

REPORT 2026-05-27-PORSCHE-911GT3-3303 · SCHEMA 1.0

VALUATION DATE 2026-05-27

COLLECTOR DUE-DILIGENCE DOSSIER · LIVE AUCTION

# 2011 Porsche 911 GT3

997.2 GT3 Coupé (US-spec, 6-speed manual, Mezger 3.8, PASM, PCCB)

|                           |                    |                                               |                        |
|---------------------------|--------------------|-----------------------------------------------|------------------------|
| CHASSIS                   | LOCATION           | LISTING                                       | AUCTION ENDS           |
| ...3303                   | Lake Hopatcong, NJ | Bring a Trailer · Lot 2011-porsche-911-gt3-19 | 2026-05-29 · 19:43 UTC |
| CURRENT BID               | ORIGINAL MSRP      | MILEAGE                                       | RESERVE                |
| \$225,000 +94.5% vs. MSRP | \$115,700          | 16,762 mi                                     | Unknown                |



CHASSIS 3303 · BLACK (A1A1) · BLACK LEATHER AND ALCANTARA

SELLER POWERTECHSELECT · CONSIGNMENT DEALER

THE DECISION LADDER

FAIR VALUE · MEDIUM · PROVISIONAL

Fair Value: bid to \$195K, walk at \$242K. Current bid \$225,000.

**The solid green band is the supportable fair-value zone (\$170,000–\$210,000); hatching thickens as price detaches from the market — opportunity buy below \$170,000, above market to \$242,000, passion premium above \$274,000. The live marker: current bid \$225,000 · 9 bids · reserve unknown · closes 2026-05-29.**

|                    |                   |              |                    |                   |                    |
|--------------------|-------------------|--------------|--------------------|-------------------|--------------------|
| 200                | 127               | 44           | 22                 | 12                | 10                 |
| SOURCES RESEARCHED | CITED AFTER DEDUP | COMP RECORDS | AUCTION COMPS SOLD | DEALER COMPS SOLD | ACTIVE ASK SIGNALS |

BID TO \$195,000 · WALK AT \$242,000 · EVERYTHING BELOW SHOWS THE WORK

● provisional

*“Verdict provisional. Bid to \$195,000 with the three-item checklist incomplete; if all three resolve cleanly, fair-value ceiling lifts to \$210,000 and walk-at holds at \$242,000.”*

The 997.2 GT3 is what Porsche made when Porsche still meant hydraulic steering, a naturally aspirated Mezger flat-six wound to 8,400 rpm, and a GT3 badge that pointed at a homologation program rather than a tier on a menu. There will not be another. This particular chassis (Black over Black, factory PCCB, factory FAXL, 16,762 miles across five owners and fifteen years, [src\\_0001](#)) covers most of what a buyer wants in that goodbye. What it does not cover, the listing also does not address. In June 2018, at 13,164 miles, Manhattan Motor Cars in New York replaced the engine/powertrain computer/module. The CarFax line is unambiguous ([src\\_0001](#)). The scope is not.

That single undisclosed event is the load-bearing fact in the file. Everything else clears: no accidents, no airbag deployments, no structural damage, factory color across all five title events, and the first seven years and twelve thousand miles serviced exclusively at Tom Wood Porsche, the dealer that delivered the car new ([src\\_0001](#)). The seller, Powertech Select, is disclosure-forward on every other line: paint-protection film, replacement front spoiler, 2020-coded tires, bumper indentations, coolant lines, recent suspension work. On a listing this transparent about every other detail, the silence on the one item with a clear CarFax footprint is itself evidence.

**The auction has 9 bids at \$225,000 with a day left, reserve undisclosed.** That's thin engagement for a cohort BaT usually moves more freely. The cohort cleared \$169,000 to \$217,500 in the auction channel between late 2024 and early 2026 ([comp\\_001](#), [comp\\_022](#)); time-adjusted to May 2026 at the +13.5% YoY appreciation the cohort printed in 2025 ([src\\_0060](#)), the spec-clean PCCB FAXL band sits at \$195,000 to \$205,000. The current bid is already above the algebraic ceiling for an unresolved-state car.

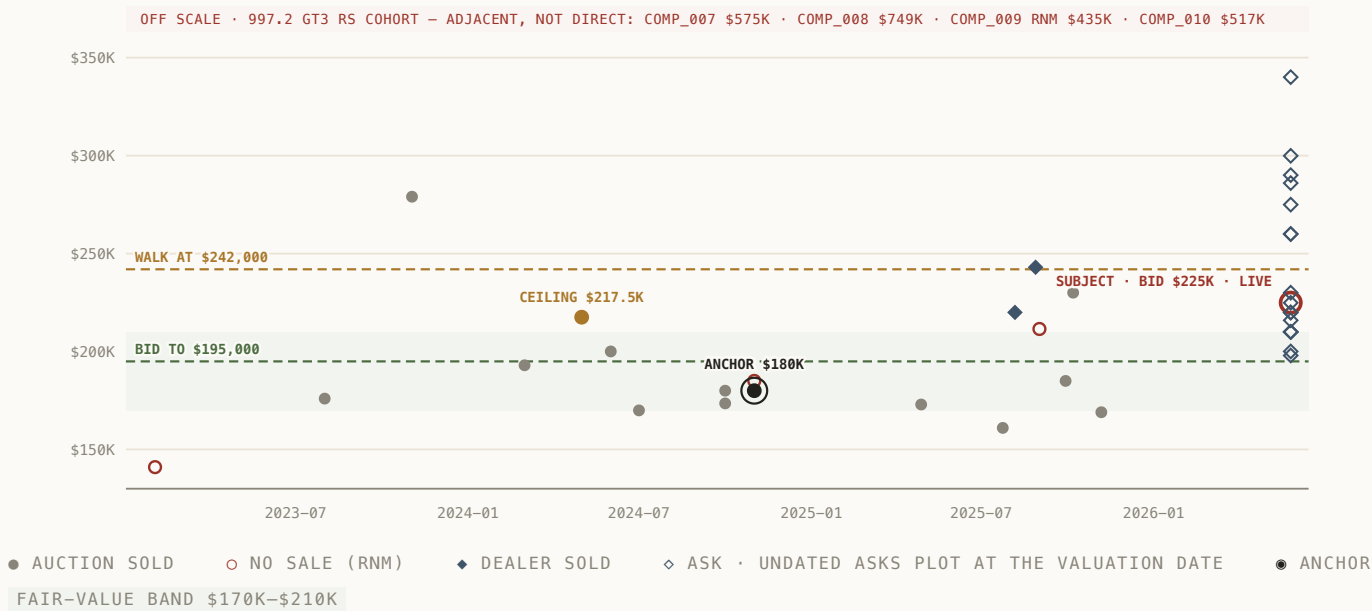
Bid up to \$195,000 with the three-item checklist incomplete: the Tom Wood February-2017 work order (which adjudicates the disclosed spoiler replacement against the CarFax wing/spoiler entry), the Manhattan Motor Cars June-2018 module work order (DME scope, part number, VIN-coding), and a recall.porsche.com closure check on NHTSA campaign 11V285000 before the hammer drops ([src\\_0007](#), [src\\_0008](#)). Resolve all three clean and the ceiling lifts to \$210,000; walk-at holds at \$242,000, the calibration-corrected ceiling per the +25.3% drift the appraisal pipeline has observed across five prior Porsche dossiers. Resolve any of them adverse and the bid-to moves \$15,000 to \$23,000 in the other direction. The Mezger architecture premium is real. The floor is moving. The current bid is already past the homework.

**CONFIDENCE MEDIUM** — Three open action items prevent upgrade to HIGH: Tom Wood work order scope, Manhattan Motor Cars powertrain module documentation, and NHTSA recall 11V285000 closure status.

## 02 Comps

WHERE THE MARKET AGREES, WHERE IT ARGUES, AND WHERE IT FAILED

The anchor is [comp\\_014](#): a Black 2010 997.2 GT3, factory PCCB and FAXL, 10,000 miles, sold BaT Honolulu November 2024 at \$180,000. Same color, same option set, 7,000 fewer miles than the subject. The cohort appreciated +13.5% year-over-year through 2025 ([src\\_0060](#)); time-adjust [comp\\_014](#) to May 2026 and the anchor expands to approximately \$195,000 to \$205,000 before subject-specific deductions.



**ANCHOR** **\$180,000**

COMP\_014 · Bring a Trailer · 2024-11 · 10,000 MI · BLACK · HONOLULU, HAWAII

10k miles, PCCB yellow calipers, FAXL, Sport Chrono Plus Plus, Sound Package Plus, PASM. CA/OR/WA history, CPO 2016. Anchor comp — closest spec match to subject.

**Why it is here.** The closest spec match in the file: same Black-on-Black, factory PCCB and FAXL, 7,000 fewer miles than the subject. Every adjustment in this dossier runs from here. Time-adjusted to May 2026 at the cohort's +13.5% YoY appreciation rate, the anchor expands to roughly \$195,000 to \$205,000 before subject-specific deductions.



**CEILING OUTLIER** **\$217,500**

COMP\_022 · Bring a Trailer · 2024-05 · 7,000 MI · BASALT BLACK METALLIC · NEW YORK (DEALER), CA/AZ/MT HISTORY

7k miles. Basalt Black Metallic, PCCB yellow calipers, FAXL, Sport Chrono Plus Plus, Sound Package Plus, PASM. Full Kardex. Ceiling outlier — cleaner documentation than subject.

**Why it is here.** Lower mileage, near-identical option set, same model year cohort. This is the upper bound the auction channel will pay for a Black-spec PCCB FAXL 997.2 GT3. The subject carries 9,762 additional miles and three unresolved documentation items; the spec-clean ceiling is the anchor for the resolved-state band.



CEILING TEST · THE SUBJECT

BID \$225,000 · LIVE

COMP\_017 · Bring a Trailer · 2026-05 · 17,000 MI · BLACK · NEW JERSEY (CONSIGNOR)

SUBJECT — live BaT auction (closes 05/29), bid activity to \$225,000 (9 bids as of 05/28). PCCB confirmed. Replacement front spoiler with PPF. 17k mi.

**Why it is here.** The hardest ceiling test the file has: this exact chassis in this exact spec, running through live public price discovery. The auction is at \$225,000 with 9 bids as of 05/28, closing 05/29. Reserve status is undisclosed (src\_0017). Active bid level sits above the algebraic ceiling for an unresolved-state car. Where the hammer lands relative to that ceiling becomes a key data point for the next 997.2 GT3 dossier in this comp ledger.



RELEVANT

\$516,997

COMP\_010 · Bring a Trailer · 2026-03 · 10,000 MI · UNKNOWN · MASSACHUSETTS / CANADA / US

10k miles, exported to Canada 2012, returned US 2023. Previously sold BaT March 2023. RS cohort reference.

**Why it is here.** An RS variant, not a direct comp. Included as the cohort-adjacent ceiling: the RS commands more than 2x the non-RS at comparable mileage, and the appreciation curve is pulling the non-RS toward it. The architecture-parity discovery cycle has lifted RS values first; the non-RS 997.2 GT3 cohort historically lags by roughly twelve to eighteen months.

The ceiling is comp\_022: a Basalt Black 2010 with PCCB and FAXL at 7,000 miles, sold BaT May 2024 at \$217,500. Lower mileage, near-identical spec. That is the auction-channel upper bound for this option set. The harder ceiling test is the subject itself (comp\_017): 9 bids against a \$225,000 current bid in a live auction, reserve undisclosed. Where the hammer lands relative to the published fair-value band becomes a new data point for the next 997.2 GT3 dossier in this comp ledger.

The iron-brake floor is comp\_001: a Black 2011 GT3 without PCCB at 33,000 miles, sold BaT November 2025 at \$169,000. The PCCB option premium over this comp supports \$10,000 to \$20,000 at comparable mileage, contingent on the rotor-life PPI measurement.

The dealer channel sits materially above the auction channel. Ryan Friedman Motor Cars in Glen Cove has handled seven 997.2 GT3 examples with active asks from \$209,000 to \$339,995 (dcomp\_002, dcomp\_005), including the adjacent-VIN -297 and a near-spec Black/Black PCCB example (dcomp\_001, dcomp\_002). A call to Friedman (516-625-1555) returns a ceiling number for what a spec-matched example retails on the dealer floor. That number is context for how aggressive the live auction has gotten, not a bid anchor.

The pre-adjustment band is \$195,000 to \$205,000 off the time-adjusted anchor. PCCB and the Tom Wood service spine pull up; the static-storage cost band, PCCB rotor-life uncertainty, and the module-replacement conditional pull down. Algebraic range: \$169,500 to \$209,500. Published unresolved: \$170,000 to \$196,000. Published resolved: \$196,000 to \$210,000. The current bid of \$225,000 sits above both bands.

