



# 997.2 GT3

The Gen2 997 GT3 was faster, more powerful and more focused than ever. Worthy of the badge then, but what are they like to buy? Total 911 reveals everything you need to know...

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## 991: A NEW ERA FOR THE GT3

It was bigger and heavier than the 997 GT3 but by heck did the 991 version make up for any dimensional issues. It arrived in 2013 sporting a naturally aspirated and direct injected 3.8-litre flat six, with 475hp and a race-ready 9,000rpm redline. It guaranteed searing performance with the 0-60mph benchmark dismissed in an organ-rearranging 3.5 seconds, and while not everyone was impressed with idea of PDK as the only transmission, it was mighty effective and featured an unusual 'paddle neutral' mode: pulling both paddles disconnected the two clutches and you could re-engage them at standstill or on the move with spectacular results. Porsche Torque Vectoring (PTV Plus) took care of traction and there was electromechanical rear-wheel steering for supreme agility. Oh yes, and there was that recall business over the potential for engine fires thanks to a loose con-rod bolt.



## GT3 TIMELINE

**1999**

The Geneva Show sees Porsche introduce the first GT3 with the 996 generation. Substantially lighter than the Carrera, its 360bhp ensures a 0-62mph time of 4.8 seconds. 1,858 produced

**2003**

The second-generation 996 GT3 version arrives, boasting 381bhp and optional ceramic brakes. The stripped-out Clubsport version is as popular as ever. 2,313 produced

**2006**

Once again, it's a Geneva Show launch for the 997 GT3. Power is raised to 415bhp, helped by the addition of VarioCam variable valve timing. 2,378 produced

**2009**

The Gen2 997 GT3 gets a 3.8-litre motor with power hiked to 435bhp. Lightweight bodywork features as before, and dynamic engine mounts and a nose lift system are options. 2,200 produced

**2013**

The latest 991 gets the GT3 treatment, with power upped to 475hp from the 3.8-litre engine. There's no manual gearbox though, just PDK. Unknown production numbers

**2017**

The Gen2 991 GT3 version is eagerly awaited – and the good news is that it will stay naturally aspirated. We really can't wait...

The launch of the 991 version in 2013 marked the latest in a line of GT3-badged Neuenfelders stretching back to the 996. The Mezger engine had gone and not everyone was happy with the PDK-only transmission but it was as beguiling to own and drive as ever. However, the car we're interested in here, the second-generation 997 model, is considered by some observers to be the most accomplished of the breed.

Launched in 2009 at the Geneva Motor Show and with a reassuringly high £82,000 price tag, it boasted more power and torque than the Gen I GT3 and some very impressive performance numbers, including a 0-62mph sprint cut down to 4.1 seconds and a top speed of 194mph. That extra

show came courtesy of a new 3.8-litre motor – the last of the Mezger units – that produced 435bhp at 7900rpm and 430Nm of torque at 6,250rpm, improvements of 20bhp and 25Nm respectively compared to the first-generation model.

Forged aluminium pistons and titanium connecting rods were part of a tasty specification that included VarioCam for inlet and exhaust cams, dry-sump lubrication with an oil-to-water heat exchanger and the £800 option of dynamic engine mounts. It's an immensely strong unit that, unless used for pounding endlessly around the Nordschleife, shouldn't give any problems. Clearly, any example you find should have been meticulously maintained so any gaps in the service history should ring alarm bells; and unless you're certain of previous usage, then it

makes sense to get it checked over by an OPC or specialist, including an over-rev check to ensure it's not spent too many hours nudging the redline.

One area worth checking is the front-mounted radiators as their position in the nose could have allowed road debris to cause damage or corrosion: examine the units and the connecting pipework for any leaks. And ensure that the exhaust system is healthy, as the standard Sports item costs £3,300 in parts alone should replacement be needed. The six-speed manual gearbox is equally tough and more than capable of handling the occasional circuit foray, but it goes without saying that any odd noises or baulkiness in the shift will need careful investigation. The standard transmission oil cooler helps with longevity. Care is needed in establishing that the clutch



997.2 GT3 featured 19-inch centre-lock wheels, though the hubs need to be replaced every 10,000 track miles. Weight reduction was by aluminium doors and front lid, as well as PCCB ceramic brakes

## PARTS PRICE CHECK

• Bonnet	£659
• Front wheel	£2,394
• Clutch kit	£880.57
• Axle lift pump	£10,097.16
• Front PASM damper (with lift)	£446.68
• Exhaust system (complete)	£3,269.57

Prices are inclusive of VAT and come courtesy of Paragon Porsche

## 997.2 GT3 VALUES

The figures above are typical of what you'd expect to pay for a cared-for GT3, but expect some variation for mileage and condition. Project cars don't really exist, although you might pay less for an example with left-hand drive, high miles, or evidence of serious track use.

