rather than simply raising the price. The buyer's divide completes the picture: the static collector car, the documented driver car, the Manthey track car and the modified power car are four different purchases at four different prices, and the paper's discipline applies to each - delivery mileage is a market attribute, not proof of mechanical superiority, and a delivery-mileage car still requires a recommissioning-oriented PPI: aged tyres, neglected battery, fluids aged by inactivity, a water-spray system that has never been exercised, outstanding software campaigns.

SIDEBAR: THE MANTHEY PERFORMANCE KIT

The Porsche-approved Manthey kit revised suspension, aerodynamic components, brake specification by market package and chassis setup - and kept the platform's record career alive: 6:43.300 over the full Nordschleife in 2021, and a 1:22.649 production-car benchmark at Road Atlanta in May 2026, 2.2 seconds under the standard car's earlier time on the same tyre specification. Porsche stated that the kit could be installed through Porsche Centres and that equipped cars could remain eligible for Porsche Approved Warranty, subject to the programme's conditions. The buyer's questions: genuine Porsche/Manthey kit or third-party imitation; installed by an authorised centre or recognised specialist; documented; original components retained; current setup sheet, road or circuit. A genuine documented Manthey car can command a premium among driver-buyers - and may not among collectors who prioritise delivery specification. Manthey does not automatically increase value; it changes the buyer pool.

05 THE SYSTEMS: WHERE THE HEAT GOES

No systemic defect - and a nineteen-point file of heat, hardware and documentation.

The PDK is generally robust and essential to the car's performance - and it receives full diagnostic scrutiny anyway: immediate drive and reverse selection, smooth cold engagement, shift quality at full load, clutch adaptation values, fluid and filter history, temperature records where available, fault memory, launch-control evidence, leaks and aftermarket software. The costly areas - sensors, mechatronic components, clutch assemblies, internal damage following excessive heat - announce themselves in the data long before the drive, which is why a clean test drive does not replace the scan. The turbochargers and boost system follow: boost consistency, commanded versus actual pressure, actuator operation, oil and coolant lines, compressor noise, smoke after idle or full load, intercooler and pressure-hose condition, and evidence of overboost. The engine tolerates its factory output extremely well - and the platform is easily tuned, which is the real risk: a 900 PS conversion may be technically competent, but it is a different ownership proposition and usually a narrower resale proposition, and every modified car has its ECU map, PDK software, turbo specification, exhaust and catalyst configuration, fuelling and retained original parts verified against the factory record.

The intercooler water-spray system is the model's defining inspection item - and its most misunderstood. It sprays water externally onto the intercooler surfaces from a separate reservoir; a malfunction does not usually prevent normal road operation, but it reduces repeatable performance, raises intake temperatures and can lead the management to reduce power under sustained load - on a circuit car, it is performance-critical. The inspection reads reservoir condition, fluid level, pump operation, hoses, nozzles, level sensor, warnings, leakage and winterisation history - and the buyer's rule is absolute: do not merely confirm that the reservoir is full; confirm that the system sprays, by PIWIS-guided actuation or specialist functional test, because a car used repeatedly on track without a functioning system may have experienced greater thermal stress than its documentation suggests. Around it, the cooling file reads as on every front-intake Porsche in this library - radiators, condensers, intercoolers, fans, pump, thermostat, residue and gravel-trap debris packed deep behind the visible surfaces, inspected on a lift with undertrays removed - and the chassis systems complete the electronic inventory: PADM mounts checked through diagnostics with revision and replacement history, no coded-out faults, no undocumented solid-mount conversions;

rear-axle steering verified electronically after any suspension, geometry or accident work, because conventional alignment alone is insufficient; PASM, top mounts, spherical bearings and track rods read against the geometry file - current alignment sheet, previous records, corner weights, ride heights, road and track setups where both exist. The car's geometry is part of its condition. The front lift is cycled repeatedly -and a car with a lift can still carry extensive nose and underfloor damage if the owner failed to use it.