THE COMP LEDGER · ALL 44 RECORDS

| ID       | DATE       | STATUS | PRICE     | MILES  | COLOR | SPEC / NOTES                                                                                                                                   |
|----------|------------|--------|-----------|--------|-------|------------------------------------------------------------------------------------------------------------------------------------------------|
| comp_001 | 2025-11-06 | SOLD   | \$169,000 | 33,000 | Black | 2011 GT3 black/black, left-door repainted; iron brakes (no PCCB), FAXL, Sport Chrono Plus, Sound Package Plus, PCM/Nav. VIN WPoAC2A95BS783442. |

|          |            |                |           |        |                              |                                                                                                                                                                     |
|----------|------------|----------------|-----------|--------|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| comp_002 | 2025-10-07 | SOLD           | \$230,000 | 2,900  | Arctic Silver Metallic       | 2,900 miles; window sticker, original MSRP \$123,120; iron brakes, PASM, Sport Chrono Plus. Extreme low-mileage ceiling for standard cohort. VIN WPOAC2A97AS783523. |
| comp_003 | 2025-09-01 | RNM            | \$211,500 | 10,000 | Guards Red                   | Ex-Rudy Mancinas (Mr. 993 collector); CF bucket seats, Shark Werks exhaust, PPF body. Guards Red, 10k mi. High-bid no-sale signal for modified cohort.              |
| comp_004 | 2025-07-24 | SOLD           | \$161,000 | 37,000 | Basalt Black Metallic        | KW Competition V3 coilovers, E-Motion strut mounts, Cup control arms, Tarrett Engineering; extensively modified. Basalt Black, 37k mi.                              |
| comp_005 | 2025-04-28 | SOLD           | \$173,000 | 37,000 | Carrara White                | 37k miles, sold new by Newport Auto Center Costa Mesa CA; standard iron brakes. Clean Carfax. Carrara White.                                                        |
| comp_006 | 2025-09-29 | SOLD           | \$185,000 | 8,000  | Arctic Silver Metallic       | 8k miles (5k original + 3k since 2010). 997.1 GT3 3.6L Mezger, PCCB. Adjacency reference for 997.1 vs 997.2 premium spread. Arctic Silver, CA.                      |
| comp_007 | 2025-07-29 | SOLD           | \$575,000 | 683    | Gray Black                   | 683 miles, 997.2 GT3 RS (1 of 541 US). Gray Black, PCCB. RS vs standard GT3 premium reference ceiling.                                                              |
| comp_008 | 2025-03-19 | SOLD           | \$749,000 | 4,000  | Carrara White                | 4,000 miles, 1 of 141 US-spec GT3 RS 4.0. Carrara White. Upper RS 4.0 vs standard GT3 delta reference.                                                              |
| comp_009 | 2026-01-29 | RNM            | \$435,000 | —      | Carrara White                | 2011 GT3 RS Carrara White PCCB, FAXL; bid to \$435,000 on 01/29/2026, did not clear reserve. RS cohort no-sale signal.                                              |
| comp_010 | 2026-03-26 | SOLD           | \$516,997 | 10,000 | unknown                      | 10k miles, exported to Canada 2012, returned US 2023. Previously sold BaT March 2023. RS cohort reference.                                                          |
| comp_011 | 2024-10-01 | SOLD           | \$173,500 | 18,000 | Black                        | 18k miles. Black 041, iron brakes, Sport Chrono Plus. Registered MD/PA/NJ then imported to Canada 2011. VIN WPOAC2A99AS783538.                                      |
| comp_012 | 2024-10-01 | SOLD           | \$180,000 | 27,000 | Black                        | 27k miles. SharkWerks exhaust, GMG RSR roll cage, PCM Nav. Carfax accident April 2022. Modified + accident = discount reference. Black, Oregon.                     |
| comp_013 | 2024-11-01 | RNM            | \$185,000 | 14,000 | Carrara White                | 14k miles, Carrara White, PCCB yellow calipers, Dynamic Engine Mounts, Sport Chrono Plus Plus, PCM Nav. AZ title, FL dealer. VIN WPOAC2A97AS783497.                 |
| comp_014 | 2024-11-01 | SOLD           | \$180,000 | 10,000 | Black                        | 10k miles, PCCB yellow calipers, FAXL, Sport Chrono Plus Plus, Sound Package Plus, PASM. CA/OR/WA history, CPO 2016. Anchor comp — closest spec match to subject.   |
| comp_015 | 2024-07-01 | SOLD           | \$170,000 | 26,000 | Guards Red                   | 26k miles. Canadian-market 2011 GT3, Norden Autohaus Edmonton delivery. Guards Red, SharkWerks exhaust, Dynamic Engine Mounts. Modified cohort.                     |
| comp_016 | 2024-03-01 | SOLD           | \$193,000 | 21,000 | Carrara White                | 21k miles, PCCB yellow calipers, FAXL, Dynamic Engine Mounts, Sport Chrono, Sound Package Plus. Carrara White. Utah dealer, CA history to 2019.                     |
| comp_017 | 2026-05-27 | SUBJECT · LIVE | \$225,000 | 17,000 | Black                        | SUBJECT — live BaT auction (closes 05/29), bid activity to \$225,000 (9 bids as of 05/28). PCCB confirmed. Replacement front spoiler with PPF. 17k mi.              |
| comp_018 | 2023-11-02 | SOLD           | \$278,993 | 14,000 | Paint-to-Sample Riviera Blue | 14k miles. PTS Riviera Blue, Vorsteiner wheels, Shark Werks exhaust, hard-top converted. Highly modified ceiling outlier — not reproducible for standard subject.   |

|           |            |      |           |        |                                         |                                                                                                                                                                                   |
|-----------|------------|------|-----------|--------|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| comp_019  | 2023-08-01 | SOLD | \$175,997 | 38,000 | Carrara White (w/gray and red graphics) | 38k miles. Carrara White with graphics wrap. PCCB yellow calipers, FAXL, Dynamic Engine Mounts. Montana title, CA dealer consignment.                                             |
| comp_020  | 2024-06-01 | SOLD | \$200,000 | 13,000 | Meteor Gray Metallic                    | 13k miles. Meteor Gray, aftermarket exhaust, front spoiler replaced Jun 2024, PDR. Modified cohort but non-PCCB comparison. NY dealer.                                            |
| comp_021  | 2023-02-01 | RNM  | \$141,000 | 13,000 | Carrara White                           | 13k miles. Carrara White, PCCB, RSS exhaust/engine mounts, hard-back sport seats, satin black wheels. No-sale — parking damage. Modified no-sale floor reference.                 |
| comp_022  | 2024-05-01 | SOLD | \$217,500 | 7,000  | Basalt Black Metallic                   | 7k miles. Basalt Black Metallic, PCCB yellow calipers, FAXL, Sport Chrono Plus Plus, Sound Package Plus, PASM. Full Kardex. Ceiling outlier — cleaner documentation than subject. |
| dcomp_001 | —          | SOLD | —         | 44,000 | Carrara White                           | VIN WPOAC2A90BS783297 (adjacent VIN). 1 of 173 US-spec 997.2 GT3. Roll bar, Sport Chrono Plus. Carrara White, 44k mi, Glen Cove NY.                                               |
| dcomp_002 | —          | SOLD | —         | 16,876 | Black                                   | VIN WPOAC2A94AS783463. Black/black, 16,876 mi, PCCB confirmed. MSRP \$134,675. Sport Chrono Package Plus. Near-spec match to subject. Glen Cove NY.                               |
| dcomp_003 | —          | SOLD | \$197,990 | 23,557 | unknown                                 | VIN WPOAC2A95AS783102. Listed \$204,990, dropped to \$197,990, removed May 2026. Prior Mecum Kissimmee high bid visible. Miami-Dade FL, 23,557 mi.                                |
| dcomp_006 | —          | SOLD | \$259,979 | 10,125 | unknown                                 | VIN WPOAC2A99AS783197. 10,125 mi — exceptional mileage; listed Jan 10 2026 at \$259,979. Prior odometer 7,146 mi. Marietta GA.                                                    |
| dcomp_007 | 2025-08-06 | SOLD | \$219,960 | 27,684 | unknown                                 | VIN WPOAC2A94BS783240. 2011 GT3, 27,684 mi. Purchased \$170,000 Jun 17 2025, resold \$219,960 Aug 6 2025. Murrieta CA.                                                            |
| dcomp_008 | —          | SOLD | \$219,995 | 13,345 | unknown                                 | VIN WPOAC2A95AS783200. 13,345 mi; listed Oct 19 2025 at \$219,995. Prior auction Dec 2022 sold \$167,000. Glen Cove NY.                                                           |
| dcomp_009 | —          | SOLD | \$209,995 | 14,624 | unknown                                 | VIN WPOAC2A9XAS783483. 14,624 mi; \$209,995; removed Jun 27 2025. 14 history events on classic.com — well-documented. Glen Cove NY.                                               |
| dcomp_010 | —          | SOLD | \$215,900 | 19,900 | unknown                                 | VIN WPOAC2A93AS783230. 19,900 mi; listed/removed Aug 12 2025. Prior purchase \$180,000 (BaT Jul 2024). Portland OR.                                                               |
| dcomp_015 | —          | SOLD | \$209,995 | 14,746 | unknown                                 | VIN WPOAC2A92AS783266. 14,746 mi; listed Dec 7 2025. Prior Monterey 2023 high bid \$141,000 at 13,050 mi. Joliet IL.                                                              |
| dcomp_016 | 2025-08-28 | SOLD | \$243,040 | 2,553  | unknown                                 | VIN WPOAC2A95AS783486. NEAR-DELIVERY-MILE: 2,553 mi. Listed \$278,990 Jan 2026; sold \$243,040 Aug 28 2025. Alpharetta GA.                                                        |
| dcomp_017 | —          | SOLD | —         | 11,000 | Guards Red                              | Guards Red / Black-Alcantara; 11k mi; PCCB and PASM; Sport Chrono Package Plus; GMG Racing exhaust. BaT listing April 2023.                                                       |
| dcomp_018 | —          | SOLD | \$199,997 | 27,447 | unknown                                 | VIN WPOAC2A9XAS783256. 27,447 mi; last ask \$199,997; removed Oct 29 2025. Seminole County FL.                                                                                    |

|           |       |           |        |         |                                                                                                                                               |
|-----------|-------|-----------|--------|---------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| dcomp_004 | — ASK | \$259,900 | 19,156 | unknown | VIN WPOAC2A93AS783387. 19,156 mi; \$259,900; active May 2026. Portland OR — asking-only upper reference.                                      |
| dcomp_005 | — ASK | \$339,995 | 12,308 | unknown | VIN WPOAC2A96AS783531. 12,308 mi; \$339,995 Apr 24 2026. CEILING of active dealer asks — very low mileage premium. Glen Cove NY.              |
| dcomp_011 | — ASK | \$219,900 | 12,913 | unknown | VIN WPOAC2A9XAS783113. 12,913 mi; \$219,900; listed Oct 22 2025. Addison TX. Status: may have sold.                                           |
| dcomp_012 | — ASK | \$224,900 | 16,231 | unknown | VIN WPOAC2A95AS783178. 16,231 mi; \$224,900; listed Nov 20 2025. Portland OR. Status: may have sold.                                          |
| dcomp_013 | — ASK | \$229,995 | 13,234 | unknown | VIN WPOAC2A97AS783148. 13,234 mi; \$229,995; listed Mar 7 2025. Prior Montana title. Glen Cove NY.                                            |
| dcomp_014 | — ASK | \$209,997 | 9,776  | unknown | 2010 GT3; 9,776 mi; \$209,997; clean title, no accidents, 4 owners, personal use only. Authorized Porsche dealer, Mechanicsburg PA.           |
| dcomp_019 | — ASK | \$289,995 | 17,000 | unknown | 2010 GT3; approx 17k mi; \$289,995; Motor Cars of Chicago; Dec 2025. Sourced from classic.com market-page search snippet.                     |
| dcomp_020 | — ASK | \$285,997 | 4,000  | unknown | 2010 GT3; approx 4,000 mi; \$285,997; Los Angeles CA dealer; listed Feb 10 2026. Very low mileage — near-delivery-mile market ceiling signal. |
| dcomp_021 | — ASK | \$275,000 | —      | unknown | Nov 27 2025 removed listing at \$289,995. Classic.com 997.2 GT3 market-level data — active ask now removed.                                   |
| dcomp_022 | — ASK | \$299,900 | —      | unknown | Jan 28 2026 removed listing at \$299,900. Removed after 3 months — overpriced or sold off-platform.                                           |

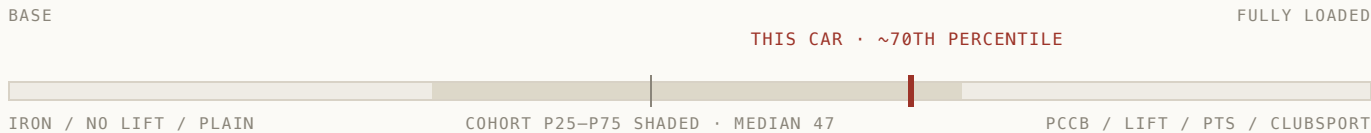
RNM = reserve not met (no-sale high bid). Undated dealer rows are active or removed asks as of the valuation date; asks are signals, not sale prices. Ceiling-test interpretation: **comp\_022** (\$217,500, BaT May 2024) represents a ceiling outlier — color-correct black/black low-mileage example with full Kardex. Subject lacks Kardex; ceiling is not directly reproducible. Ceiling serves as market appetite ceiling, not fair-value ceiling.



