

FORD GT 2005-2006

124

The centennial supercar - Camilo Pardo's Le Mans tribute, engineered by SVT, assembled across three sites, and the most manageable custody in this series

4,038

Cars built against a 4,500-unit plan - 2,027 for model year 2005 and 2,011 for 2006; the line closed at Wixom in September 2006 when the centennial statement was made

550 HP

Supercharged 5.4-litre DOHC Modular V8 with Lysholm twin-screw blower, Ricardo six-speed transaxle, dry sump - proven big-series technology in supercar form

343

Heritage Editions of 2006 in the Gulf livery of the 1968-69 Le Mans winners - the acknowledged top of the range, a seven-figure car at delivery mileage

\$1.32M

Mecum Kissimmee, January 2026: a 197-mile Heritage Edition - the model's transparent auction record; the broad base-car benchmark sits near \$450K

01 EXECUTIVE SUMMARY

The 2005-06 Ford GT is the entry point to the modern GT story told in Paper 123, and it is also something rarer than its production number suggests: a collectible supercar whose custody file reads like a well-sorted sports car's. Conceived as the flagship of Ford's 2003 centennial, styled by Camilo Pardo on the GT40's silhouette and engineered by Ford's Special Vehicle Team, the GT married an aluminium spaceframe to a supercharged 5.4-litre four-valve Modular V8 - 550 hp and 500 lb-ft through a Ricardo six-speed transaxle - and wrapped the result in bodywork whose doors cut into the roof exactly as the Le Mans cars' did. The engineering brief was explicit: supercar performance with Ford durability, buildable in series. That brief is the reason the car remains, twenty years on, one of the least stressful ownership propositions in the entire collectible canon - and one of the most transparent markets, with 4,038 largely identical cars, a liquid auction record and a registry-minded owner community that documents everything.

This paper is the operational companion to that thesis: what the car actually is, how the 4,038 units break down, what original purchase looked like, what the ownership experience and the service file hold, what goes wrong - which is little, but not nothing - and how the market has moved from dealer markups through mid-2010s stability into today's collector phase, where the broad benchmark sits near \$450,000, exceptional low-mileage cars trade well beyond, and the 343 Heritage Editions have become seven-figure cars at delivery mileage. Model File 81 condenses the custody case; Buyer's Checklist No. 81 carries the pre-purchase protocol. Paper 125 will treat the 2017-22 successor.

Key Finding

The GT's collector case rests on a paradox that turns out to be its greatest strength: it is an ultra-exclusive car built from deliberately unexotic ingredients. The engine is an all-aluminium development of Ford's Modular V8 family with a proven Lysholm supercharger; the gearbox is a robust Ricardo manual transaxle; the electronics are honest 2004-era Ford. Twenty years of fleet history have produced no systemic drivetrain failure mode - the known file is peripheral: door strut sag, sticky soft-touch switchgear, battery discharge in storage, air-conditioning compressors, stone-chipped front clips, and four NHTSA campaigns (one early control-arm recall, three Takata driver-airbag campaigns) that are closed by VIN check, not by fear. The genuine long-term risk has migrated to the body: panels, glass and chassis-specific parts are increasingly difficult, which is why accident history and originality - not mechanical condition - are where a purchase is won or lost.

The market finding follows: this is a condition-and-provenance market, not a specification lottery. Almost every car left Wixom in one of a handful of colours with up to four options; the value ladder is built from mileage, originality, documentation and the Heritage livery. The four-option, documented, unrepaired car is the liquid blue chip; the Heritage Edition is the trophy; the trap is the same as everywhere in this series - a car whose history is asserted rather than proven.

02 THE MACHINE - SVT, THREE SITES, ONE CAR

What the car actually is: a purpose-built aluminium supercar from proven components - and a production process unlike anything else Ford made.

The GT programme - internally code-named Petunia - went from approved concept to customer cars in roughly three years, and the engineering choices explain the car's character. The structure is an aluminium spaceframe of extrusions, castings and stampings with superplastic-formed body panels; the doors cut into the roof, the greenhouse is low, and the silhouette is Pardo's enlargement of the GT40 - wider, longer and taller than the original, but unmistakable. The engine is a 5.4-litre all-aluminium DOHC four-valve Modular V8 with a Lysholm twin-screw supercharger and intercooler, dry-sump lubrication - which lets the engine sit low - and forged internals: 550 hp at 6,500 rpm, 500 lb-ft at 3,750. Drive passes through a twin-disc clutch to a Ricardo six-speed manual transaxle with a helical limited-slip differential. Suspension is classic unequal-length aluminium control arms with coil-overs; brakes are cross-drilled discs with four-piston Brembo monoblock calipers; the underbody generates real downforce through a flat floor and diffuser. There is anti-lock braking but no stability or traction control - a deliberate statement of trust in the chassis. Factory-era testing put 0-60 mph in the mid-threes, the quarter mile in the mid-elevens and top speed at 205 mph - Ferrari Enzo territory, at a quarter of the price.