• Good	£95,000
• Concours	£125,000

“The engine is an immensely strong unit that, unless used for pounding endlessly around the Nordschleife, shouldn't give any problems”

### Model 997.2 GT3

Year 2009-2012

#### Engine

Capacity 3,797cc

Compression ratio 12.2:1

Maximum power 435bhp @ 7,900rpm

Maximum torque 430Nm @ 6,250rpm

Transmission Six-speed manual,

rear-wheel drive

#### Suspension

Front MacPherson struts with coil springs and anti-roll bar

Rear Multi link with telescopic dampers, coil springs, and anti-roll bar

#### Wheels & tyres

Front 8.5x19-inch; 235/35/ZR19

Rear 12x19-inch; 305/30/ZR19

#### Dimensions

Length 4,460mm

Width 1,808mm

Weight 1,395kg

#### Performance

0-62mph 4.1 secs

Top speed 194mph





Inside the Gen2 GT3, there was a choice of Comfort or Clubsport at no extra cost. Clubsport included a half roll cage, a six-point harness, a fire extinguisher and a battery master switch. This was only available in conjunction with lightweight seats, which saved 20kg



## “The brakes are more than capable of handling anything even the most enthusiastic owner throws at them”

is healthy, so ensure there's no hint of judder or slippage. Parts themselves are around £900 and you can expect to pay around £1,700 in total to have it replaced by a specialist, so factor this in if you suspect it's not in the best of health. And last of all, it's worth listening carefully for any groans from the limited-slip differential during low-speed manoeuvring, or shunt from the driveline in traffic. Replacement will be eye-wateringly expensive so don't dismiss any issues here.

Given the performance available, Porsche ensured that the brakes were more than capable of handling anything even the most enthusiastic of owners could throw at them. As standard, the GT3 was fitted with discs clamped by aluminium

monobloc calipers, six-piston at the front and four-piston at the rear. PCCB ceramic items were on the options list but, as we've pointed out before, replacement is hugely expensive so if they are fitted to the example you're looking at, you'll need to be absolutely certain of their condition. In any case, the standard setup is more than adequate but check them for wear and any signs of heat cracking around the cross-drillings. RPM Technik charge around £3,400 to refresh the discs and pads all round so evidence in the history of a recent change is clearly good news.

The GT3's suspension was equally capable, the strut front and multi link rear arrangement coming with Porsche Active Suspension

Management (PASM) fitted as standard. The geometry was adjustable, with tweaks possible to the ride height, camber, toe angle, and anti-roll bar settings; amateur tinkering isn't advisable so it's worth getting the alignment checked to ensure the settings are at their optimum. Check the tyres for feathering at the edges, which indicates hard use or a setup that's gone awry.

Another new option for the Gen2 model was a front-axle lift system that could raise the nose by 30mm to avoid grazing the expensive front splitter on speed humps and the like. Early cars suffered a few issues, with the potential issue of the system getting stuck in the raised or lowered position or displaying warning lights on the dash. It was sorted under warranty so shouldn't be a concern now, which is just as well as Porsche quotes a somewhat terrifying £10,000 to replace the pump and associated switches. Useful if fitted, be sure to check it operates correctly. A replacement PASM damper for a car so-equipped is £450. The variable-ratio, hydraulically-assisted steering

is trouble-free but the GT3 benefitted from the fitment of gorgeous 19-inch centre-lock wheels, which Porsche say should be replaced after 10,000 track miles, so knowledge of previous usage is important. A new front rim is £2,400 including VAT, so in any case you'll want to check their condition for any scuffs.

And while on the subject, Porsche recalled 455 2010 model year GT3s due to a problem with the rear wheel hubs; certain types of use could lead to premature failure and detachment of the wheel, and they were replaced with updated items under warranty. The service history should show that this has been done on affected cars.

Mechanically then, the GT3 holds few fears as long as it's been maintained regardless of cost, but what of the exterior? Well, the good news is that the quality was impeccable with deeply impressive levels of fit and finish. Weight reduction was helped by fashioning the doors and front compartment lid from aluminium, and the adjustable rear wing from composite. There

## BUYING TIPS

997s were renowned for their quality when it comes to construction and materials, so a car that's been neglected will be obvious. It's less likely with models like the GT3 but it pays to be wary all the same. Buying from a reputable source is best for peace of mind.

- **History:** Quite simply, this should be flawless. Be mindful of track use, so ensure there's no evidence of major crash repairs lurking in the paperwork.
- **Bodywork:** There are no issues with corrosion so the bodywork should be perfect. GT3-specific parts are very pricey, so check them carefully.
- **Engines:** The 3.8-litre motor is effectively bulletproof but an over-rev check adds peace of mind. Servicing prices are reasonable, so there's no excuse for worrying gaps in the maintenance history. Also check the radiators and pipework for corrosion or leaks.
- **Transmission:** The manual gearbox is incredibly strong but clutch wear is more likely, so ensure it's healthy. You'll need to budget around £1,700 to have it changed so it's a good bargaining point.
- **Brakes/suspension:** Wear and tear are the key issues here, but a careful owner should have kept on top of replacing consumables. Watch for overheated brakes and adjustable suspension that may have been fiddled with. Also, make sure the optional front-axle lift system is working properly.
- **Interiors:** It's worth taking the time to establish the specification as the options list was lengthy. Corroded condensers will lead to inoperative air-conditioning, but otherwise just check for worn trim and ensure everything works as it should.