The hardware file is where the money lives. PCCB: edge chips, surface condition, heat checking, specialist measurement or disc mass, pad thickness, caliper seals, gravel impact, replacement history - ceramics last long in road use and wear rapidly under sustained circuit use, so mileage alone tells very little; a documented steel conversion is not inherently negative for a driver or track car provided balance and cooling are correct and the original ceramics accompany the car, while a collector-grade example retains its factory configuration. Centre-locks: the safety-critical service item - Porsche tightening procedure, torque records, hub and nut condition, no impact-gun damage, no galling, correct lubricant, documented removals. Magnesium wheels add their own discipline: corrosion, coating condition, crack testing, repair history - magnesium is not repaired or refinished casually, and wheel condition and originality materially influence value. The carbon inventory - bonnet, Weissach roof, wings, rear wing and supports, splitter, diffuser, skirts, underfloor panels, ducts - is read for impact, delamination, refinishing, distorted weave, cloudy clear coat, poor PPF removal and incorrect fasteners: a splitter is a wear item; a repaired carbon roof or wing support is a valuation event. The minor electronics close the file - fuel-level accuracy appears in owner reports, PCM, cameras, sensors, climate, Sport Chrono, lift controls - with battery age and voltage established first, because low voltage creates multiple apparently unrelated warnings.

THE HEAT LEDGER

The GT2 RS was built for circuit use - a blanket 'never tracked' claim is not automatically a positive, and may be difficult to reconcile with the car's purpose. A proper file holds circuits and dates, mileage and operating hours, tyre sets and heat cycles, pads, discs and fluid changes, engine and PDK oil changes, water-spray checks, alignment and corner weights, suspension work, underbody repairs, splitter replacement, telemetry where available, Manthey work, off-track events, photographs and invoices - and the physical car must reconcile with it: heat-stressed brakes, fresh tyres without invoices, repeated splitter replacement, underfloor repairs, refinished wheels and absent geometry records all require explanation. Track use is expected. Heat without documentation is the risk.

06 MARKET AND MONEY

A thin, specification-driven market - three phases behind it, significance beneath it.

The GT2 RS has moved through three phases - allocation premium, post-launch normalisation, established modern-collector status - and now trades as a thin, specification-dominated market. Tracked data shows an average sale price around US\$448,000, with transactions ranging from roughly US\$312,000 to US\$841,000 and the benchmark's most recent recorded sale at US\$608,000 - a spread that illustrates how completely specification and mileage dominate results. The premium drivers stack predictably: Weissach, magnesium wheels, Paint to Sample, full Porsche history, low ownership, original paint and carbon, a clean circuit file, Manthey documentation, delivery mileage, absence of tuning.

The detractors mirror them: undocumented ECU tuning, steel conversion without the original ceramics, repaired carbon, damaged magnesium wheels, unclear accident history, poor track documentation, generic specification at an ambitious price - and 'one of 1,000' marketing presented as an official numbered limit, which it is not. The trajectory is broadly stable to strengthening for exceptional cars, while ordinary examples remain specification-sensitive. The long-term foundation is substantial - final GT2 RS of the 991 era, 700 PS, rear drive, the record history, small effective supply - but it is not a numbered 500-car model like the 997 GT2 RS: its collector case rests on significance and effective rarity, not contractual scarcity.

991.2 GT2 RS - INDICATIVE ASKING BANDS, 2026

Higher-mileage, non-Weissach or heavily used	€360,000-450,000
Strong standard car, complete history	€430,000-525,000
Weissach car	€500,000-625,000
Weissach + magnesium wheels, strong specification	€575,000-725,000
Exceptional PTS, delivery mileage or provenance	€700,000-900,000+
Genuine Manthey-equipped driver car	Highly specification- and documentation-dependent - priced by the invoice file, not the badge

(Asking frameworks, mid-2026; public results can sit materially below dealer advertisements, and in a market this thin single transactions move the benchmarks.)