Production was a multi-site relay unique in Ford's modern history: the spaceframe came from Mayflower Vehicle Systems in Norwalk, Ohio; Saleen Special Vehicles in Troy, Michigan painted the bodies and performed much of the assembly; and Ford's Wixom, Michigan plant installed the powertrain and completed final assembly and sign-off. The process worked - build quality is regarded as strong for a low-volume car - but it has a custody consequence: body and chassis parts were made in one bounded industrial episode by suppliers who have since moved on, which is exactly why panels and glass, not engines, are today's scarce commodities.

FORD GT (2005-2006) - SPECIFICATION	
Powertrain	5.4-litre all-aluminium DOHC 32v Modular V8, Lysholm twin-screw supercharger, intercooled, dry sump - 550 hp @ 6,500 rpm, 500 lb-ft @ 3,750 · RWD, helical LSD
Transmission	Ricardo six-speed manual transaxle, twin-disc clutch - the only gearbox offered; no automatic, no paddles, no stability or traction control (ABS fitted)
Structure	Aluminium spaceframe (extrusions, castings, stampings), superplastic-formed aluminium panels, roof-cut doors · unequal-length control arms, coil-overs · Brembo four-piston monoblocks, cross-drilled discs
Performance	0-60 mph mid-3s (period tests to 3.3s) · quarter mile mid-11s · 205 mph top speed · ~3,485 lb curb weight · 17.5-gal tank - touring range is a planning item, not a strength
The programme	Concept 2002 Detroit · production autumn 2004 to September 2006 · frame Mayflower (Norwalk, OH), paint/assembly Saleen (Troy, MI), powertrain and completion Ford Wixom · MSRP \$139,995, +\$10,000 from mid-2005

03 THE REGISTER - PRODUCTION, COLOURS, OPTIONS

4,500 planned, 4,038 built - and a fleet so consistently specified that the register, not the option list, carries the identity.

Ford planned 4,500 cars and built 4,038 - the shortfall itself is part of the story, production ending with the centennial statement made rather than the order book exhausted. By model year the split is 2,027 cars for 2005 and 2,011 for 2006; by calendar it ran roughly 550 cars in the 2004 ramp-up, about 1,900 in 2005 and just over 1,600 in 2006. The palette was deliberately historical: Centennial White, Mark IV Red, Mark II Black, Midnight Blue, Speed Yellow and Quick Silver, with Tungsten Grey arriving for 2006 - and the 2006-only Heritage Edition, 343 cars in the Gulf blue-and-orange of the 1968-69 winners, at a \$13,000 premium. Red and white are the most numerous colours, yellow among the rarest of the standard palette; the precise colour-by-year counts circulate as owner-registry data rather than a Ford-published audit, and this paper labels them accordingly. The four factory options - forged BBS wheels, painted full-length stripe, McIntosh audio, painted calipers - were taken by the large majority of buyers; the fully optioned car is the market's default, and stripe-delete cars form a small, registry-tracked minority that trades on taste rather than premium.

Distribution was overwhelmingly North American, with a modest Canadian allocation and a small number of cars officially delivered to Europe and other export markets - again registry-level knowledge, since Ford published no regional audit; for a buyer the practical meaning is that left-hand-drive is universal, US-specification is the norm, and a genuine European-delivery car is a documentation exercise, not a different machine. One boundary should be drawn explicitly: the GTX1 open-top cars sometimes offered as 'factory roadsters' are aftermarket conversions by Genaddi Design Group - authorised as a conversion, never built by Ford - and belong to a separate, thinner market with its own risk profile. The same two-layer logic this series applied to rebuilt Zondas applies here: donor identity plus conversion history, both documented, or the price must say so.

