

GMA T.33

BASELINE FILE · OWNERSHIP SUPPORT · COSWORTH V12 · MONITORING

Compiled from public sources, the GMA T.33, 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 T.33 transaction. It replaces nothing. The T.33 runs outside the normal range — 100 coupés and 100 Spiders, all allocated — and the register reads it as "Very Low Observed Technical Risk – High Ownership Support": no documented recalls, no reliable field weaknesses, core components from Cosworth, Xtrac and AP Racing — and an aftersales network planned from day one, so the car does NOT have to go back to England for service. Where long-term data does not yet exist, the file carries MONITORING and invents nothing. Our standing recommendation is strict: GMA's Global Service Centres and Service Support Centres, with the works' flying technicians behind them. Not a specialist: the specialist. Without that verdict, do not touch the car.

A · PROVENANCE & BASELINE RECORD

- ☐ Identity first: Coupé or Spider, build number of the 100, original configuration.
- ☐ Special Vehicles and individualisation documented — the configuration is the identity.
- ☐ Seat-buck fitting recorded — a resale prices the refit.
- ☐ Service history through the GMA network: which centre, which level, works involvement.
- ☐ Software baseline archived — modest by design, recorded anyway.
- ☐ Factory campaigns checked — none exist yet: the field stays open.
- ☐ Accident history with composite documentation — or the file closes.
- ☐ Every baseline photographed and archived — the future file starts now.

B · THE INSPECTION · WITH THE SPECIALIST

- ☐ Cold start filmed: the Cosworth even, oil pressure clean, free-revving character confirmed.
- ☐ A REAL drive: heat watched, throttle response through the range — 11,100 rpm capability, not a demonstration.
- ☐ Xtrac manual: shift precision, synchros, clutch behaviour; automated cars — actuation quality.
- ☐ Carbon walk: panels, bonds, underbody, pickups — NDT on any doubt.
- ☐ Suspension: dampers, bearings, geometry evidence.
- ☐ CCB sighted: discs, pads — the measurement is the statistic on a new fleet.
- ☐ Electronics round: deliberately few systems — all of them checked.
- ☐ Interior: fitted seat, individual trim — condition and originality.
- ☐ Storage and movement regime documented.

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C · MONITORING · THE REGISTER STATUS

- ☐ No failure claims: V12, Xtrac, chassis carry MONITORING, not allegations.
- ☐ Long-term reliability, parts supply, electronics ageing tracked as the fleet ages.
- ☐ Supplier chain (Cosworth, Xtrac, AP, Michelin) noted as the parts-supply advantage.
- ☐ Service-network experience recorded: which centres, what quality.
- ☐ Every register update feeds the baseline — the first real field data rewrites this file.

"The T.33 is the hypercar that planned its ownership before its faults: five centres, fourteen doors, technicians who fly. Buy the carbon, keep the configuration — and use the revs."

Deep dive: Supercar Models Paper 83 · Model File 83 · Owner's Intelligence series.

D · PRICE & INVESTIGATION ITEMS

Nothing has a failure history: the price sits in the baselines, the network history — and the configuration.

- ☐ Any carbon finding: GMA-level verdict before any price is discussed.
- ☐ Service gaps outside the GMA network: priced as identity risk.
- ☐ Configuration changes from original: documented and priced for collector grade.
- ☐ Seat refit for a new owner: a real cost, quoted via GMA.
- ☐ CCB and tyres: factory quotes, per the class standard.
- ☐ Missing baselines: priced as the risk they are.
- ☐ Negotiate from the network file: centre history, works involvement, configuration.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- A service touch outside the GMA network — at any price.
- Carbon or structural findings without works documentation.
- Configuration claims that cannot be verified against the build record.
- Speculative "known problems" — the fleet is too young for them.
- A seller who resists the GMA-level inspection.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ The baseline dossier archived: configuration record, service history, composite verdict, software level.
- ☐ The GMA relationship established — centre, support level, flying-technician path known.
- ☐ A movement regime set — a 615-PS V12 that revs to 11,100 wants driving, not storing.