RUNNING COSTS - EUROPEAN OWNERSHIP (PLANNING BANDS)

Annual service	€2,000-4,000
Major service	€4,000-8,000
PDK	Service €1,200-2,000 · major repair €6,000-15,000+
Turbocharger / actuator work	€5,000-15,000+ by scope
Intercooler spray system	Pump, sensor or lines €500-2,500 depending on diagnosis
Dynamic engine mounts	€2,000-4,500
Suspension / lift / rear steering	PASM or suspension refresh €6,000-15,000 · front lift €2,500-6,000 · rear steering €2,000-7,000+
PCCB replacement	€20,000-35,000+
Tyres	Cup 2 / Cup 2 R €2,500-4,000 per set
Wheels	Centre-lock damage potentially several thousand euros per corner · magnesium replacement potentially five figures per set
Carbon-panel repair	Frequently five figures
Manthey kit	Substantial five-figure expenditure, by market and scope

(Planning figures, not quotations. Five-year framework for a well-bought car at 3,000-5,000 km per year: road-led roughly €15,000-25,000 excluding depreciation · occasional circuit use €25,000-50,000 · regular track use €50,000-100,000+, driven primarily by tyres, brakes, geometry and damage - assuming no major carbon incident or gearbox failure.)

07 THE BUYING PROTOCOL

A cold car, a spraying system, and a build sheet read line by line - the protocol in full.

Level One - at the viewing. A genuinely cold car, required. Battery voltage first; cold start with smoke, idle and mechanical noise attended to; warning lights through the cycle; PDK engagement; boost response on the road; water-spray reservoir and warning history; lift system, PASM, PADM and rear-axle steering exercised; brake condition by material; tyre age and specification; wheel and centre-lock condition; carbon panels and the roof - magnesium or Weissach carbon - inspected panel by panel; splitter and underfloor sighted; then the documents, unhurried: service, track and geometry records, tuning history. On Weissach cars: every package component verified against the build sheet, and the magnesium wheels verified separately.

Level Two - the specialist PPI. PIWIS diagnostic scan with mileage and operating-hour plausibility; PDK adaptation and fault history; turbo and boost logging; the intercooler water-spray actuation test - the system must spray, not merely read full; cooling-system pressure test; PADM inspection; PASM and front-lift diagnostics; rear-steering calibration; alignment with corner weights where appropriate; PCCB measurement; centre-lock hub and nut inspection; magnesium-wheel crack and corrosion assessment; carbon-composite inspection; underfloor removal and inspection; paint-depth survey; ECU and PDK software verification; option-code and Weissach verification; Manthey documentation where fitted.

Level Three - walk away. Undocumented tuning. Inconsistent boost. Unresolved PDK faults. A non-functioning water-spray system dismissed as unimportant. Coolant loss or overheating history. Damaged centre-lock hardware. Cracked or casually repaired magnesium wheels. Significant carbon repairs without authoritative documentation. Undocumented rear-impact or suspension damage. Unresolved rear-steering or PADM faults. Track evidence with no track ledger. Manthey imitation presented as genuine. Claimed Weissach specification inconsistent with the build sheet. Seller resistance to PIWIS and underbody inspection. The standing rule holds: the buyer who cannot walk away has already overpaid.

THE HEAT RULE

The GT2 RS records its life in heat: brakes, tyres, turbos, cooling, carbon and geometry. Read that record before the odometer. The corollary covers the three valuation risks in one line - buy Weissach on the build sheet, Manthey on the invoice, and track use on the ledger: factory authenticity, modification authenticity, use documentation. The car is not fundamentally fragile; it is a highly durable performance system whose consumables and lightweight components become extraordinarily expensive when its history is unclear - and the dangerous purchase is not the tracked car, but the car whose heat history has been polished away rather than documented. The rule joins the Porsche ladder as its sixth law.