FORD GT - THE PRODUCTION REGISTER

Planned / built	4,500 planned - 4,038 built · MY2005: 2,027 · MY2006: 2,011 · calendar: ~550 (2004) / ~1,900 (2005) / ~1,600+ (2006) · Wixom line closed September 2006
Heritage Edition	343 cars, 2006 only - Heritage Blue with Gulf-style livery, \$13,000 option; the acknowledged collector pick of the generation
Colours	Centennial White, Mark IV Red, Mark II Black, Midnight Blue, Speed Yellow, Quick Silver, Tungsten Grey (2006) - red and white most numerous, yellow rarest of the standard palette (registry data, not a factory audit)
Options	BBS forged wheels (\$4,000) · painted stripe (\$5,350) · McIntosh audio (\$4,000) · painted calipers (\$750) - majority of cars fully optioned; stripe-delete a small registry-tracked minority
Distribution	Overwhelmingly USA · modest Canadian allocation · small official European/export deliveries - regional counts are registry-level, unknown rather than guessed
Non-factory	GTX1 roadster conversions (Genaddi) - aftermarket, not Ford production; separate market, two-layer history required

Model-year totals per Hagerty; calendar breakdown approximate. Colour, stripe and option statistics derive from the owner-community registry and are labelled as such - reliable in pattern, not certified in every digit.

04 PURCHASE AND THE OWNERSHIP EXPERIENCE

From \$139,995 sticker and six-figure markups to one of the most usable supercars of its era - what owners actually report.

Original purchase was its own drama. MSRP was \$139,995 - around \$150,000 with every option, raised by \$10,000 during 2005 - but the sticker was largely theoretical in the first year: allocations went dealer by dealer, waiting lists formed before assembly began, and additional dealer markups of \$50,000-100,000 were common on early cars, with some trading higher. How many buyers actually paid MSRP is unknowable in aggregate - many did not - but the pattern matters for today's provenance work: window stickers, purchase agreements and first-owner correspondence survive in many files and are worth reading, because they date the car's entry into careful custody. The factory warranty was three years or 36,000 miles; Ford serviced the fleet through its dealer network, and a number of dealer technicians from that era became the independent GT specialists the community relies on today.

The ownership experience is where the GT departs most sharply from its mid-2000s rivals. Owners consistently report a car that starts, runs cool, idles in traffic and covers real distances: the cabin is habitable for tall drivers - the seating position is honest, though helmet room under the low roof is tight for track days and the roof-cut doors demand a learned entry over the wide sill - the pedals are lightly offset, the clutch is moderate, visibility forward is fine and rearward adequate by supercar standards, and the ride is compliant enough for touring. The limits are practical: luggage space is nearly nil, the 17.5-gallon tank gives modest range at touring pace, and cabin temperature management asks the air conditioning to work - which is why its compressor appears in the known-problems file. The driving character owners describe is torque-rich and linear rather than highly strung: the supercharger's whine over a V8 baritone, massive third-gear flexibility, steering that is accurate and moderately weighted, a gearbox that

rewards deliberate shifts, and stability at speed that reflects the underbody downforce. It is a car bought to be driven - and the market now pays for the restraint of those who drove it carefully.

05 CUSTODY - SERVICE, PARTS, KNOWN PROBLEMS

A service file a good independent can carry, four VIN-checkable campaigns - and a parts risk that has moved from mechanical to bodywork.

The service rhythm is undemanding by the standards of everything else in this series. Annual work is oil and filter, fluid checks, inspection of the supercharger belt and tensioner, brake fluid on a two-year cycle, coolant and gearbox oil on age, and a clutch inspection; major items arrive by age rather than mileage - spark plugs are a significant labour event, suspension bushings and dampers reach replacement age on early cars, and the supercharger itself is long-lived with inspection-based service. Clutch replacement, the one four-figure-plus mechanical event owners actually meet, runs around \$4,000-6,000 and is rare in road use. Parts availability divides cleanly: engine parts are excellent - the Modular family's industrial base sees to that - transmission support is generally very good, interior trim is mixed, and body panels, glass and chassis-specific components are the genuine difficulty, sourced increasingly from donor cars, specialist stock and the community's own network. The operational conclusion: mechanical condition is recoverable at rational cost; accident damage to superplastic-formed aluminium panels and the bonded spaceframe is specialist territory and can exceed the arithmetic that applies to a steel-bodied

car. The known-problems file is short and specific, and it is the skeleton of Checklist No. 81.