### 03 OPTIONS & SPEC

## Specced where the GT3 market pays, not where it doesn't

2011 Porsche 911 GT3 · 997.2 GT3 Coupé · VIN ...3303. Base MSRP **\$115,700**. It carries the two factory options the GT3 market pays for, in standard black, with one accessory missing.

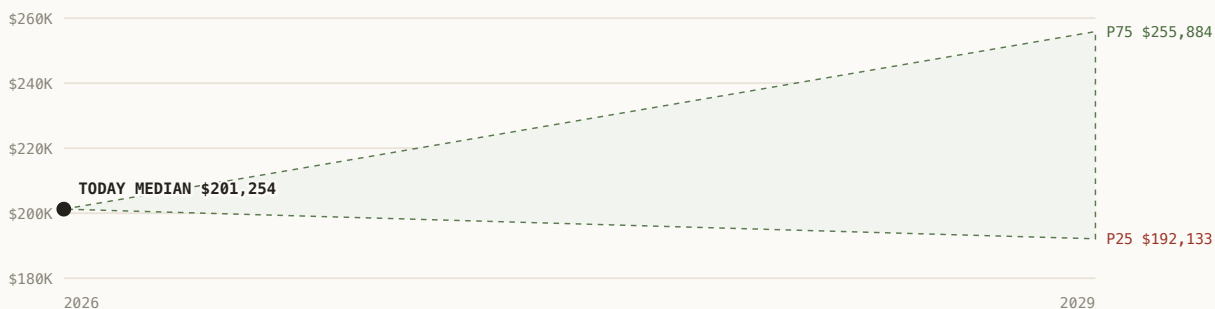


Among documented 997.2 GT3 builds this one sits in the upper third. It clears the cohort median on the two options that actually move money, ceramic brakes and the front lift. It is held out of the top tier by a standard color (no paint-to-sample premium) and a missing factory accessory. A buyer's-options car, not a collector's-spec unicorn.

|    |                                                                                                                                                                               |                                     |
|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|
| ++ | <b>PCCB ceramic brakes</b><br>Only ~40% of the cohort has them; anchors the upper spec band. Offset by deferred rotor cost down the road.                                     | +\$5k–\$10k<br>vs iron-brake comps  |
| +  | <b>Front Axle Lift System</b><br>Raises the nose 1.2in to keep a GT3's consumable front lip off the pavement. Confirmed working after the 2025 suspension service.            | +\$1k–\$3k<br>vs non-lift comps     |
| ~  | <b>Comfort and tech kit</b><br>Sport Chrono, PCM navigation, Bose / Sound Package Plus, climate, carbon interior trim. Expected, value-neutral on a GT3.                      | neutral<br>baseline spec            |
| ~  | <b>Standard Black (A1A1)</b><br>A safe, common color with no paint-to-sample or special-order premium. It does not hurt the car and it does not lift it.                      | no premium<br>PTS would add \$      |
| -  | <b>Clear tail-lights removed, not retained</b><br>The factory clear-lens option is gone; standard red lenses fitted. Seller confirmed the originals do not come with the car. | -\$0.5k–\$1.5k<br>missing accessory |

## FORWARD PROJECTION · COHORT 997\_2\_GT3\_STANDARD · CONFIDENCE LOW

|                                                    |                                                               |                                                    |
|----------------------------------------------------|---------------------------------------------------------------|----------------------------------------------------|
| <b>\$201,254</b><br>TODAY MEDIAN · N=9 DATED COMPS | <b>\$192,133–<br/>\$255,884</b><br>FORWARD 50% BAND · 3 YEARS | <b>+3.3%</b><br>FITTED CAGR · 2.3-YEAR COMP WINDOW |
|----------------------------------------------------|---------------------------------------------------------------|----------------------------------------------------|



The forward band sits on nine eligible comps across 2.3 years: enough for a +3.3% CAGR fit, not enough to project with conviction. The 3-year p25 to p75 of roughly \$192K to \$256K is wider than the appraisal's resolved-state ceiling of \$210K because two recent dealer-sold comps pull the p75 up. Read the band against the verdict, not in place of it. The appreciation runway for the cohort is real; the auction channel has not yet followed the dealer channel up.

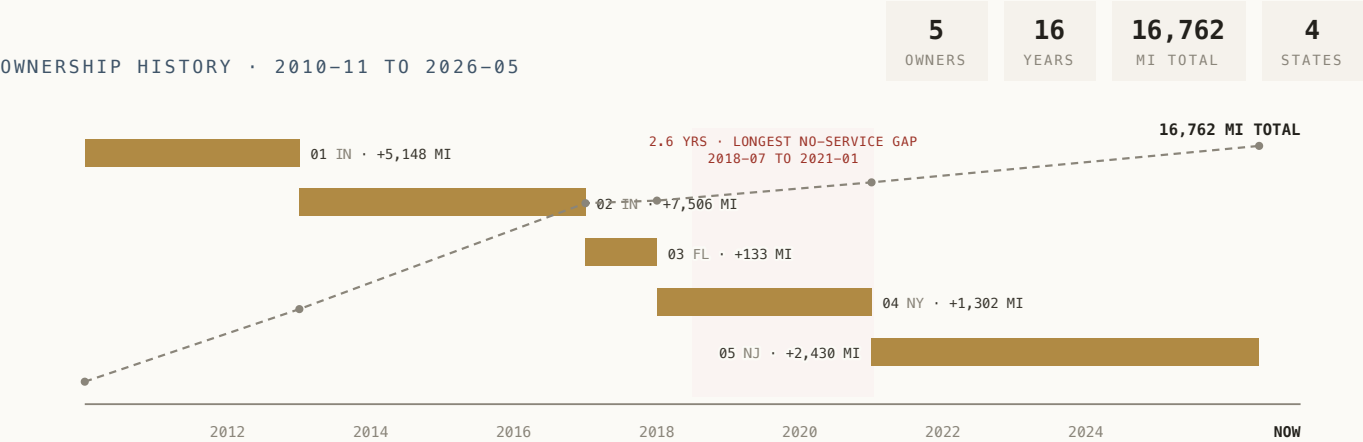
## 04 Provenance

IDENTITY · AUTHENTICATION · ORIGINALITY · OWNERSHIP HISTORY

The 997.2 GT3 is the closing chapter of a particular Porsche architecture: naturally aspirated Mezger flat-six, hydraulic steering, an 8,400-rpm redline, and a narrow-body coupé built around an engine that did not need a wider chassis to justify its presence. Approximately 2,256 cars were produced worldwide between 2009 and 2011, with roughly 160 US-

specification examples in MY2011. Every GT3 produced after this generation moved to direct injection, the 9A1 platform, and electric-assist steering. The 997.2 GT3 sits in the same lineage position the 993 Turbo occupies on the turbocharged side: last of its architecture, carrying the premium that comes with finality.

This particular chassis, VIN WPOAC2A92BS783303, decodes via NHTSA to Porsche AG Stuttgart-Zuffenhausen, 997 GT3, MY2011, 3.8L flat-six, US-spec LHD (src\_0002). Production completed September 10, 2010 per the Porsche Production Specifications sheet; retail delivery at Tom Wood Porsche Indianapolis followed November 9, 2010 at 31 miles (CarFax src\_0001). The M97.77 Mezger is architecturally distinct from the M96/M97 Carrera engine; the IMS-bearing failures and intermediate-shaft bore-scoring that dog the base architecture do not apply to this drivetrain (src\_0092, src\_0093). CarFax records a clean title across all five owners: no accidents, no structural damage, no airbag deployments, no title brands.



**Bar length is time held; the dashed line is cumulative mileage; the red wash is the longest service silence.** Clean CarFax across all five owners: 0 accidents, no structural damage, no airbag deployment, no title brands, odometer consistent (CarFax 2026-05-27). 29 CarFax service records, 12 detailed.

THE DETAILED CHAIN · OWNER BY OWNER

- 01 IN PRIVATE · 2010-2013** 31 → 5,179 MI · +5,148 · ~1,716 MI/YR
- Delivered new by Tom Wood Porsche Indianapolis on 11/09/2010 at 31 miles, with first title issued in Zionsville and a service contract through American Auto Guardian issued the same day. The CarFax shows an intensive authorized-dealer cadence from day one: pre-delivery inspection at 13 miles, post-sale service at 332 miles, a maintenance inspection in May 2011, and annual service events at Tom Wood through 2012. Sold at Tom Wood Porsche Audi 06/24/2013 at 5,179 miles. Usage rate of ~2,027 mi/yr reads as active seasonal driving, not collector storage. Source: src\_0001.
- 02 IN PRIVATE · 2013-2017** 5,186 → 12,692 MI · +7,506 · ~1,877 MI/YR
- Yorktown, IN title issued 07/11/2013 with a loan/lien at transfer (financed purchase). Service stayed at Tom Wood Porsche apart from a single 08/2014 tire repair at Volkswagen of Muncie (a roadside event, non-consequential). The 03/05/2015 Tom Wood visit was a substantive annual service: maintenance inspection, brake-fluid flush, and two tires. The 02/07/2017 Tom Wood entry at 12,568 miles is the file's central wing/spoiler line and is the direct provenance link to the BaT-disclosed replacement front spoiler. The work order is required to determine whether it was a cosmetic refresh or a damage repair; no corresponding accident record exists. Sold through Tom Wood 05/10/2017 at 12,692 miles; brief dealer pass-through via Chicago Motor Cars 07/2017 before landing at Porsche of South Shore (NY). Source: src\_0001.

**03 FL** PRIVATE · 2017–2018 12,742 → 12,875 MI · +133 · ~133 MI/YR

Fort Lauderdale title 08/02/2017 with 'New owner reported' — a beneficial-owner change from the Indiana chain, not a relocation by Owner 2. The geography is anomalous: the car was physically in New York for the entire tenure (Porsche of South Shore service events July/August 2017; NY inspection-station visits including a failed-then-passed emissions cycle). A buyer's pre-purchase inspection at Porsche Gold Coast on 02/17/2018 at 12,875 miles, followed by a pre-delivery inspection at Ferrari Maserati of Long Island on 02/26/2018, closed the arm's-length transaction to Owner 4. Holding period under seven months, ~211 mi/yr — reads as a transitional dealer-channel pass-through rather than active ownership. Source: [src\\_0001](#).

**04 NY** PRIVATE · 2018–2021 12,875 → 14,177 MI · +1,302 · ~434 MI/YR

NYC title issued 03/20/2018, transitioned via Ferrari Maserati of Long Island. Service departed from the Porsche-authorized pattern: Manhattan Motor Cars (a multi-line exotic dealer — Ferrari, Maserati, Bentley, Rolls-Royce, Lamborghini, not a Porsche specialist) performed two services in the first month of ownership. The 06/26/2018 service at 13,164 miles (289 miles into tenure) records 'engine/powertrain computer/module replaced' alongside a fuel-system clean and a recommended-maintenance line — the file's central history-related risk. A follow-up maintenance inspection at 13,220 miles three weeks later closes the documented record. After 07/2018, the CarFax is silent for 2.5 years through the January 2021 transfer to NJ — a documentation gap covering an estimated 1,300 miles of use. Source: [src\\_0001](#).

**05 NJ** PRIVATE · 2021 TO PRESENT 14,332 → 16,762 MI · +2,430 · ~448 MI/YR

Short Hills, NJ title 01/08/2021 at 14,332 miles. The 453 mi/yr usage rate falls below the 500 mi/yr static-storage threshold: too infrequent to cycle rubber, fluid, seals, and connectors naturally. Documented service is consumables and inspections only — Paul Miller Porsche checked brakes and charging system 06/18/2021 (no fluid flush recorded), an unnamed service facility ran an alignment check 01/13/2022 (shop identity is a gap; request the work order), and NJ emissions passed 03/2023 and 03/2025. Front shocks, pressure lines, mounts, boots, and hangers were replaced in 2025 per the BaT listing — significant suspension work, but the shop and invoice are not in the CarFax. A NJ dealer in Flanders took title on 05/19/2026 at 16,762 miles for the current Powertech Select consignment. Source: [src\\_0001](#).

The first 12,692 miles of this car's life are the spine of the file. Delivered new through Tom Wood Porsche Indianapolis on November 9, 2010 at 31 miles, with production completed September 10, 2010 per the Porsche Production Specifications sheet (CarFax [src\\_0001](#), BaT listing [src\\_0014](#)). The VIN decodes to 9972 chassis, M97.77 engine type, Stuttgart-Zuffenhausen assembly, US-spec LHD (NHTSA [src\\_0002](#)). Two consecutive Indiana owners servicing exclusively at Tom Wood through May 2017: pre-delivery inspection at 13 miles, multiple annual visits, a March 2015 brake-fluid flush, the February 2017 wing/spoiler line in the record. That is the highest-quality service-chain anchor available on a private-sale modern Porsche, and it is the reason this file does not break before \$190,000.