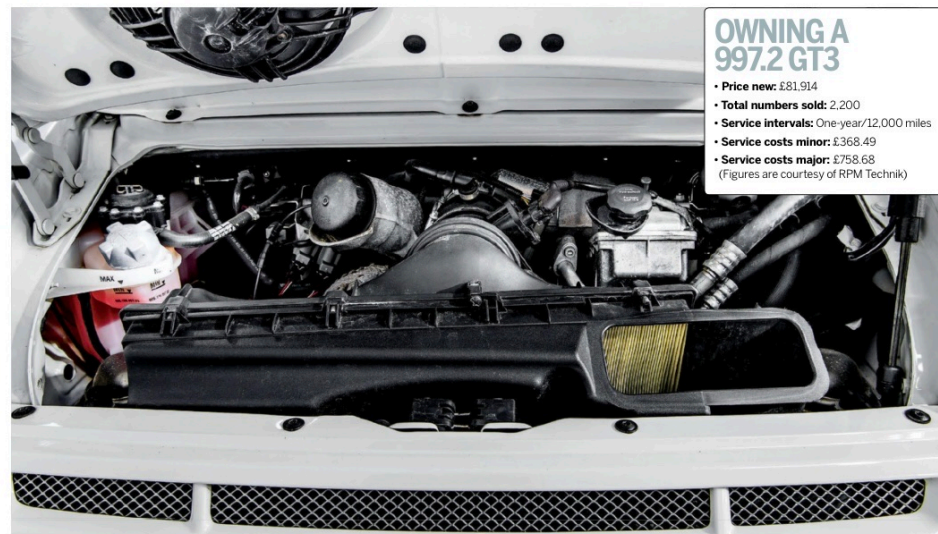
are no inherent issues, so it's mainly a case of ensuring that the panels are still pristine with no dings or stone chips. Panels and aerodynamic parts will be costly, though – a new bonnet is £660 before painting and fitting – so be sure to check them carefully.

And then, of course, there's the thorny issue of accident damage. This was a car designed for the racetrack (the Porsche Traction Management system could be switched out in two stages depending on skill/bravery levels), and despite the hefty purchase price, it's not unreasonable to expect that many owners would have exercised their car on a circuit at some point in its lifetime. Buying from an OPC or reputable specialist negates many of the concerns here, but if you're tempted by a privately sold example it's vital to delve thoroughly into the car's history. And make sure that the underneath gets a thorough examination for any signs of damage caused by trips into the gravel trap. It's also worth checking that light units are undamaged – bi-xenon head lamps were fitted as standard, while LED units were used at the rear and there are reports of some examples suffering from condensation within the lamp housing. Replacements cost around £800 each.

Inside a GT3 you'll find a cabin boasting superb build and material quality, and one that holds little

concern for buyers. Owners could choose from Comfort specification or the Clubsport package at no extra cost, the latter bringing a half roll cage in the rear, a six-point harness, a fire extinguisher and wiring prep for a battery master switch. The track-focused layout was only available in conjunction with the optional lightweight seats, which saved 20kg, or there were carbon buckets for an additional £3,000. Make sure you can live with the more hard-core layout if you plan on regular road use. There was plenty of leather and Alcantara trim, so just look for scuffs and abrasion and ensure you know what's been fitted and that it all works, as there was a typically lengthy options list for those wanting to titivate their GT3 further – many opted for items such as Sport Chrono and upgrades for the Porsche Communication Management system. Also check that air-conditioning is blowing cold as the front-mounted condensers were prone to corrosion caused by the accumulation of road muck.

If what we've said so far gives the impression of an essentially trouble-free 911, then you'd be right. The 997 was renowned for its quality and longevity and the GT3 benefits from those same attributes. It won't be a cheap car to buy, nor to look after if things do go wrong, so tread carefully, but buy well and it's one you'll want to keep forever. **911**



## OWNING A 997.2 GT3

- **Price new:** £81,914
- **Total numbers sold:** 2,200
- **Service intervals:** One-year/12,000 miles
- **Service costs minor:** £368.49
- **Service costs major:** £758.68

(Figures are courtesy of RPM Technik)

## SPECIALIST VIEW

The Gen2 997 GT3 really was a high point in the GT3 evolution – the last of the manual cars and with an engine of race pedigree, it really captures buyers' hearts. The cars also have an intangible thing that just makes them feel different to every other GT3 before them. I think it is a mixture of an amazing damper setup and a car that was built towards the end of the 997 production run, so the build quality was top notch and it really shows. The cars were also supplied in relatively small numbers, which is good for their potential future values. We would buy one now, cherish it, maintain it and, above all, get it out and drive it!

Greig Daly,  
RPM Technik



## Thanks

The GT3 in our pictures is currently for sale at JZM. For inquiries call (+44) 1923 269 788 or visit the website [jzmporsche.com](http://jzmporsche.com).