

GMA T.50

HALO PROTOCOL · T.33 BASE · THE FAN CHAPTER · MONITORING

Compiled from public sources, the GMA T.50, 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.50 transaction. It replaces nothing. The T.50 runs outside the normal range — 100 cars, a central driving seat, and the only fan-aerodynamic road car of its generation — and the register reads it as "Engineering Showcase – Monitor Long-Term": the technical protocol stands largely on the T.33 file, with one focus genuinely its own — the 400 mm fan system, the car's defining feature and its most important long-term watch point. Where field data does not exist, the file carries MONITORING and invents nothing. Our standing recommendation is strict: GMA's service network and flying technicians. Not a specialist: the specialist. Without that verdict, do not touch the car.

A · PROVENANCE & BASELINE RECORD

- ☐ Identity first: build number of the 100, original configuration, Special Vehicles content.
- ☐ Central-seat fitting and any refit history recorded.
- ☐ Service history through the GMA network: centre, level, works involvement, flying-technician visits.
- ☐ Software baseline archived — including the aero-mode software.
- ☐ 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 · T.33 BASE + THE FAN

- ☐ The File-83 protocol run in full: cold start, REAL drive, Xtrac precision, carbon walk, suspension.
- ☐ THE FAN CHAPTER: fan motor and bearings listened to and function-tested through every aero mode.
- ☐ Air ducts and flap control inspected — debris, damage, actuation.
- ☐ Aero-mode software cycled: each programme engages and reports correctly.
- ☐ Fan ducts included in the structural carbon walk.
- ☐ The V12's rev pickup experienced under safe conditions — the health check IS the character check.
- ☐ CCB sighted; tyres read; measurement evidence checked.
- ☐ Interior: central seat, trim, switchgear — condition and originality.
- ☐ Storage and movement regime documented.

GMA T.50

HALO PROTOCOL · T.33 BASE · THE FAN CHAPTER · MONITORING

Compiled from public sources, the GMA T.50, its Model File and specialist review · Personal use only · v2.1

C · MONITORING · THE REGISTER STATUS

- ☐ No failure claims: V12, Xtrac, chassis, fan carry MONITORING, not allegations.
- ☐ Fan-system behaviour logged at every service — the long-term watch point by doctrine.
- ☐ Aero software versions tracked as the car's biography.
- ☐ Parts-supply experience recorded (Cosworth/Xtrac/AP chain).
- ☐ Every register update feeds the baseline — the first real field data rewrites this file.

"The T.50 is the showcase: a 178-kilo V12, a fan from 1978, and almost nothing else to go wrong. Buy the carbon, log the fan, keep the configuration — and let the register watch the long term."

Deep dive: Supercar Models Paper 84 · Model File 84 · Owner's Intelligence series.

D · PRICE & INVESTIGATION ITEMS

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

- ☐ Any carbon or fan-duct finding: GMA-level verdict before any price is discussed.
- ☐ Fan-system anomalies: works diagnosis — the unique feature deserves the unique specialist.
- ☐ 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: quoted via GMA.
- ☐ Missing baselines: priced as the risk they are.
- ☐ Negotiate from the network and fan file: centre history, works involvement, aero record.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- A service touch outside the GMA network — at any price.
- Fan-system faults dismissed or undocumented.
- Carbon or duct 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, service history, composite verdict, fan and software record.
- ☐ The GMA relationship established — centre, support level, flying-technician path known.
- ☐ A movement regime set — 12,100 rpm and a fan were built to be used.