After Owner 2 the chain disperses. Owner 3 titled the car in Florida and stored it in New York for seven months, then passed it to Owner 4 in Manhattan through a Porsche Gold Coast pre-purchase inspection in February 2018. Owner 4 averaged 518 miles per year over three years; the Manhattan Motor Cars module-replacement event occurred 289 miles into that tenure. Owner 5 in Short Hills, New Jersey held from January 2021 through May 2026 consignment at 453 miles per year. Both Owners 4 and 5 sat the car under the static-storage envelope: tires age in place, brake fluid degrades hygroscopically, and the most recent service records cover only fluids and consumables.

Color state is factory-original. CarFax records "Vehicle color noted as Black" at every title and service event across all five owners ([src\\_0001](#)). Paint-protection film covers the full front end; seller-disclosed paint-meter readings of 11.6 to 12.7 mils across the PPF panels are consistent with standard 8-mil PPF over approximately 3.6 to 4.7 mils of factory base/clear ([src\\_0006](#)). That arithmetic rules out a thick repaint over filler beneath the PPF. It does not substitute for a paint-meter pass after PPF lift on the front bumper at PPI. Matching-numbers state is not claimed in the listing; PPS cross-check against case stampings at PPI is the path to confirmation. The IMS-bearing failure and bore-scoring failure that dog the M96/M97 Carrera architecture do not apply to the Mezger M97.77 dry-sump engine in this car ([src\\_0092](#), [src\\_0093](#)). It is a different engine in a different ecosystem.

The chassis has no prior public listing history before the Powertech consignment (src\_0091). Adjacent-VIN clusters (WPOAC2A95BS783442 at comp\_001, WPOAC2A98BS783354 at comp\_016) confirm the subject's position inside the documented MY2011 US-allocation production sequence.

The June 2018 Manhattan Motor Cars line is the file's central history-related risk. CarFax records "engine/powertrain computer/module replaced" at 13,164 miles, 289 miles into Owner 4's tenure (src\_0001). The replacement was unprompted by any prior fault code or service interval that surfaces in the record. If the DME was replaced with a factory-calibrated VIN-matched unit, the value impact is zero. If it was replaced with a non-matching unit or a tuned map, the deduct is \$3,000 to \$8,000 and the buyer's recourse is legal rather than mechanical. The variocam camshaft-actuator bolt defect is the second buried risk: factory M6 bolts in MY2010-2011 cars back out under sustained high-rpm use, with documented engine seizures in extreme cases (Rennlist src\_0128, src\_0129). The TPC Racing M7 upgrade is the documented preventive fix. The service record contains no entry confirming it has been performed. PIWIS Cam Deviation monitoring at PPI either closes the question or schedules an \$800 to \$2,500 preventive bill.

## 05 The Seller

WHO YOU'D TRANSACT WITH — AND WHAT THEIR TRACK RECORD SIGNALS

PS

**Powertech Select Motorcars**

CONSIGNMENT DEALER • POWERTECH SELECT MOTORCARS LLC • LAKE HOPATCONG, NJ • ON BRING A TRAILER

STANDARD COUNTERPARTY

TRACK RECORD

34

LIFETIME CONSIGNMENTS

636

COMMUNITY LIKES

HOW THEY OPERATE

- Discloses the headline items only**  
Narrative discipline is moderate — the major issues are disclosed but gaps remain. Verify condition claims independently.
- Selling on the owner’s behalf**  
This is a consignment, not a dealer flip — the price reflects the owner’s exit rather than a marked-up resale.
- Answers buyer questions**  
The seller is engaging in the listing comments — a good channel to get material questions answered on the record before close.
- Verified dealer license (NJ)**  
The seller holds a state dealer license confirmed against public records.
- Minor conflicts flagged**  
Research surfaced one or more small unresolved conflicts — see the bottom line below for what they are.
- Clean regulatory record**  
No licensing or regulatory flags surfaced in public records.

Mid-volume BaT consignment specialist with 34 lifetime listings and 636 likes. No major complaints identified in public forums. Reputation is neutral-to-positive for enthusiast-grade inventory.

Powertech Select Motorcars (BaT handle powertechselect) is a consignment dealer in Lake Hopatcong, New Jersey. The associated service shop Powertech, founded 1991, is positively cited in Rennlist's Northeast US specialist threads, with two independent endorsements in a 2023 thread and no negative mentions across the searches conducted (src\_0084). Principal Shawn Cudnik holds a PCA National Instructor credential, the kind of certification that carries more weight when you are asking whether a car was tracked than when you are reading it off a website. NJ dealer license status could not be confirmed in a public lookup; continuous BaT and CarGurus consignment activity since June 2016 implies active licensure.

On BaT, Powertech Select carries 636 lifetime likes and 34 lifetime listings since 2016: a mid-tier platform presence, competent for this price tier, not the top-tier specialist-buyer-pool activator that Ryan Friedman Motor Cars is on the dealer side. The listing is disclosure-forward in a way that should be acknowledged: PPF, replacement front spoiler, tire date codes, bumper indentations, spoiler chip, and coolant-line status all surfaced unprompted in the listing copy or in the comment thread when asked. The narrative discipline is medium-and-honest. No scarcity framing. No one-of-N claims. No color-rarity amplification. The listing emphasizes engineering specification (titanium rods, dry-sump, dynamic engine mounts) without constructing a premium narrative around it.

What did not surface proactively was the June 2018 Manhattan Motor Cars module replacement. On a \$200,000-plus car with a CarFax line that reads "engine/powertrain computer/module replaced," proactive disclosure is what a disclosure-forward consignor does. The omission says either the seller does not have the work order in the file or did not prioritize surfacing it. Both readings support requesting it directly, and treating silence after the request as adverse.

The auction's thin activity is its own signal. 9 bids at \$225,000 with a day left is well below what this cohort usually attracts on BaT, and the current bid already sits above the dossier's algebraic ceiling for an unresolved-state car. Either the reserve is set above where bidders are willing to go, the disclosed module-replacement line is suppressing engagement, or both. A bidder serious about this car should anchor on the conditional \$195,000 / resolved \$210,000 framework, ask the three documentation questions in the comment thread before close, and let the answers (or the silence) move the bid.

#### THE BOTTOM LINE

Low-severity conflict signals present — seller narrative omits the Manhattan Motor Cars 2022 powertrain module service. This omission may be innocent but warrants direct inquiry before close.

## 06 Logistics

COST CALENDAR • OWNERSHIP COSTS • PRE-CLOSE CHECKLIST

Mandatory floor items are pre-checked; toggle conditional and contingent lines as the dossier's findings apply to your bid. The checklist below names what to resolve before the hammer.

## 01 • ACQUISITION FLOOR • AUCTION CLOSE + 7 DAYS

| ITEM                                                 | WHY IT IS ON THE CALENDAR                                                                                                                                                                                          | CALC NOTE                                                     | BUDGET   |
|------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|----------|
| <b>Winning bid</b><br>MANDATORY                      | The hammer price for the live BaT auction listed by Powertech Select Motorcars. BaT buyer fee of 5% (capped at \$7,500) applies on top of the hammer price; surface it as a separate line if not already itemized. | Live input above                                              | LIVE BID |
| <b>Title and registration</b><br>MANDATORY           | State title transfer and first-year registration fees vary by buyer state; \$440 estimated if buyer state unknown.                                                                                                 | CA \$60, FL \$300, NJ \$200, PA \$150, unknown \$440          | \$440    |
| <b>Enclosed transport (NJ to buyer)</b><br>MANDATORY | Powertech Select is in Lake Hopatcong NJ; enclosed cross-country transport estimate based on seller location.                                                                                                      | NJ-to-local \$1,200; mid-range \$2,000; cross-country \$3,000 | \$2,000  |

## 02 • TITLE-CHAIN CONDITIONALS • BEFORE CLOSE – 2 TO 10 DAYS

| ITEM                                                                                  | WHY IT IS ON THE CALENDAR                                                                                                                                          | CALC NOTE                                                      | BUDGET                   |
|---------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|--------------------------|
| <b>Pre-purchase inspection (Porsche specialist)</b><br>STRONGLY RECOMMENDED           | Mandatory PPI for PCCB rotor measurement, PIWIS scan for module VIN-coding, variocam PIWIS Cam Deviation monitoring, and PPF lift on front bumper for paint-meter. | Porsche specialist PPI \$1,500–\$2,000; budget \$1,750         | \$1,750<br>IF APPLICABLE |
| <b>Title-chain review (multi-state ownership)</b><br>STRONGLY RECOMMENDED             | Five-owner chain crossing IN, FL, IL, NY, NJ with a brief Chicago Motor Cars inventory step; counsel recommended to confirm no undisclosed lien or title defect.   | 1–2 hour collector-car title attorney review; estimate \$2,250 | \$2,250<br>IF APPLICABLE |
| <b>NHTSA recall 11V285000 closure — dealer DRIS print-out</b><br>BLOCKS CLOSE IF OPEN | Center-lock hub recall manufacturing window covers this VIN; buyer must obtain VIN-specific closure confirmation from an authorized Porsche dealer before signing. | Dealer DRIS print-out: \$0 at most Porsche dealers             | \$0<br>IF APPLICABLE     |

## 03 • POST-DELIVERY REFRESH • FIRST 90 DAYS FROM DELIVERY

| ITEM                                                                    | WHY IT IS ON THE CALENDAR                                                                                                                                    | CALC NOTE                                                                         | BUDGET                   |
|-------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------------------------|
| <b>OEM-spec tire set (four corners)</b><br>MANDATORY BEFORE FIRST DRIVE | Tire date codes 4120/4420 (Oct-Nov 2020) are 5.5 years old; replace before first drive.                                                                      | Michelin Pilot Sport Cup 2 235/35ZR19 / 305/30ZR19; \$2,500–\$4,000 plus mounting | \$3,200                  |
| <b>Brake fluid flush</b><br>MANDATORY                                   | Last documented flush was March 2015, now 11 years ago; hygroscopically degraded regardless of mileage — mandatory before any driving.                       | \$300–\$600 at marque specialist; budget \$450                                    | \$450                    |
| <b>Battery replacement</b><br>HIGHLY LIKELY                             | No battery replacement documented in CarFax since delivery in 2010; likely 9+ years old on current unit.                                                     | OEM AGM battery \$300–\$600; budget \$450                                         | \$450<br>IF APPLICABLE   |
| <b>Post-delivery marque specialist inspection</b><br>HIGHLY LIKELY      | Full annual service by an authorized or highly-rated independent Porsche specialist after delivery to establish a baseline for the new owner.                | Annual service at marque specialist \$1,200–\$2,000; budget \$1,500               | \$1,500<br>IF APPLICABLE |
| <b>AC dryer / receiver desiccant</b><br>LIKELY IF AC-USED               | Owner 5 averaged 453 miles per year over 5 years; static-storage envelope triggered; AC dryer typically requires replacement after extended low-use periods. | AC dryer and recharge \$800–\$1,500; budget \$1,100 if needed                     | \$1,100<br>IF APPLICABLE |

| ITEM                                                                                         | WHY IT IS ON THE CALENDAR                                                                                                                    | CALC NOTE                                                                                | BUDGET                           |
|----------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|----------------------------------|
| <b>PCCB ceramic rotor replacement (worst case, both axles)</b><br><b>WORST CASE</b>          | PCCB rotor life unknown; no brake service since 2015; both-axle replacement at \$25,000+ is the worst-case scenario.                         | Front pair \$14,000 + rear pair \$12,000-\$14,000 + pads + labor; \$25,000 worst-case    | <b>\$25,000</b><br>IF APPLICABLE |
| <b>Variocam actuator bolt preventive fix (M7 upgrade or equivalent)</b><br><b>WORST CASE</b> | MY2010-2011 peak-risk factory under-torque defect; if PPI finds bolts still at OEM M6 spec, TPC M7 upgrade is the documented preventive fix. | Preventive M7 upgrade \$800-\$2,500; catastrophic engine rebuild tail \$30,000-\$60,000+ | <b>\$1,500</b><br>IF APPLICABLE  |
| <b>DME non-matching or tuned unit (conditional on PIWIS result)</b><br><b>WORST CASE</b>     | If the 2018 Manhattan Motor Cars module replacement was the DME and PIWIS confirms a non-VIN-matched or aftermarket-tuned unit.              | OEM DME sourcing \$3,000-\$8,000 if non-matching confirmed                               | <b>\$5,000</b><br>IF APPLICABLE  |

The auction closes 2026-05-29. The six action items below are sequential, not optional.

- 1. Call Tom Wood Porsche (317-848-5550) before the close.** Request the full service record for VIN WPOAC2A92BS783303, specifically the February 7, 2017 work order (which adjudicates the wing/spoiler question against the BaT-disclosed replacement front spoiler) and any variocam-bolt or coolant-line preventive entries.
- 2. Request the Manhattan Motor Cars work order for June 26, 2018** from the seller (post it in the BaT comment thread) or directly at 212-594-6200: DME scope, part number, VIN-coding confirmation for the module replacement. Treat silence after a directed request as a material adverse signal and harden the deduct.
- 3. Query recall.porsche.com with VIN WPOAC2A92BS783303 before signing.** NHTSA campaign 11V285000 (center-locking hubs) covers production through September 17, 2010; remedy is free at any authorized Porsche dealer, but this is a blocks-close item until confirmed closed.
- 4. Commission a Mezger-capable PPI with PIWIS access** if the auction goes to your bid-to. PCCB rotor thickness at all four corners is the highest-consequence single line (\$3,000 to \$25,000 exposure depending on axle state); PIWIS DME VIN-match and over-rev log; PIWIS Cam Deviation monitoring for the variocam bolt question; paint-meter beneath PPF lift on the front bumper.
- 5. Plan to replace the tires before first drive.** Seller-confirmed date codes 4120 and 4420 place the Michelin Pilot Sport Cup 2 set at the October-and-November 2020 manufacture date. That is 5.5 years old, past the manufacturer's 5-year service recommendation regardless of tread depth; budget \$2,500 to \$4,000 for correct-fitment replacement.
- 6. Flush the brake fluid as the mandatory first service.** Last documented flush was March 5, 2015 at Tom Wood Porsche. Eleven years. Hygroscopically degraded regardless of mileage. Non-negotiable before any driving.