08 OWNERSHIP ECONOMICS AND SCENARIOS

The arithmetic of a record instrument - priced per heat cycle, protected per document.

The scenarios model a well-bought standard car at around €480,000 with complete history, a functioning and tested water-spray system and a reconciled heat ledger, driven 3,000-5,000 km per year. The structure is the structure of every GT car in this library taken to its amplitude: routine servicing is contained, the engine and PDK rarely appear in a disciplined ledger, and the budget's variance lives almost entirely in heat - tyres, ceramics, geometry and the carbon inventory - which is why the same car can cost €4,000 or €40,000 in a year depending on how many circuit days it ran and what it touched. The track-use disciplines of Section 07's companion checklist - fresh fluid before events, cool-down laps, the ledger entry made while the information is fresh - are not enthusiasm; they are the cheapest insurance in this paper. Delivery-mileage cars run a different arithmetic: recommissioning replaces consumables - aged tyres, battery, fluids, campaigns, a spray system exercised for the first time - and the collector's budget protects originality rather than lap times.

OWNERSHIP SCENARIOS - WELL-BOUGHT STANDARD CAR (PLANNING BANDS)

Year 1	€5,000-12,000: entry PPI with spray-actuation and boost logging, annual service, alignment with rear-steering calibration, first consumables or recommissioning items
Years 1-3	€10,000-30,000 cumulative road-led with occasional circuit use: services, one to two tyre sets, brake consumables by use, one systems item
Years 1-5	€15,000-25,000 road-led · €25,000-50,000 occasional circuit use · €50,000-100,000+ regular track use - per the framework above, assuming no major carbon or gearbox event

(Assumption-based planning bands; a single PCCB set, magnesium-wheel set or carbon incident moves any year materially beyond them.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	No catastrophic systemic defect in the record - engine and PDK tolerate the factory output extremely well; the risks are heat, hardware and documentation, not design
Maintenance costs	□□□□	GT2 amplitudes: ceramics, Cup tyres, magnesium and carbon turn use into five-figure years - contained only by discipline and the ledger
Parts availability	□□□□	Current-era factory support for the mechanical package; magnesium wheels, carbon panels and model-specific components are expensive and slow, not absent
Investment potential	□□□□	Final 991 GT2 RS, 700 PS, record history, small effective supply - significance-led rather than contractually scarce, and specification-sensitive below the top

MARQUE BUYING SCORE - 991.2 GT2 RS

Category	Standard car	Weissach car	Manthey car
Reliability	9 / 10	9 / 10	9 / 10
Driving experience	9.5 / 10	10 / 10	10 / 10
Ownership cost	4 / 10	4 / 10	3.5 / 10
Parts availability	7 / 10	6.5 / 10	6.5 / 10
Long-term collectability	8.5 / 10	9.5 / 10	8.5 / 10
Investment potential	8 / 10	9 / 10	8 / 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 (700 PS and 750 Nm, 2.8 seconds, 340 km/h; the 6:47.3 lap of 2017 on the 20.6 km configuration; the Manthey record of 6:43.300 over the full 20.8 km lap in 2021, identified by Porsche as equivalent to 6:38.835 on the older configuration; the Road Atlanta production-car benchmark of 1:22.649 in May 2026, 2.2 seconds under the standard car on the same tyre specification; Porsche Centre installation and Porsche Approved Warranty eligibility for the Manthey kit; the 200-car limit for the track-only Clubsport), specialist registry estimates for road-car production (~1,000-1,100, stated as registry-derived - Porsche has published no definitive total), specialist and owner-community documentation for the fault map and cost bands, and tracked market benchmarks (average around US\$448,000, transactions roughly US\$312,000-841,000) with current European asking data, mid-2026 - public results can sit materially below dealer advertisements. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

09 SYNTHESIS

The widowmaker's final form - durable, documented, and priced by its own heat record.