Engine: no systemic failure mode - condition follows use and storage. Cooling: radiators and hoses age; inspection, not redesign. Suspension: bushing wear on age; half-shaft bolts are a documented community check after early loosening cases. Doors: gas struts weaken - a sagging door is a known, cheap fix and a useful negotiation item. Interior: the soft-touch switchgear coating turns sticky with age and the leather on early dashes can shrink - cosmetic, persistent, and priced into honest cars. Electrics: parasitic battery drain in storage (a tender is standard practice) and occasional sensor and instrument cluster issues. Air conditioning: compressor failures and refrigerant leaks are the most commonly reported genuine defect. Paint: the low nose harvests stone chips; film or respray history on the front clip is normal and must simply be declared. Recalls: four NHTSA campaigns - 04V-604 (suspension control-arm castings, the early recall that briefly stopped deliveries) and the Takata driver-airbag inflator sequence 14V-787, 15V-319 and 17V-024 - all closed by VIN check; an open airbag campaign on a 2026 purchase is a process failure, not a discount opportunity.

CUSTODY ECONOMICS - PLANNING ALLOWANCES

Routine	Annual service \$1,500-3,000 at a marque specialist - oil, inspection, fluids by age · brake fluid 2-year cycle · battery tender in storage assumed
Consumables	Tyres \$1,500-2,500/set - age governs, not tread; original-specification sizes readily available · brakes \$1,500-3,000 per axle event, discs rational
The big items	Clutch \$4,000-6,000 (rare in road use) · plugs/major service \$1,500-3,000 · bushings/dampers \$3,000-8,000 by age · A/C compressor event four figures
The body caveat	Panels, glass, chassis-specific parts: scarce and hardening - accident repair is specialist work on a bonded aluminium structure; budget by quote, not by rule of thumb
Five-year frame	\$25,000-60,000 all-in for a driven car - maintenance, consumables, insurance, storage, contingency; the lowest planning provision in this series to date

Planning provisions, not tariffs - figures assemble owner-community and specialist-published experience for a sound, regularly exercised car; single cases vary widely. Peer context: an F430 adds engine-out belt-era myths but comparable costs; a Carrera GT clutch alone can exceed a GT's five-year frame; an SLR's brake and service ecosystem is dearer still. The GT is the manageable one.

06 THE MARKET - FROM DEALER MARKUP TO BLUE CHIP

MSRP, markup, shallow dip, long recovery, collector phase - and a value ladder built from mileage, originality and the Gulf livery.

The market history runs in five acts. Act one, 2004-06: sticker \$139,995, real transaction prices frequently \$200,000+ under dealer markups. Act two, the shallow depreciation: unlike almost every contemporary, the GT never halved - used prices settled near and then above sticker within the decade, holding through the financial crisis. Act three, recovery and recognition through the 2010s as the car's significance consolidated. Act four, the collector phase: sustained appreciation, top-condition cars up 57 percent over five years in Hagerty's tracking. Act five is today: the broad base-car benchmark sits near \$450,000 (CLASSIC.COM CMB \$448,000 across the recent record), dealer asking prices for low-mileage cars cluster at \$500,000-650,000 - askings, not transactions - and the auction record for standard cars is defined by delivery-mileage examples: \$533,000 for a 2.4-mile 2006 car and \$522,500 for chassis 002 with 223 miles. The Heritage Edition has decoupled: benchmark near \$711,000, with the 2026 record sequence running \$660,000 (13k miles, BaT, January), \$1,320,000 (197 miles, Mecum Kissimmee, January), \$967,500 (662 miles, RM Sotheby's Miami, February), \$681,500 (15k miles, Broad Arrow, March) and \$725,000-793,500 (22k/4k miles, BaT, June) - a clean demonstration of how steeply mileage prices within a 343-car population.

The sensitivities are consistent across the fleet. Mileage is the dominant axis - the market pays disproportionately below roughly 3,000 miles and again at delivery mileage - but it pays for documented preservation, not neglect: a 15,000-mile car with a complete file is a healthier purchase than a 400-mile car that has sat. Originality is next: original supercharger pulley and calibration, exhaust, wheels and paint; period tuning (pulley upgrades, Whipple conversions) was common, is reversible, and must be disclosed - an undisclosed tune discovered at PPI is a walk-away, a documented and reverted one a negotiation. Colour premiums are real but secondary - yellow and blue scarcity value against red/white liquidity; stripe-delete polarises. Accident history is the cliff: the spaceframe repairs well only in specialist hands, and the market

discounts asserted-but-undocumented repairs brutally. The GTX1 and other conversions trade on their own thinner curve. Sixty-plus cars cross public blocks in a typical year - liquidity no other car in this series enjoys.