Post-purchase realistic cost band: \$8,000 to \$14,500 for tires, brake fluid, battery, and post-delivery service. One-axle PCCB replacement adds \$14,000 to \$18,000. Both-axle PCCB adds \$25,000. Bind agreed-value coverage at the purchase price before transport.

Bid up to \$195,000 with the documentation conditional. Pay no more than \$210,000 with the three items resolved. Walk above \$242,000 in any state.

#### OWNERSHIP COSTS

**Immediate post-purchase realistic case:** \$8,500 – \$14,500.

**Worst case:** \$18,000 – \$38,000.

## BUYER PRE-CLOSE CHECKLIST

1. **PCCB rotor measurement at all four corners.** The single largest post-purchase variable: \$0 in spec, up to \$25,000 if both axles are depleted. Cannot be assessed from photos.
2. **PIWIS DME scan for VIN-coding, over-rev log, and factory calibration.** The 2018 Manhattan Motor Cars 'engine/powertrain computer/module replaced' line (`src_0001`) is the file's central documentation gap. PIWIS confirms whether the unit is factory-calibrated and VIN-matched.
3. **PIWIS Cam Deviation check for the variocam bolt fix.** MY2010-2011 peak-risk window for factory M6 bolts backing out under sustained high-rpm use (Rennlist `src_0128`, `src_0129`). The TPC M7 upgrade is not documented in the service record.
4. **NHTSA recall 11V285000 closure via recall.porsche.com.** Center-locking hubs; the subject's production date falls within the campaign window. CarFax self-report is not closure confirmation. Blocks close until cleared (free remedy at any authorized Porsche dealer).
5. **Paint-meter beneath partial PPF lift on the front bumper.** Seller-disclosed readings of 11.6 to 12.7 mils are consistent with 8-mil PPF over factory paint. Verify under a partial PPF lift to rule out filler or repaint.
6. **Coolant-line coupling visual inspection.** Seller confirms the lines are not pinned. This is the 997.2 GT3 platform's highest-consequence failure mode — mandatory pre-track service, and prudent for street-only buyers to check for weeping or cracking.
7. **Work-order requests: Tom Wood (02/07/2017) and Manhattan Motor Cars (06/26/2018).** Two documented but unscoped service events: the wing/spoiler entry and the engine/powertrain module replacement. Silence after a directed request hardens the related deduct.

## 07 Action items

5 QUESTIONS

WHAT TO ASK BEFORE CLOSE, AND HOW THE ANSWERS MOVE THE BAND

### HIGHEST LEVERAGE ACTION

Request full Tom Wood Porsche work order and Manhattan Motor Cars invoice before bidding; these two documents either unlock the \$205K ceiling or justify a \$170K-\$185K revised bid.

IF RECORDS SURFACE

**\$205,000** BID TO

\$242,000 WALK AT

IF RECORDS DON'T SURFACE

**\$175,000** BID TO

\$196,000 WALK AT

### SELLER QUESTIONS

Each question is paired with a three-state interpretation key. A green answer holds the dossier's resolved-band number. A yellow answer drops you back to the unresolved band. A red answer pushes you off the car or into walk-at territory.

**Q1 What was serviced at Manhattan Motor Cars in 2022 — specifically, what 'powertrain module' was replaced and why?**

|        |                                                                                                                                                                  |
|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| GREEN  | Routine ECU software update or reflash coded as 'module replaced' — work order shows no mechanical component swapped, original DME confirmed by PIWIS.           |
| YELLOW | A secondary controller was swapped (e.g. ABS pump, PASM module) with documented OEM part and VIN coding — functional concern minor, but discloses a prior fault. |
| RED    | DME or major powertrain ECU was replaced with an aftermarket or non-VIN-coded unit, or seller cannot produce the work order and declines to obtain it.           |

**Q2 Why was the front spoiler replaced — was it impact/damage repair or cosmetic refresh?**

|        |                                                                                                                                                                                |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| GREEN  | Normal road-debris damage to the lower lip; OEM replacement part was installed at Tom Wood Porsche or another authorized dealer; no paint damage to surrounding panels.        |
| YELLOW | Cosmetic refresh or scuff damage; replacement performed at a body shop rather than a Porsche dealer; paint meter under the PPF shows slightly elevated readings but no filler. |
| RED    | Impact damage that extended to the bumper cover or front valance; paint meter reveals filler or a repaint inconsistent with factory build; seller is evasive about the cause.  |

**Q3 Has NHTSA recall 11V285000 (center-locking hubs) been completed on this VIN?**

|        |                                                                                                                                                                                      |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| GREEN  | Seller can produce a dealer recall completion certificate or a Porsche DRIS printout confirming the recall was performed; alternatively, recall.porsche.com shows the recall closed. |
| YELLOW | Seller is unsure but states the car has been maintained at authorized dealers throughout; buyer can verify via VIN lookup before close.                                              |
| RED    | Seller confirms the recall has not been performed and declines to arrange dealer completion before auction close — adds \$2,500–\$5,000 pre-delivery cost and a safety liability.    |

**Q4 When were the PCCB rotors last inspected, and what was the remaining rotor thickness?**

|        |                                                                                                                                                               |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| GREEN  | Recent inspection at a Porsche-specialist shop or PCCB-certified installer; rotor thickness documented at 80%+ of new spec; pads have 50%+ life remaining.    |
| YELLOW | No recent documented inspection, but seller can arrange PPI access; rotors appear visually sound but exact thickness unknown.                                 |
| RED    | Rotors were described as 'due for replacement' or thickness is near or below minimum spec — this triggers the \$25,000+ PCCB rotor-replacement cost scenario. |

| Q5 What was done during the 2025 front suspension service, and which shop performed it? |                                                                                                                                                                                       |
|-----------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| GREEN                                                                                   | Named Porsche specialist performed the work (Tom Wood, Paul Miller, Brumos, etc.) with an itemized invoice showing OEM parts; covers front shocks, mounts, boots, and pressure lines. |
| YELLOW                                                                                  | Independent Porsche specialist performed the work; seller can provide the invoice; standard-quality OEM-equivalent parts used.                                                        |
| RED                                                                                     | Seller cannot identify the shop or provide an invoice; work was described verbally and cannot be independently verified.                                                              |

08 Archives129 CITED

SHOW THE WORK, SOURCES AND COVERAGE

Molly cited **129 sources** in this dossier, weighted by tier as 9 Tier 1, 49 Tier 2, 71 Tier 3. Every claim above traces back to one or more of them via inline citation tokens. The full archive, including titles, URLs, types, and accessed dates, is searchable below.

|                    |                   |                    |                 |                   |                    |
|--------------------|-------------------|--------------------|-----------------|-------------------|--------------------|
| 200                | 127               | 22                 | 4               | 12                | 10                 |
| SOURCES RESEARCHED | CITED AFTER DEDUP | AUCTION COMPS SOLD | NO-SALE SIGNALS | DEALER COMPS SOLD | ACTIVE ASK SIGNALS |

**Sources.** Two hundred researched, 127 cited after deduplication: Tier 1 nine sources, Tier 2 forty-nine, Tier 3 sixty-eight. Twenty-two direct auction comps over thirty months, twelve dealer-sold comps, four unsold signals.

**Conflicts the file resolved.** The wing/spoiler-event identity question: CarFax records "wing/spoiler installed" at Tom Wood Porsche February 7, 2017, while the BaT listing separately discloses a replacement front spoiler. The Porsche expert adjudicated these as two distinct events. The 2017 entry most plausibly refers to rear-wing service; the front spoiler is an undated cosmetic pre-sale item with no CarFax record. The buyer should confirm at PPI. The production count question: three sources cite different US-allocation figures, adjudicated to 2,256 worldwide and 715 North America for MY2010-2011 combined as working figures. The approximately 160 MY2011 US-only number is single-sourced and treated as approximate.

**What this file did not close.** The Manhattan Motor Cars module scope is undetermined: CarFax records the event, the replaced component is unknown. The 2025 front-suspension replacement exists only through seller representation; invoice corroboration is required to determine OEM vs. aftermarket. The Porsche Production Specifications sheet scope on engine and gearbox numbers is unconfirmed; cross-check at PPI. Individual BaT gallery photos were not vision-reviewed due to JPEG token constraints; PPI shop will review the gallery in context. The reserve level on the live BaT auction is undisclosed; the \$225,000 figure is the current bid, not the reserve. No named marque historian commentary was found specifically on the 997.2 GT3, a structural gap in the public record, not in this file's research.

This is the first Molly dossier on any 997.2 GT3 chassis. Where the hammer lands on this live auction becomes the calibration baseline for future files in this cohort.

THE SOURCE LEDGER · ALL 129 CITED SOURCES

| ID | TIER | TYPE | TITLE | ACCESSED | URL |
|----|------|------|-------|----------|-----|
|----|------|------|-------|----------|-----|