The 991.2 GT2 RS completes the GT2 arc this library has traced since Paper 48: from the 996's respect-demanding widowmaker through the 997's numbered farewell to a car that made 700 PS and rear-wheel drive into a documented, repeatable, record-setting instrument - and then kept setting records for years after production ended.

Its engineering verdict is quietly remarkable: no systemic defect, an engine that tolerates its output, a transmission built for it, and systems that write their own history into diagnostics and reservoirs and geometry sheets. What the market prices is exactly that history. The specification axes - Weissach, magnesium, PTS, Manthey, delivery mileage - organise the asking prices, but the file organises the value: the build sheet proves the factory car, the invoice proves the modification, and the ledger proves the heat. Effective rarity replaces contractual scarcity, significance replaces numbering - and the discipline replaces the fear that once defined the badge.

The buyer's task: verify the Weissach content and the magnesium wheels separately against the build sheet, test that the water-spray system sprays rather than reads full, log the boost, measure the ceramics, read the carbon with a composite-literate eye, reconcile the physical car with its heat ledger, and treat 'never tracked' as a claim requiring evidence rather than a virtue. Do that, and the GT2 RS offers what its record history promises: the most complete turbocharged driver's 911 of its era - a durable performance system whose value lives in its documentation, and whose dangers were engineered into discipline a generation ago.

WHO SHOULD BUY THIS CAR

Ideal standard-car buyer: the driver-owner who wants the era's definitive turbocharged 911 and will maintain the heat ledger the car deserves - documented kilometres do not diminish these cars; gaps do. Ideal Weissach buyer: the collector building at the top of the 991 pyramid, verifying package and wheels line by line. Ideal Manthey buyer: the track-focused owner buying the record specification with its invoice file complete. Ideal delivery-mileage buyer: the custodian of Paper 46's school - with a recommissioning PPI budgeted, because stillness has its own failure modes.

Less suitable: the buyer who believes 'never tracked' is automatically a virtue on a car built for circuits; the power-seeker planning an undocumented 900 PS conversion - a materially narrower resale proposition; and anyone unwilling to pay for the specialist inspection this paper's consumable prices make non-negotiable.

BOTTOM LINE

One car, 2018-2019: 700 PS, 750 Nm, rear drive, PDK, ~1,000-1,100 road cars by registry estimate - allocation-limited, never officially numbered - from €360,000 heavily used to €900,000+ exceptional. No systemic defect: the risks are heat, hardware and history - ceramics, Cup tyres, magnesium wheels, carbon panels, and the documentation that prices them. Buy Weissach on the build sheet, Manthey on the invoice, and track use on the ledger - and read the heat record before the odometer, every time.

ONE-SENTENCE VERDICT

The GT2 RS records its life in heat - brakes, tyres, turbos, cooling, carbon, geometry; read that record before the odometer.

SOURCES

Porsche factory documentation and Newsroom history (700 PS / 750 Nm, 2.8 seconds, 340 km/h, the fastest and most powerful production 911 of its time; approximately 120 PS over the contemporary Turbo S with larger turbochargers; the intercooler water-spray system; Weissach Package content with forged magnesium wheels highlighted for total and unsprung weight; the 6:47.3 Nordschleife lap of 2017; the Manthey Performance Kit record of 6:43.300 over the full 20.8 km lap, June 2021, equivalent to 6:38.835 on the older 20.6 km configuration, with Porsche Centre installation and Porsche Approved Warranty eligibility; the Road Atlanta production-car benchmark of 1:22.649, May 2026, 2.2 seconds under the standard car on the same tyre specification; the GT2 RS Clubsport officially limited to 200 cars); specialist registry estimates for road-car 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 (average around US\$448,000, recorded transactions roughly US\$312,000-841,000) and current European asking data, mid-2026, with public results below dealer advertisements. 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.