FORD GT (2005-06) - WORKING VALUATION FRAMEWORK, JULY 2026	
Base, driven	\$380,000-480,000 - 5,000-20,000 miles, documented, original, four options; the liquid core of the market
Base, low-mile	\$480,000-620,000 - under ~3,000 miles with file; dealer askings cluster here, auction results at the band's centre
Wrapper cars	\$600,000+ case by case - delivery-mileage; \$533,000 and \$522,500 are the transparent auction markers, askings run higher
Heritage Edition	\$650,000-1,000,000 by mileage band - record \$1,320,000 at 197 miles (Kissimmee 1/2026); driven Heritages \$650,000-800,000
Story cars	Modified, repaired or thin-file cars price by deduction - reversibility and disclosure decide whether the discount is opportunity or warning

Analytical bands assembled from the 2024-26 public record (gross where auction results are cited; askings are labelled and are not transactions). Bands describe the market observed, they do not value any individual car. Nothing here is investment advice.

OWNERSHIP VERDICT - THE RATINGS		
Reliability	□□□□□	The most robust platform in this series - big-series Ford hardware, modestly stressed; the file is about completeness and age, not fragility
Maintenance costs	□□□□□	Sports-car money for supercar custody - \$1,500-3,000 a year, a \$4-6K clutch as the headline event; the body, not the drivetrain, is the tail risk
Parts availability	□□□□□	Engine excellent, gearbox very good, trim mixed - panels, glass and chassis parts are the hardening constraint; accident cars carry it fully
Investment potential	□□□□□	A proven blue chip on a slow compounding curve - Heritage and wrapper cars lead; 4,038 units cap scarcity, liquidity is the compensation

MARQUE BUYING SCORE - FORD GT (2005-06)			
Category	Four-option base (documented)	Heritage Edition (documented)	Any car, history unverified
Reliability	9 / 10	9 / 10	5 / 10
Driving experience	9 / 10	9 / 10	8.5 / 10
Ownership cost	8.5 / 10	8.5 / 10	6 / 10
Parts availability	6.5 / 10	6.5 / 10	4 / 10
Long-term collectability	8 / 10	9.5 / 10	4 / 10
Investment potential	7.5 / 10	9 / 10	3 / 10

Scored on the fixed series rubric. The documented four-option car is the liquid benchmark; the Heritage Edition adds the strongest collector case in the generation. The third column prices the GT trap: asserted originality, undisclosed tuning or repair, open airbag campaigns, or a file that starts at the current owner.

METHODOLOGY AND A NOTE ON VALUES

Built from factory-era material, NHTSA records, auction documentation, registry and owner-community data: centennial programme (concept 2002, production 2004-06, code Petunia); Pardo design; SVT engineering; frame Mayflower Norwalk, paint/assembly Saleen Troy, powertrain/completion Ford Wixom. 5.4 DOHC supercharged V8 550 hp/500 lb-ft, Lysholm blower, dry sump, Ricardo six-speed transaxle, aluminium spaceframe, ~3,485 lb, 205 mph. Production 4,038 of 4,500 planned (MY 2,027/2,011; calendar ~550/1,900/1,600+); Heritage 343; colour/option statistics registry-sourced and so labelled. Recalls 04V-604, 14V-787, 15V-319, 17V-024 - VIN-checkable. Market: Hagerty condition tracking and buyer's guide; CLASSIC.COM benchmarks (base CMB \$448K, Heritage \$711K); auction results 2022-26 gross as cited in Section 06. Bands are analytical estimates describing the observed market. Nothing here is investment advice.

08 THE BUYING PROTOCOL - AND SYNTHESIS

A community that documents everything, a checklist that starts with the VIN - and a car that rewards process over romance.

The GT's owner community is a custody asset in its own right - arguably the strongest of any car in this series. The Ford GT Forum functions as a living registry and technical archive; the annual owner rallies and club events keep cars driven and histories public; parts suppliers and a recognised bench of independent specialists - many with Ford GT dealer-era roots - give the fleet professional support that boutique marques cannot match. For a buyer this changes the protocol: most cars have a findable history, many are known individually by the community, and a seller's story can usually be tested against registry memory. Use that. The protocol itself, carried in full by Checklist No. 81: verify VIN, build data and options against the window sticker and registry; confirm all four recall campaigns closed by VIN; inspect splitter, underbody and front clip; establish accident history against the spaceframe reality; confirm originality of wheels, supercharger pulley, exhaust and calibration - or full documentation of changes; read the service file for fluids by age, not just mileage; date the tyres; work the doors and struts; prove the air conditioning cold; and inspect bushings and dampers on age. None of this is exotic - which is the point. The GT asks for diligence, not courage.