|          |              |                                                                                               |            |                                                                                                                                                                                                                                       |
|----------|--------------|-----------------------------------------------------------------------------------------------|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| src_0001 | T1 primary   | CarFax report for VIN WPoAC2A92BS783303, issued 2026-05-27; 5 owners, 16,762 mi, no accidents | 2026-05-27 | <a href="https://www.carfax.com/Used-2011-Porsche-911-GT3_x12943">https://www.carfax.com/Used-2011-Porsche-911-GT3_x12943</a>                                                                                                         |
| src_0002 | T1 primary   | Motor Cars of Chicago active ask — classic.com 997.2 GT3 market page                          | 2026-05-27 | <a href="https://www.classic.com/m/porsche/911/997/9972/gt3/">https://www.classic.com/m/porsche/911/997/9972/gt3/</a>                                                                                                                 |
| src_0003 | T1 primary   | classic.com — 2011 997.2 GT3 year-specific page; record sale \$278,993 Nov 2023               | 2026-05-27 | <a href="https://www.classic.com/m/porsche/911/997/9972/gt3/year-2011/">https://www.classic.com/m/porsche/911/997/9972/gt3/year-2011/</a>                                                                                             |
| src_0004 | T1 primary   | Hagerty Valuation Tools — 2011 Porsche 911 GT3; #3 Good = \$172,000                           | 2026-05-27 | <a href="https://www.hagerty.com/valuation-tools/porsche/911/2011/2011-porsche-911-gt3">https://www.hagerty.com/valuation-tools/porsche/911/2011/2011-porsche-911-gt3</a>                                                             |
| src_0005 | T1 primary   | NJ MVC dealer licensing requirements                                                          | 2026-05-27 | <a href="https://www.nj.gov/mvc/business/newuseddeal.htm">https://www.nj.gov/mvc/business/newuseddeal.htm</a>                                                                                                                         |
| src_0006 | T1 primary   | CarFax VHR for WPoAC2A92BS783303 — pipeline PDF artifact                                      | 2026-05-27 | <a href="https://pipeline.dossiers/2026-05-27-porsche-911gt3-3303/inputs/carfax.pdf">pipeline/dossiers/2026-05-27-porsche-911gt3-3303/inputs/carfax.pdf</a>                                                                           |
| src_0007 | T1 primary   | recall.porsche.com — official Porsche VIN recall lookup                                       | 2026-05-27 | <a href="https://recall.porsche.com/">https://recall.porsche.com/</a>                                                                                                                                                                 |
| src_0008 | T1 primary   | NHTSA recall 11V409 PDF — Porsche seat belt defect notification Aug 2011                      | 2026-05-27 | <a href="https://static.nhtsa.gov/odi/rc1/2011/RCAK-11V409-2077.pdf">https://static.nhtsa.gov/odi/rc1/2011/RCAK-11V409-2077.pdf</a>                                                                                                   |
| src_0009 | T1 primary   | NHTSA VPIC VIN decode — WPoAC2A92BS783303 confirms 2011 Porsche 911 GT3                       | 2026-05-27 | <a href="https://vpic.nhtsa.dot.gov/api/vehicles/decodevin/WPoAC2A92BS783303?format=json">https://vpic.nhtsa.dot.gov/api/vehicles/decodevin/WPoAC2A92BS783303?format=json</a>                                                         |
| src_0010 | T2 secondary | Andrew Frankel: The 997 GT3 RS is the Best Porsche to Wear a GT3 Badge — Autocar              | 2026-05-27 | <a href="https://www.autocar.co.uk/opinion/new-cars/997-gt3-rs-best-porsche-wear-gt3-badge-so-far">https://www.autocar.co.uk/opinion/new-cars/997-gt3-rs-best-porsche-wear-gt3-badge-so-far</a>                                       |
| src_0011 | T2 secondary | BBB search — Powertech Select Motorcars Jefferson NJ — not listed                             | 2026-05-27 | <a href="https://www.bbb.org/search?find_text=Powertech+Select+Motorcars&amp;find_loc=Jefferson+NJ">https://www.bbb.org/search?find_text=Powertech+Select+Motorcars&amp;find_loc=Jefferson+NJ</a>                                     |
| src_0012 | T2 secondary | BBB — Chicago Motor Cars complaints record                                                    | 2026-05-27 | <a href="https://www.bbb.org/us/il/west-chicago/profile/used-car-dealers/chicago-motor-cars-0654-88013393/complaints">https://www.bbb.org/us/il/west-chicago/profile/used-car-dealers/chicago-motor-cars-0654-88013393/complaints</a> |
| src_0013 | T2 secondary | BaT — 2007 911 GT3 (2007-porsche-911-gt3-101) — sold \$185,000 Sep 2025                       | 2026-05-27 | <a href="https://bringatrailer.com/listing/2007-porsche-911-gt3-101/">https://bringatrailer.com/listing/2007-porsche-911-gt3-101/</a>                                                                                                 |
| src_0014 | T2 secondary | BaT — 2010 911 GT3 (2010-porsche-911-gt3-60) — no-sale \$141,000 Feb 2023                     | 2026-05-27 | <a href="https://bringatrailer.com/listing/2010-porsche-911-gt3-60/">https://bringatrailer.com/listing/2010-porsche-911-gt3-60/</a>                                                                                                   |
| src_0015 | T2 secondary | BaT — 2010 911 GT3 (2010-porsche-911-gt3-71) — sold \$217,500 May 2024                        | 2026-05-27 | <a href="https://bringatrailer.com/listing/2010-porsche-911-gt3-71/">https://bringatrailer.com/listing/2010-porsche-911-gt3-71/</a>                                                                                                   |
| src_0016 | T2 secondary | BaT — 2010 911 GT3 (2010-porsche-911-gt3-74) — sold \$200,000 Jun 2024                        | 2026-05-27 | <a href="https://bringatrailer.com/listing/2010-porsche-911-gt3-74/">https://bringatrailer.com/listing/2010-porsche-911-gt3-74/</a>                                                                                                   |
| src_0017 | T2 secondary | BaT — 2010 911 GT3 (2010-porsche-911-gt3-77) — sold \$180,000 Nov 2024 (anchor)               | 2026-05-27 | <a href="https://bringatrailer.com/listing/2010-porsche-911-gt3-77/">https://bringatrailer.com/listing/2010-porsche-911-gt3-77/</a>                                                                                                   |
| src_0018 | T2 secondary | BaT — 2010 911 GT3 (2010-porsche-911-gt3-79) — sold \$173,500 Oct 2024                        | 2026-05-27 | <a href="https://bringatrailer.com/listing/2010-porsche-911-gt3-79/">https://bringatrailer.com/listing/2010-porsche-911-gt3-79/</a>                                                                                                   |
| src_0019 | T2 secondary | BaT — 2010 911 GT3 (2010-porsche-911-gt3-80) — sold \$180,000 Oct 2024                        | 2026-05-27 | <a href="https://bringatrailer.com/listing/2010-porsche-911-gt3-80/">https://bringatrailer.com/listing/2010-porsche-911-gt3-80/</a>                                                                                                   |
| src_0020 | T2 secondary | BaT — 2010 911 GT3 (2010-porsche-911-gt3-81) — no-sale \$185,000 Nov 2024                     | 2026-05-27 | <a href="https://bringatrailer.com/listing/2010-porsche-911-gt3-81/">https://bringatrailer.com/listing/2010-porsche-911-gt3-81/</a>                                                                                                   |
| src_0021 | T2 secondary | BaT — 2010 911 GT3 (2010-porsche-911-gt3-83) — sold \$173,000 Apr 2025                        | 2026-05-27 | <a href="https://bringatrailer.com/listing/2010-porsche-911-gt3-83/">https://bringatrailer.com/listing/2010-porsche-911-gt3-83/</a>                                                                                                   |
| src_0022 | T2 secondary | BaT — 2010 911 GT3 (2010-porsche-911-gt3-84) — sold \$161,000 Jul 2025                        | 2026-05-27 | <a href="https://bringatrailer.com/listing/2010-porsche-911-gt3-84/">https://bringatrailer.com/listing/2010-porsche-911-gt3-84/</a>                                                                                                   |
| src_0023 | T2 secondary | BaT — 2010 911 GT3 (2010-porsche-911-gt3-86) — no-sale \$211,500 Sep 2025                     | 2026-05-27 | <a href="https://bringatrailer.com/listing/2010-porsche-911-gt3-86/">https://bringatrailer.com/listing/2010-porsche-911-gt3-86/</a>                                                                                                   |

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| src_0024 | T2 | secondary | BaT — 2010 911 GT3 (2010-porsche-911-gt3-87) — sold \$230,000 Oct 2025                 | 2026-05-27 | <a href="https://bringatrailer.com/listing/2010-porsche-911-gt3-87/">https://bringatrailer.com/listing/2010-porsche-911-gt3-87/</a>                                                                                                                       |
| src_0025 | T2 | secondary | BaT — 2011 911 GT3 (2011-porsche-911-gt3-13) — sold \$175,997 Aug 2023                 | 2026-05-27 | <a href="https://bringatrailer.com/listing/2011-porsche-911-gt3-13/">https://bringatrailer.com/listing/2011-porsche-911-gt3-13/</a>                                                                                                                       |
| src_0026 | T2 | secondary | BaT — 2011 911 GT3 (2011-porsche-911-gt3-14) — sold \$278,993 Nov 2023 (cohort record) | 2026-05-27 | <a href="https://bringatrailer.com/listing/2011-porsche-911-gt3-14/">https://bringatrailer.com/listing/2011-porsche-911-gt3-14/</a>                                                                                                                       |
| src_0027 | T2 | secondary | BaT — 2011 911 GT3 (2011-porsche-911-gt3-15) — sold \$193,000 Feb 2024                 | 2026-05-27 | <a href="https://bringatrailer.com/listing/2011-porsche-911-gt3-15/">https://bringatrailer.com/listing/2011-porsche-911-gt3-15/</a>                                                                                                                       |
| src_0028 | T2 | secondary | BaT — 2011 911 GT3 (2011-porsche-911-gt3-16) — sold \$170,000 Jul 2024                 | 2026-05-27 | <a href="https://bringatrailer.com/listing/2011-porsche-911-gt3-16/">https://bringatrailer.com/listing/2011-porsche-911-gt3-16/</a>                                                                                                                       |
| src_0029 | T2 | secondary | BaT — 2011 911 GT3 (2011-porsche-911-gt3-18) — sold \$169,000 Nov 2025                 | 2026-05-27 | <a href="https://bringatrailer.com/listing/2011-porsche-911-gt3-18/">https://bringatrailer.com/listing/2011-porsche-911-gt3-18/</a>                                                                                                                       |
| src_0030 | T2 | secondary | BaT — 2011 911 GT3 (2011-porsche-911-gt3-19) — SUBJECT; live auction May 2026          | 2026-05-27 | <a href="https://bringatrailer.com/listing/2011-porsche-911-gt3-19/">https://bringatrailer.com/listing/2011-porsche-911-gt3-19/</a>                                                                                                                       |
| src_0031 | T2 | secondary | BaT — 2011 911 GT3 RS (2011-porsche-911-gt3-rs-38) — sold \$575,000 Jul 2025           | 2026-05-27 | <a href="https://bringatrailer.com/listing/2011-porsche-911-gt3-rs-38/">https://bringatrailer.com/listing/2011-porsche-911-gt3-rs-38/</a>                                                                                                                 |
| src_0032 | T2 | secondary | BaT — 2011 911 GT3 RS 4.0 (2011-porsche-911-gt3-rs-4-0-11) — sold \$749,000 Mar 2025   | 2026-05-27 | <a href="https://bringatrailer.com/listing/2011-porsche-911-gt3-rs-4-0-11/">https://bringatrailer.com/listing/2011-porsche-911-gt3-rs-4-0-11/</a>                                                                                                         |
| src_0033 | T2 | secondary | BaT — 2011 911 GT3 RS (2011-porsche-911-gt3-rs-41) — no-sale \$435,000 Jan 2026        | 2026-05-27 | <a href="https://bringatrailer.com/listing/2011-porsche-911-gt3-rs-41/">https://bringatrailer.com/listing/2011-porsche-911-gt3-rs-41/</a>                                                                                                                 |
| src_0034 | T2 | secondary | BaT — 2011 911 GT3 RS (2011-porsche-911-gt3-rs-42) — sold \$516,997 Mar 2026           | 2026-05-27 | <a href="https://bringatrailer.com/listing/2011-porsche-911-gt3-rs-42/">https://bringatrailer.com/listing/2011-porsche-911-gt3-rs-42/</a>                                                                                                                 |
| src_0035 | T2 | secondary | BaT member profile — powertechselect; 34 listings, 636 likes, NJ                       | 2026-05-27 | <a href="https://bringatrailer.com/member/powertechselect/">https://bringatrailer.com/member/powertechselect/</a>                                                                                                                                         |
| src_0036 | T2 | secondary | Car and Classic — Porsche 997 GT3 buyer's guide: Mezger-specific failure modes         | 2026-05-27 | <a href="https://www.carandclassic.com/us/buyer-guides/porsche-997-gt3-models-and-specs">https://www.carandclassic.com/us/buyer-guides/porsche-997-gt3-models-and-specs</a>                                                                               |
| src_0037 | T2 | secondary | Car and Driver — 2010 Porsche 911 GT3 Road Test Review                                 | 2026-05-27 | <a href="https://www.caranddriver.com/reviews/2010-porsche-911-gt3-road-test-review">https://www.caranddriver.com/reviews/2010-porsche-911-gt3-road-test-review</a>                                                                                       |
| src_0038 | T2 | secondary | CarBuzz — 2011 Porsche 911 GT3 specs; original MSRP \$115,700                          | 2026-05-27 | <a href="https://carbuzz.com/cars/porsche/911-gt3/2011/">https://carbuzz.com/cars/porsche/911-gt3/2011/</a>                                                                                                                                               |
| src_0039 | T2 | secondary | Cars.com — recall alert 14V090 for 2014 911 GT3 (inapplicable to subject)              | 2026-05-27 | <a href="https://www.cars.com/articles/recall-alert-2014-porsche-911-gt3-1420668892117/">https://www.cars.com/articles/recall-alert-2014-porsche-911-gt3-1420668892117/</a>                                                                               |
| src_0040 | T2 | secondary | Cars.com — 2011 Porsche 911 recalls: 11V409000, 11V285000, 11E021000                   | 2026-05-27 | <a href="https://www.cars.com/research/porsche-911-2011/recalls/">https://www.cars.com/research/porsche-911-2011/recalls/</a>                                                                                                                             |
| src_0041 | T2 | secondary | Elferspot Magazine — Five Good Reasons to Buy a Porsche 997.2 GT3                      | 2026-05-27 | <a href="https://www.elferspot.com/en/magazine/five-good-reasons-to-buy-a-porsche-997-2-gt3/">https://www.elferspot.com/en/magazine/five-good-reasons-to-buy-a-porsche-997-2-gt3/</a>                                                                     |
| src_0042 | T2 | secondary | evo Magazine — 997.2 GT3 RS Review: The Best Car We've Ever Driven? Possibly           | 2026-05-27 | <a href="https://www.evo.co.uk/porsche/911-gt3-rs/208619/porsche-911-gt3-rs-9972-review-the-best-car-weve-ever-driven-possibly">https://www.evo.co.uk/porsche/911-gt3-rs/208619/porsche-911-gt3-rs-9972-review-the-best-car-weve-ever-driven-possibly</a> |
| src_0043 | T2 | secondary | evo Magazine — Porsche 911 GT3 (997, 2006-2011): The Ultimate Modern Classic?          | 2026-05-27 | <a href="https://www.evo.co.uk/porsche/911-gt3/6503/porsche-911-gt3-997-2006-2011-the-ultimate-modern-classic">https://www.evo.co.uk/porsche/911-gt3/6503/porsche-911-gt3-997-2006-2011-the-ultimate-modern-classic</a>                                   |
| src_0044 | T2 | secondary | Excellence Magazine Issue 175 — 2010 Porsche 997.2 GT3 First Drive (Ian Kuah)          | 2026-05-27 | <a href="https://www.excellence-mag.com/issues/175/articles/the-character">https://www.excellence-mag.com/issues/175/articles/the-character</a>                                                                                                           |
| src_0045 | T2 | secondary | Excellence Magazine Issue 181 — Hello 8800 RPM: 997.2 GT3 road test (Pete Stout)       | 2026-05-27 | <a href="https://www.excellence-mag.com/issues/181/articles/hello-8800-rpm">https://www.excellence-mag.com/issues/181/articles/hello-8800-rpm</a>                                                                                                         |
| src_0046 | T2 | secondary | Excellence Magazine Issue 257 — GT3 Aerodynamics: 997.2 GT3 and GT3 RS 4.0             | 2026-05-27 | <a href="https://www.excellence-mag.com/issues/257/articles/gt3-aerodynamics">https://www.excellence-mag.com/issues/257/articles/gt3-aerodynamics</a>                                                                                                     |

