

PORSCHE CARRERA GT (980)

COLLECTOR PROTOCOL · STRUCTURE · CLUTCH · CAMPAIGN PROOF · ORIGINALITY

Compiled from public sources, the Porsche Carrera GT, its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist gives an enthusiast the context to follow what is being discussed around a collector-grade transaction: inspection reports, provenance files, auction descriptions. It replaces nothing. The Carrera GT is not judged the way a 911 or an F430 is judged: it runs outside the normal range — examples move through specialist dealers, auction houses and private networks, and the decision is made on documentation, structure and originality as much as on the drive. At this level our standing recommendation is strict: involve Porsche itself or a marque-authority specialist with documented Carrera GT experience, including composite inspection capability and the factory suspension campaign history. Not a specialist: the specialist. Without that verdict, do not touch the car.

A · PROVENANCE, CAMPAIGN & PAPERWORK

- ☐ Provenance file first: ownership chain, storage conditions, known history — at this level the file is the car.
- ☐ SUSPENSION CAMPAIGN (23V241/APA3): completion proven by VIN and invoice — inspection AND joint replacement (42CrMoS4), alignment protocol on record. No proof, no normal price.
- ☐ Clutch: wear percentage measured and documented; any replacement invoiced with scope of the engine-out work.
- ☐ Carbon structure: accident and repair history complete — monocoque, subframe, underbody; any repair with full engineering documentation or the file closes.
- ☐ Service history: unbroken Porsche or recognized CGT specialists — gaps priced hard.
- ☐ Originality inventory: exhaust, wheels, seats, tools, books, both keys, paint documentation.
- ☐ Magnesium wheels: age, any refurbishment documented; repaired wheels are replacement items.
- ☐ Tyres: N-spec Cup 2 programme, DOT dates on record — age rules, not tread.
- ☐ PCCB history: measurements and any replacement invoiced.
- ☐ Maintenance by TIME verified: annual oil, fluids on calendar — kilometres are secondary.

B · AT THE CAR · WITH THE SPECIALIST

- ☐ Cold start filmed: the V10 is the robust part — anomalies count double.
- ☐ Clutch behaviour: bite point, take-off, no judder — handling competence of the seller observed, too.
- ☐ Underbody read on the lift: grounding scratches, repairs, delamination — the carbon tells its life.
- ☐ Monocoque attachment points and subframe sighted by carbon-competent eyes.
- ☐ Suspension: joint play, damper response, geometry feel on the drive — campaign parts identified.
- ☐ Magnesium wheels walked closely: corrosion, hairlines, kerb marks, inner faces.
- ☐ PCCB surfaces and edges; thickness discussed from measurements, not looks.
- ☐ Gearbox: synchros, shift cables, precision through the gate.
- ☐ Paint depth mapped; UV and respray evidence checked panel by panel.
- ☐ Electrics round: cluster, immobiliser, battery condition.
- ☐ Interior originality: seats, wear honesty, completeness.
- ☐ Road test only with campaign proof and fresh rubber — then the second inspection.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Specialist with documented Carrera GT experience — composite inspection capability mandatory.
- ☐ Clutch wear measured in percent; PCCC condition assessed against handling history.
- ☐ Carbon structure: monocoque, subframe and underbody inspected; NDT on any doubt.
- ☐ Campaign verification: 23V241 completion, joint material generation, alignment protocol against factory spec.
- ☐ Suspension: ball joints, bearings, dampers, pushrod linkages under load.
- ☐ PCCB measured (thickness/weight); magnesium wheels by runout and NDT on doubt.
- ☐ Compression/leakdown on doubt — the V10 audit is condition-based.
- ☐ Gearbox and differential oil history; shift-cable adjustment.
- ☐ Cooling system pressure-tested; battery and electronics scan.
- ☐ Tyre age and N-spec verification; DOT documented.
- ☐ Originality verification against the inventory; paint report archived.
- ☐ Typical full specialist PPI cost, rounded orientation by market (2026): ≈€1,500–3,000 / ≈£1,300–2,600 / ≈\$1,600–3,200. Indications, not conversions; obtain current local quotes.

D · PRICE & INVESTIGATION ITEMS

The V10 is the quiet certainty: the money lives in the clutch, the structure, the campaign file and completeness.

- ☐ Clutch at low remaining percent: €20,000–35,000 — the first negotiation block.
- ☐ Missing campaign proof: priced as open work AND as market discount — the trade marks these cars down.
- ☐ PCCB wear: measured and priced (>€20,000 replacement).
- ☐ Magnesium wheel findings: replacement, not repair.
- ☐ Aged tyres: an N-spec set scheduled before any spirited use.
- ☐ Originality gaps (tools, books, keys, exhaust): sourced and priced — completeness is value.
- ☐ Any structure finding: specialist engineering quote before purchase, or no purchase.
- ☐ Negotiate from the documented file: never from the odometer alone.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- No proof of the 2023 suspension campaign on a car presented as sorted.
- Structure repair without full documentation.
- Clutch wear unknown, or "feels fine" instead of a measurement.
- Aged original-era tyres presented as a feature.
- Repaired magnesium wheels presented as fine.
- Service gaps in a file that should be gapless.
- Originality claims without inventory.
- A seller who resists the specialist inspection.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ Baseline stored: clutch percentage, structure report, geometry protocol, paint map, PCCB measurements.
- ☐ Campaign file archived; tyre and fluid ages reset to the calendar doctrine.
- ☐ Insurance, storage and the specialist relationship set up — the CGT is owned through its file.

"The V10 will not be your problem. Buy the clutch percentage, the carbon structure, the campaign proof and the gapless file — that is the Carrera GT."

Deep dive: Supercar Models Paper 47 · Model File 47 · Owner's Intelligence series.