WALK AWAY - THE NON-NEGOTIABLES

Structural accident repair without specialist documentation - the spaceframe is repairable only in expert hands, and an undocumented repair converts a blue chip into a story car. Undisclosed tuning discovered at inspection - pulleys and calibration are checkable; concealment, not modification, is the flag. An open Takata campaign or unverifiable recall status. A file that cannot cover the car's life - on a 4,038-car fleet with a living registry, gaps are a choice. And any seller resisting a specialist PPI on a car this cheap to inspect.

WHO SHOULD BUY THIS CAR

The collector who wants the modern GT story at its most usable - and intends to drive it: the GT rewards use as no garage queen can, and its market has learned to respect documented miles. The Le Mans historian, for whom the Heritage Edition is the direct line to 1968-69. The first-time supercar custodian graduating from the sports-car world: no other car in this series offers this ratio of occasion to operating risk. And the portfolio builder pairing it with Paper 125's carbon successor - the two GTs are the same doctrine at twenty years' distance, and they hedge each other.

BOTTOM LINE

The 2005-06 Ford GT is the rational blue chip of this series: an ultra-collectible with the custody profile of a well-built sports car. 4,038 cars, one specification, four options, four VIN-checkable campaigns, a \$4-6K clutch as the headline mechanical event - and a market that has compounded quietly to ~\$450K broad, \$500-650K for low-mileage cars, and seven figures for delivery-mileage Heritage Editions. The risks are body parts, accident history and asserted originality, not the drivetrain. Buy the document trail, prove the recalls and the calibration, respect the front clip - and then do what this car was engineered for at Wixom: drive it.

ONE-SENTENCE VERDICT

Ford built the GT to prove a point and engineered it to be owned - twenty years on it remains the one car in the collectible supercar canon that asks for a checklist rather than a leap of faith, and rewards both.

SOURCES

Factory-era material, NHTSA records, auction documentation and community registry: programme - centennial flagship, concept Detroit 2002, production autumn 2004-September 2006, code Petunia; Camilo Pardo (Living Legends), SVT engineering; assembly relay Mayflower Vehicle Systems (Norwalk, OH) frame, Saleen Special Vehicles (Troy, MI) paint/assembly, Ford Wixom powertrain installation and completion. Specification: 5.4 DOHC 32v supercharged V8, Lysholm twin-screw, dry sump, 550 hp/500 lb-ft; Ricardo six-speed transaxle, twin-disc clutch, helical LSD; aluminium spaceframe, superplastic-formed panels; Brembo four-piston monoblocks; ~3,485 lb; 205 mph; ABS, no stability/traction control; MSRP \$139,995 +\$10,000 mid-2005; warranty 3yr/36,000 mi. Production: 4,038 of 4,500 planned; MY2005 2,027 / MY2006 2,011 (Hagerty); calendar ~550/~1,900/~1,600+; Heritage Edition 343 (2006, \$13,000); colours and option statistics per Ford GT Forum registry data - labelled registry, not factory audit; GTX1 = Genaddi aftermarket conversion. Recalls (NHTSA): 04V-604 control-arm castings; Takata driver inflator 14V-787 (regional), 15V-319, 17V-024 - completion VIN-checkable at nhtsa.gov. Known problems per owner-community and specialist consensus: door struts, sticky switchgear, dash leather shrinkage, battery drain, A/C compressor/leaks, cluster/sensor issues, half-shaft bolt check, front-clip stone chips, cooling-system age items. Costs: owner/specialist-published ranges - oil service \$260-300, majors \$1,000-1,500, clutch ~\$4,000-6,000, tyres \$1,500-2,500 - planning provisions, not tariffs. Market: Hagerty (five-year avg ~\$330K, condition-1 +57%/5y, options premiums); CLASSIC.COM CMB base \$448,306 / Heritage \$711,059; auction results gross: \$533,000 (2.4-mi 2006), \$522,500 (chassis 002, 223 mi), Heritage 2026 sequence \$660,000 (BaT 1/26), \$1,320,000 (197 mi, Mecum Kissimmee 17.1.2026), \$967,500 (662 mi, RM Sotheby's Miami 27.2.2026), \$681,500 (Broad Arrow 6.3.2026), \$725,000 / \$793,500 (BaT 6/2026); dealer askings \$500-650K labelled as askings. Companion documents: Model File 81 and Buyer's Checklist No. 81; series context Paper 123, successor Paper 125. Nothing here is investment advice.