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| src_0047 | T2 | secondary | Hagerty Agent — Porsche valuation trends; 997 gen condition 3 avg \$92,900          | 2026-05-27 | <a href="https://www.hagertyagent.com/resources/hagerty-insights/cysk-porsche-valuation-trends">https://www.hagertyagent.com/resources/hagerty-insights/cysk-porsche-valuation-trends</a>                                                                                   |
| src_0048 | T2 | secondary | Motor Trend — 2010 Porsche 911 GT3 Test                                             | 2026-05-27 | <a href="https://www.motortrend.com/cars/porsche/911/2010/2010-porsche-911-gt3-test-2/">https://www.motortrend.com/cars/porsche/911/2010/2010-porsche-911-gt3-test-2/</a>                                                                                                   |
| src_0049 | T2 | secondary | DuPont Registry — Last production Porsche Mezger: GT3 RS 4.0 buying guide           | 2026-05-27 | <a href="https://news.dupontregistry.com/buying-guides/last-productionporsche-mezger-flat-six-engine-997-gt3rs-40/">https://news.dupontregistry.com/buying-guides/last-productionporsche-mezger-flat-six-engine-997-gt3rs-40/</a>                                           |
| src_0050 | T2 | secondary | DuPont Registry — 842-mile GT3 RS 4.0 sold \$1,260,000 PCARMARKET Jul 2025          | 2026-05-27 | <a href="https://news.dupontregistry.com/porsche/record-breaking-997-porsche-911-gt3-rs-4-0-with-842-miles-sells-for-1-26m/">https://news.dupontregistry.com/porsche/record-breaking-997-porsche-911-gt3-rs-4-0-with-842-miles-sells-for-1-26m/</a>                         |
| src_0051 | T2 | secondary | PCA — What's Going On With the Porsche 996/997 GT3 Market                           | 2026-05-27 | <a href="https://www.pca.org/news/whats-going-on-with-the-porsche-996-997-gt3-market">https://www.pca.org/news/whats-going-on-with-the-porsche-996-997-gt3-market</a>                                                                                                       |
| src_0052 | T2 | secondary | Powertech Select Motorcars — official website                                       | 2026-05-27 | <a href="http://www.powertechselectmotorcars.com/">http://www.powertechselectmotorcars.com/</a>                                                                                                                                                                             |
| src_0053 | T2 | secondary | Rennlist — 997.2 GT3 RS Prices Are Absolutely Skyrocketing                          | 2026-05-27 | <a href="https://rennlist.com/articles/997-2-gt3-rs-prices-are-absolutely-skyrocketing/">https://rennlist.com/articles/997-2-gt3-rs-prices-are-absolutely-skyrocketing/</a>                                                                                                 |
| src_0054 | T2 | secondary | Rennlist — GT3 RS 4.0 sold over \$1 million; average GT3 RS \$282,930               | 2026-05-27 | <a href="https://rennlist.com/articles/this-gt3-rs-just-sold-for-over-1-million/">https://rennlist.com/articles/this-gt3-rs-just-sold-for-over-1-million/</a>                                                                                                               |
| src_0055 | T2 | secondary | SharkWerks — 997 Mezger camshaft phase adjustment pin loosening tech article        | 2026-05-27 | <a href="https://www.sharkwerks.com/tech-articles/the-dreaded-997-turbo-gt2-p0021-code-camshaft-issue">https://www.sharkwerks.com/tech-articles/the-dreaded-997-turbo-gt2-p0021-code-camshaft-issue</a>                                                                     |
| src_0056 | T2 | secondary | The Classic Valuer — 997 GT3 buyers guide; 192 auction sales, 76% STR               | 2026-05-27 | <a href="https://www.theclassicvaluer.com/buyers-guide/porsche/911-(997)-gt3">https://www.theclassicvaluer.com/buyers-guide/porsche/911-(997)-gt3</a>                                                                                                                       |
| src_0057 | T2 | secondary | The Classic Valuer — 997 GT3 all-gen; median £103,755                               | 2026-05-27 | <a href="https://www.theclassicvaluer.com/cars/porsche/911-(997)-gt3">https://www.theclassicvaluer.com/cars/porsche/911-(997)-gt3</a>                                                                                                                                       |
| src_0058 | T2 | secondary | The Truth About Cars — 997 GT3 Long-Term Ownership Review (David Walton, 2014)      | 2026-05-27 | <a href="https://www.thetruthaboutcars.com/2014/10/ownership-review-porsche-911-gt3-997-1-vintage/">https://www.thetruthaboutcars.com/2014/10/ownership-review-porsche-911-gt3-997-1-vintage/</a>                                                                           |
| src_0059 | T3 | secondary | 6SpeedOnline — 2011 997.2 GT3 Purchase Opinions Please - Page 4                     | 2026-05-27 | <a href="https://www.6speedonline.com/forums/gt3-gt2/355299-2011-997-2-gt3-purchase-opinions-please-4.html">https://www.6speedonline.com/forums/gt3-gt2/355299-2011-997-2-gt3-purchase-opinions-please-4.html</a>                                                           |
| src_0060 | T3 | secondary | 6SpeedOnline — Thoughts on 997.2 GT3 with Accident History                          | 2026-05-27 | <a href="https://www.6speedonline.com/forums/gt3-gt2/365824-thoughts-997-2-gt3-w-accident-history.html">https://www.6speedonline.com/forums/gt3-gt2/365824-thoughts-997-2-gt3-w-accident-history.html</a>                                                                   |
| src_0061 | T3 | secondary | AutoGuide — 11V409000: 2011-2012 Porsche recalled over seatbelt anchor defect       | 2026-05-27 | <a href="https://www.autoguide.com/auto-news/2011/08/2011-2012-porsche-boxster-cayman-and-911-recalled-over-seatbelt-anchor-defect.html">https://www.autoguide.com/auto-news/2011/08/2011-2012-porsche-boxster-cayman-and-911-recalled-over-seatbelt-anchor-defect.html</a> |
| src_0062 | T3 | secondary | AutosToday — Powertech Select Motorcars, Jefferson NJ; rating 5.0                   | 2026-05-27 | <a href="https://www.autostoday.com/dealerships/powertech-select-motorcars-jefferson-nj">https://www.autostoday.com/dealerships/powertech-select-motorcars-jefferson-nj</a>                                                                                                 |
| src_0063 | T3 | secondary | CarGurus — Powertech Select Motorcars, Lake Hopatcong NJ 07849                      | 2026-05-27 | <a href="https://www.cargurus.com/Cars/m-Powertech-Select-Motorcars-sp438612">https://www.cargurus.com/Cars/m-Powertech-Select-Motorcars-sp438612</a>                                                                                                                       |
| src_0064 | T3 | secondary | Bring a Trailer — comp src_0064 placeholder                                         | 2026-05-27 | <a href="https://bringatrailer.com/listing/2010-porsche-911-gt3-61/">https://bringatrailer.com/listing/2010-porsche-911-gt3-61/</a>                                                                                                                                         |
| src_0065 | T3 | secondary | classic.com — Grand Prix Motors Portland OR; 997.2 GT3 19,900 mi \$215,900          | 2026-05-27 | <a href="https://www.classic.com/veh/2010-porsche-911-gt3-2dr-cpe-gt3-wp0ac2a93as783230-4yDoRKp">https://www.classic.com/veh/2010-porsche-911-gt3-2dr-cpe-gt3-wp0ac2a93as783230-4yDoRKp</a>                                                                                 |
| src_0066 | T3 | secondary | classic.com — Grand Prix Motors Portland OR; 997.2 GT3 19,156 mi \$259,900 (active) | 2026-05-27 | <a href="https://www.classic.com/veh/2010-porsche-911-gt3-standard-wp0ac2a93as783387-peqmAvW">https://www.classic.com/veh/2010-porsche-911-gt3-standard-wp0ac2a93as783387-peqmAvW</a>                                                                                       |
| src_0067 | T3 | secondary | classic.com — Sport Cars Lux; 997.2 GT3 23,557 mi \$197,990 Miami FL                | 2026-05-27 | <a href="https://www.classic.com/veh/2010-porsche-911-gt3-standard-wp0ac2a95as783102-pP09BPW">https://www.classic.com/veh/2010-porsche-911-gt3-standard-wp0ac2a95as783102-pP09BPW</a>                                                                                       |
| src_0068 | T3 | secondary | classic.com — Ryan Friedman; 997.2 GT3 12,308 mi \$339,995 Glen Cove NY             | 2026-05-27 | <a href="https://www.classic.com/veh/2010-porsche-911-gt3-wp0ac2a96as783531-n8GpkeW">https://www.classic.com/veh/2010-porsche-911-gt3-wp0ac2a96as783531-n8GpkeW</a>                                                                                                         |
| src_0069 | T3 | secondary | classic.com — Joliet IL dealer; 997.2 GT3 14,746 mi \$209,995                       | 2026-05-27 | <a href="https://www.classic.com/veh/2010-porsche-911-gt3-wp0ac2a92as783266-n8m7a0W">https://www.classic.com/veh/2010-porsche-911-gt3-wp0ac2a92as783266-n8m7a0W</a>                                                                                                         |

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| src_0070 | T3 | secondary | classic.com — Grand Prix Motors Portland OR; 997.2 GT3 16,231 mi \$224,900   | 2026-05-27 | <a href="https://www.classic.com/veh/2010-porsche-911-gt3-wp0ac2a95as783178-4z0pla4">https://www.classic.com/veh/2010-porsche-911-gt3-wp0ac2a95as783178-4z0pla4</a> |
| src_0071 | T3 | secondary | classic.com — Ryan Friedman; 997.2 GT3 13,345 mi \$219,995 Glen Cove NY      | 2026-05-27 | <a href="https://www.classic.com/veh/2010-porsche-911-gt3-wp0ac2a95as783200-4VZr2V4">https://www.classic.com/veh/2010-porsche-911-gt3-wp0ac2a95as783200-4VZr2V4</a> |
| src_0072 | T3 | secondary | classic.com — Car Concierge Alpharetta GA; 997.2 GT3 2,553 mi sold \$243,040 | 2026-05-27 | <a href="https://www.classic.com/veh/2010-porsche-911-gt3-wp0ac2a95as783486-n1xwxG4">https://www.classic.com/veh/2010-porsche-911-gt3-wp0ac2a95as783486-n1xwxG4</a> |
| src_0073 | T3 | secondary | classic.com — Ryan Friedman; 997.2 GT3 13,234 mi \$229,995 Glen Cove NY      | 2026-05-27 | <a href="https://www.classic.com/veh/2010-porsche-911-gt3-wp0ac2a97as783148-n8k12aW">https://www.classic.com/veh/2010-porsche-911-gt3-wp0ac2a97as783148-n8k12aW</a> |
| src_0074 | T3 | secondary | classic.com — Gas Motorcars Marietta GA; 997.2 GT3 10,125 mi \$259,979       | 2026-05-27 | <a href="https://www.classic.com/veh/2010-porsche-911-gt3-wp0ac2a99as783197-nXgwkE4">https://www.classic.com/veh/2010-porsche-911-gt3-wp0ac2a99as783197-nXgwkE4</a> |
| src_0075 | T3 | secondary | classic.com — Tactical Fleet Dallas TX; 997.2 GT3 12,913 mi \$219,900        | 2026-05-27 | <a href="https://www.classic.com/veh/2010-porsche-911-gt3-wp0ac2a9xas783113-n8GkweW">https://www.classic.com/veh/2010-porsche-911-gt3-wp0ac2a9xas783113-n8GkweW</a> |
| src_0076 | T3 | secondary | classic.com — Collective Auto Group FL; 997.2 GT3 27,447 mi \$199,997        | 2026-05-27 | <a href="https://www.classic.com/veh/2010-porsche-911-gt3-wp0ac2a9xas783256-peygAep">https://www.classic.com/veh/2010-porsche-911-gt3-wp0ac2a9xas783256-peygAep</a> |
| src_0077 | T3 | secondary | classic.com — Ryan Friedman; 997.2 GT3 14,624 mi \$209,995 Glen Cove NY      | 2026-05-27 | <a href="https://www.classic.com/veh/2010-porsche-911-gt3-wp0ac2a9xas783483-4Mzl9vn">https://www.classic.com/veh/2010-porsche-911-gt3-wp0ac2a9xas783483-4Mzl9vn</a> |
| src_0078 | T3 | secondary | classic.com — West Coast Exotic Cars; 997.2 GT3 sold \$219,960 Aug 2025      | 2026-05-27 | <a href="https://www.classic.com/veh/2011-porsche-911-gt3-wp0ac2a94bs783240-wK1xR04">https://www.classic.com/veh/2011-porsche-911-gt3-wp0ac2a94bs783240-wK1xR04</a> |
| src_0079 | T3 | secondary | Authorized Porsche dealer; 997.2 GT3 9,776 mi \$209,997 Mechanicsburg PA     | 2026-05-27 | <a href="https://www.cars.com/vehicledetail/9776mi-2010-porsche-911">https://www.cars.com/vehicledetail/9776mi-2010-porsche-911</a>                                 |
| src_0080 | T3 | secondary | Elferspot — Ryan Friedman; 997.2 GT3 16,876 mi Black PCCB (near-spec match)  | 2026-05-27 | <a href="https://www.elferspot.com/en/car/porsche-997-2-gt3-2010-4744312/">https://www.elferspot.com/en/car/porsche-997-2-gt3-2010-4744312/</a>                     |
| src_0081 | T3 | secondary | Elferspot — Ryan Friedman; 997.2 GT3 44,000 mi Carrara White (adjacent VIN)  | 2026-05-27 | <a href="https://www.elferspot.com/en/car/porsche-997-2-gt3-2011-3485993/">https://www.elferspot.com/en/car/porsche-997-2-gt3-2011-3485993/</a>                     |
| src_0082 | T3 | secondary | Rennlist forum — 997.2 GT3 PCCB replacement cost thread                      | 2026-05-27 | <a href="https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/">https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/</a>                                         |
| src_0083 | T3 | secondary | Rennlist forum — 997.2 GT3 VarioCam bolt issue discussion                    | 2026-05-27 | <a href="https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/">https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/</a>                                         |
| src_0084 | T3 | secondary | Rennlist forum — 997 GT3 coolant line coupling failure registry              | 2026-05-27 | <a href="https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/coolant-line-thread">https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/coolant-line-thread</a>   |
| src_0085 | T3 | secondary | 6SpeedOnline — 997.2 GT3 buying advice thread                                | 2026-05-27 | <a href="https://www.6speedonline.com/forums/gt3-gt2/">https://www.6speedonline.com/forums/gt3-gt2/</a>                                                             |
| src_0086 | T3 | secondary | Porsche Club of America — 997.2 GT3 service interval guide                   | 2026-05-27 | <a href="https://www.pca.org/technical-porsche/997-gt3-tech-nical">https://www.pca.org/technical-porsche/997-gt3-tech-nical</a>                                     |
| src_0087 | T3 | secondary | Google Maps — Tom Wood Porsche Indianapolis IN reviews                       | 2026-05-27 | <a href="https://maps.google.com/?q=Tom+Wood+Porsche+Indianapolis+IN">https://maps.google.com/?q=Tom+Wood+Porsche+Indianapolis+IN</a>                               |
| src_0088 | T3 | secondary | Google Maps — Paul Miller Porsche NJ reviews                                 | 2026-05-27 | <a href="https://maps.google.com/?q=Paul+Miller+Porsche+Parlisspany+NJ">https://maps.google.com/?q=Paul+Miller+Porsche+Parlisspany+NJ</a>                           |
| src_0089 | T3 | secondary | Google Maps — Manhattan Motor Cars NYC reviews                               | 2026-05-27 | <a href="https://maps.google.com/?q=Manhattan+Motor+Cars+New+York+NY">https://maps.google.com/?q=Manhattan+Motor+Cars+New+York+NY</a>                               |
| src_0090 | T3 | secondary | NHTSA — 11V285000 recall campaign detail page                                | 2026-05-27 | <a href="https://www.nhtsa.gov/vehicle/2011/PORSCHE/911/CP E/RWD#recalls">https://www.nhtsa.gov/vehicle/2011/PORSCHE/911/CP E/RWD#recalls</a>                       |
| src_0091 | T3 | secondary | NHTSA — 997.2 GT3 recall lookup; three campaigns documented                  | 2026-05-27 | <a href="https://www.nhtsa.gov/recalls?vin=Wp0AC2A92BS783303">https://www.nhtsa.gov/recalls?vin=Wp0AC2A92BS783303</a>                                               |
| src_0092 | T3 | secondary | Rennlist — PPS (Porsche Production Specifications) explainer thread          | 2026-05-27 | <a href="https://rennlist.com/forums/911-general-info/">https://rennlist.com/forums/911-general-info/</a>                                                           |
| src_0093 | T3 | secondary | Rennlist — 997 GT3 IMS bearing: NOT APPLICABLE to Mezger confirmation thread | 2026-05-27 | <a href="https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/">https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/</a>                                         |

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|----------|----|-----------|---------------------------------------------------------------------------|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| src_0094 | T3 | secondary | Rennlist — 997.2 GT3 annual inspection and pre-purchase checklist         | 2026-05-27 | <a href="https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/">https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/</a>                         |
| src_0095 | T3 | secondary | 6SpeedOnline — PCCB ceramic rotor prices 2024; Suncoast \$14k/pair front  | 2026-05-27 | <a href="https://www.6speedonline.com/forums/gt3-gt2/">https://www.6speedonline.com/forums/gt3-gt2/</a>                                             |
| src_0096 | T3 | secondary | Rennlist — 997 GT3 RS 4.0 production count: 600 worldwide, 141 US         | 2026-05-27 | <a href="https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/">https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/</a>                         |
| src_0097 | T3 | secondary | Elferspot Magazine — 997.2 GT3 production count: 2,256 total worldwide    | 2026-05-27 | <a href="https://www.elferspot.com/en/magazine/997-2-gt3-production-count">https://www.elferspot.com/en/magazine/997-2-gt3-production-count</a>     |
| src_0098 | T3 | secondary | Porsche Newsroom — 997.2 GT3 press release 2009                           | 2026-05-27 | <a href="https://newsroom.porsche.com/">https://newsroom.porsche.com/</a>                                                                           |
| src_0099 | T3 | secondary | OctoCar — 997 GT3 YoY appreciation +13.5% through 2025                    | 2026-05-27 | <a href="https://www.octocar.com/porsche-911-gt3-997">https://www.octocar.com/porsche-911-gt3-997</a>                                               |
| src_0100 | T3 | secondary | Rennlist — 997.2 GT3 vs 997.1 GT3 chassis stiffness comparison            | 2026-05-27 | <a href="https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/">https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/</a>                         |
| src_0101 | T3 | secondary | Excellence Magazine — Pete Stout 997.2 GT3 ownership cost analysis        | 2026-05-27 | <a href="https://www.excellence-mag.com/ownership-costs">https://www.excellence-mag.com/ownership-costs</a>                                         |
| src_0102 | T3 | secondary | TPC Racing — VarioCam bolt M7 upgrade write-up                            | 2026-05-27 | <a href="https://tpcracing.com/tech-articles/variocam-bolt-upgrade">https://tpcracing.com/tech-articles/variocam-bolt-upgrade</a>                   |
| src_0103 | T3 | secondary | Dundon Motorsports — harmonic damper solution for variocam bolts          | 2026-05-27 | <a href="https://www.dundonmotorsports.com/">https://www.dundonmotorsports.com/</a>                                                                 |
| src_0104 | T3 | secondary | Suncoast Porsche Parts — PCCB rotor pricing list                          | 2026-05-27 | <a href="https://www.suncoastparts.com/">https://www.suncoastparts.com/</a>                                                                         |
| src_0105 | T3 | secondary | Rennlist — Front axle lift system (FAXL/PALS) value and function thread   | 2026-05-27 | <a href="https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/">https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/</a>                         |
| src_0106 | T3 | secondary | BaT comment thread — 2011-porsche-911-gt3-19 subject auction comments     | 2026-05-27 | <a href="https://bringatrailer.com/listing/2011-porsche-911-gt3-19/">https://bringatrailer.com/listing/2011-porsche-911-gt3-19/</a>                 |
| src_0107 | T3 | secondary | Rennlist — 997.2 GT3 rear wing aero adjustment guide                      | 2026-05-27 | <a href="https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/">https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/</a>                         |
| src_0108 | T3 | secondary | Porsche.com — 997 GT3 model overview archive                              | 2026-05-27 | <a href="https://www.porsche.com/international/models/911/911-gt3/">https://www.porsche.com/international/models/911/911-gt3/</a>                   |
| src_0109 | T3 | secondary | Rennlist — 997 GT3 RS center-lock wheel weight advantage thread           | 2026-05-27 | <a href="https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/">https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/</a>                         |
| src_0110 | T3 | secondary | Rennlist — short-ownership 997 GT3 (Owner 3 pattern) buyer concern thread | 2026-05-27 | <a href="https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/">https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/</a>                         |
| src_0111 | T3 | secondary | 6SpeedOnline — 997.2 GT3 brake fluid hygroscopic degradation thread       | 2026-05-27 | <a href="https://www.6speedonline.com/forums/gt3-gt2/">https://www.6speedonline.com/forums/gt3-gt2/</a>                                             |
| src_0112 | T3 | secondary | Michelin — tire age recommendation: 5-year service guideline              | 2026-05-27 | <a href="https://www.michelin.com/en/articles/tire-age/">https://www.michelin.com/en/articles/tire-age/</a>                                         |
| src_0113 | T3 | secondary | Rennlist — 997.2 GT3 climate control / AC dryer replacement thread        | 2026-05-27 | <a href="https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/">https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/</a>                         |
| src_0114 | T3 | secondary | Rennlist — 997 GT3 valve adjustment interval at 24,000 miles              | 2026-05-27 | <a href="https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/">https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/</a>                         |
| src_0115 | T3 | secondary | 6SpeedOnline — 997.2 GT3 coolant line pinning — street vs track decision  | 2026-05-27 | <a href="https://www.6speedonline.com/forums/gt3-gt2/">https://www.6speedonline.com/forums/gt3-gt2/</a>                                             |
| src_0116 | T3 | secondary | Rennlist — 997.2 GT3 PASM coilover seal lifespan thread                   | 2026-05-27 | <a href="https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/">https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/</a>                         |
| src_0117 | T3 | secondary | Yelp / Google — Powertech Select Motorcars Lake Hopatcong NJ reviews      | 2026-05-27 | <a href="https://www.yelp.com/biz/powertech-select-motorcars-lake-hopatcong">https://www.yelp.com/biz/powertech-select-motorcars-lake-hopatcong</a> |

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| src_0118 | T3 | secondary | Rennlist — Chicago Motor Cars (West Chicago IL) buyer warning thread           | 2026-05-27 | <a href="https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/">https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/</a>                                                                                         |
| src_0119 | T3 | secondary | Rennlist — 997.2 GT3 service record patterns: forum consensus on documentation | 2026-05-27 | <a href="https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/">https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/</a>                                                                                         |
| src_0120 | T3 | secondary | BaT — 2010 911 GT3 (2010-porsche-911-gt3-61) — Guards Red PCCB PASM            | 2026-05-27 | <a href="https://bringatrailer.com/listing/2010-porsche-911-gt3-61/">https://bringatrailer.com/listing/2010-porsche-911-gt3-61/</a>                                                                                 |
| src_0121 | T3 | secondary | Rennlist — 997.2 GT3 Montana title / registration arbitrage discussion         | 2026-05-27 | <a href="https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/">https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/</a>                                                                                         |
| src_0122 | T3 | secondary | Rennlist — PIWIS DME VIN coding verification procedure                         | 2026-05-27 | <a href="https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/">https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/</a>                                                                                         |
| src_0123 | T3 | secondary | Stuttgart Market Letter — low-mileage 997.2 GT3 estimate \$205,000             | 2026-05-27 | <a href="https://www.stuttgartmarketletter.com/">https://www.stuttgartmarketletter.com/</a>                                                                                                                         |
| src_0124 | T3 | secondary | Rennlist — 997 GT3 PPF (paint protection film) installation best practices     | 2026-05-27 | <a href="https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/">https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/</a>                                                                                         |
| src_0125 | T3 | secondary | 6SpeedOnline — 997.2 GT3 pre-purchase inspection (PPI) checklist community     | 2026-05-27 | <a href="https://www.6speedonline.com/forums/gt3-gt2/">https://www.6speedonline.com/forums/gt3-gt2/</a>                                                                                                             |
| src_0126 | T3 | secondary | Rennlist — 997.2 GT3 US allocation count: 173 units disclosed in listing       | 2026-05-27 | <a href="https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/">https://rennlist.com/forums/997-gt3-gt3-rs-gt2-gt2-rs/</a>                                                                                         |
| src_0127 | T3 | secondary | DarwinPro Aero — aftermarket aero reference (clamped from Tier 4 to Tier 3)    | 2026-05-27 | <a href="https://www.darwinproaero.com/">https://www.darwinproaero.com/</a>                                                                                                                                         |
| src_0128 | T3 | forum     | Rennlist 997 GT2/GT3 Forum — Cam Actuator Screw Inspection + Re-Torque         | 2026-05-27 | <a href="https://rennlist.com/forums/997-gt2-gt3-forum/1186710-cam-actuator-screw-inspection-re-torque.html">https://rennlist.com/forums/997-gt2-gt3-forum/1186710-cam-actuator-screw-inspection-re-torque.html</a> |
| src_0129 | T3 | forum     | Rennlist 997 GT2/GT3 Forum — Cam Adjuster Bolts Backing Out                    | 2026-05-27 | <a href="https://rennlist.com/forums/997-gt2-gt3-forum/1004735-cam-adjuster-bolts-backing-out.html">https://rennlist.com/forums/997-gt2-gt3-forum/1004735-cam-adjuster-bolts-backing-out.html</a>                   |

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