MARQUE INTELLIGENCE
SUPERCAR MODELS - PAPER NO. 125

125

FORD GT
2017-2022

A street-legal endurance prototype, allocated by application, built by Multimatic - and a collector asset curated by its own manufacturer from the day of launch

1,350

Cars hand-built by Multimatic in Markham 2016-2022 - announced at 500, extended twice on sustained demand; the final cars were completed in early 2023

6,506

Completed applications in the first 30-day window for the initial 500 build slots (May 2016) - Ford selected ambassadors, not buyers, and barred resale for 24 months

647 HP

3.5-litre EcoBoost twin-turbo V6, Getrag seven-speed DCT, carbon monocoque, active aero, 216 mph - every major engineering decision driven by the Le Mans programme

$1.01M

Broad second-generation market benchmark, July 2026 - Liquid Carbon $1.77M, Heritage editions $1.16M; the curated market holds near double the original sticker

JULY 2026 PUBLIC SOURCES ONLY NOT INVESTMENT ADVICE

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01 EXECUTIVE SUMMARY

The 2017-22 Ford GT is best understood the way this series' opening line for it in Paper 123 framed it: not a nostalgic successor to the 2005 car but a repetition of the GT40's own biography - a race car developed first, then civilised just enough to be registered. The carbon-fibre monocoque, the flying-buttress aerodynamics, the pushrod suspension with Multimatic spool-valve dampers, the hydraulic ride-height system and the deliberately provocative EcoBoost V6 all exist because the GTE Pro rulebook and the 2016 Le Mans deadline shaped them. The result is arguably closer to a street-legal endurance prototype than to a conventional supercar - more exotic in construction than the 2005-06 GT by every measure, and more demanding in custody for exactly the same reasons. Where Paper 124's car asks for diligence, this one asks for infrastructure: a certified service regime, Multimatic involvement in structural work, and parts pathways that run through one Canadian company.

The second half of the car's identity was created not in Markham but in Dearborn's marketing and legal departments - and it is just as important to the collector case. Ford allocated the car by application rather than by order: 6,506 completed applications arrived in the first month for 500 slots, applicants were screened for ownership history, motorsport involvement, intended use and public presence, and successful buyers signed a contract barring resale for roughly two years - enforced, famously, in court. Supply was then extended deliberately - 500 became 1,000, then 1,350 through the 2022 model year - with later rounds prioritising previously unsuccessful applicants. The consequence is a market that was curated from the day of launch: flipping was suppressed, first owners were chosen for keeping, and the fleet's documentation standard - allocation letters, contracts, certified service files - is unusually high. This paper covers the machine, the register, the allocation experiment, the certified custody regime, the known-issues file and the market it all produced. Model File 82 and Buyer's Checklist No. 82 accompany it; Paper 124 covers the 2005-06 car.

Key Finding

The GT's engineering and its distribution are the same idea expressed twice: control. Technically, the car subordinates everything to aerodynamic and structural efficiency - the teardrop cabin is narrow because the tub is, the seats are fixed because the pedal box and column move, the V6 exists because the racing programme demanded its packaging and Ford wanted its EcoBoost point proven. Commercially, Ford controlled who bought the car, what they signed, and how many would ever exist - and then used racing results (the 2016 Le Mans class win above all) to settle the car's historical significance before the market had to speculate. For a buyer in 2026 both controls are assets: the engineering is documented to racing standards, and the ownership trail of most cars is short, papered and checkable.

The custody finding is the honest counterweight: this is the most infrastructure-dependent car in the Ford chapter. Routine service belongs in the certified network or with recognised specialists; the wing and ride-height hydraulics carry the model's principal recall file (18V-707, with a 2025 follow-up); carbon bodywork and structural repair run through Multimatic by quote; and the bespoke Cup 2 tyres and carbon-ceramic brakes price like the racing equipment they are. The market pays for exactly this discipline: the broad benchmark sits near $1.01M - roughly double sticker - with the special editions layered cleanly above.

02 THE MACHINE - A RACE CAR, CIVILISED

Carbon tub, pushrod suspension, active aero, hydraulic ride height - the specification reads like a GTE entry because it effectively is one.

The structure is the statement: a carbon-fibre monocoque with carbon body panels over aluminium front and rear subframes - the only carbon-tub car Ford has ever series-produced. Suspension is race-practice pushrod actuation with torsion springs and Multimatic's Adaptive Spool Valve (ASV) dampers - the technology that now equips the Mustang GTD and multiple racing programmes - combined with a hydraulic ride-height system: in Track mode the car drops roughly 50 mm onto stiffened springs, the wing rises, and the GT sits at racing attack angle. The aerodynamics are the visible drama - the teardrop cabin, the flying buttresses feeding air around the narrow fuselage, the deployable and stalling rear wing that doubles as an air brake - and they were developed with the racing car, not alongside it. Power is the 3,497 cc EcoBoost twin-turbo V6: 647 hp at 6,250 rpm and 550 lb-ft at launch, 660 hp with gallery-cooled pistons from the 2020 model year, driving through a Getrag seven-speed dual-clutch transaxle. Brakes are carbon-ceramic; tyres are bespoke Michelin Pilot Sport Cup 2 in GT-specific sizes; dry weight is around 3,050-3,100 lb depending on specification, top speed 216 mph, 0-60 in the three-second bracket. Unlike the 2005 car, virtually every major decision here was driven by the Le Mans programme - which won its class at the first attempt in June 2016, fifty years after the 1966 sweep.

FORD GT (2017-2022) - SPECIFICATION	
Structure	Carbon-fibre monocoque, carbon body panels, aluminium subframes · pushrod suspension, torsion bars, Multimatic ASV spool-valve dampers · hydraulic ride height (~50 mm drop in Track mode), front lift
Powertrain	3,497 cc EcoBoost twin-turbo V6 - 647 hp @ 6,250 rpm / 550 lb-ft; 660 hp from MY2020 (gallery-cooled pistons, Akrapovic exhaust standard) · dry sump · RWD
Transmission	Getrag seven-speed dual-clutch transaxle - paddles only, no manual offered; launch control; the inverse of the 2005 car’s Ricardo six-speed
Aero & brakes	Active rear wing (deploy/stall/air-brake), keel underbody, flying buttresses · carbon-ceramic discs · bespoke Michelin Pilot Sport Cup 2 sizes
Performance	~3,050-3,100 lb dry · 216 mph · 0-60 ~3.0 s · Le Mans 2016 LM GTE Pro class win (No. 68), IMSA/WEC programme 2016-19 - the machine’s stated purpose, achieved

03 THE REGISTER - 1,350 CARS, SIX EDITIONS

500 became 1,000 became 1,350 - a supply curve managed in public, and an edition ladder tied to the racing calendar.

The production arithmetic was managed as deliberately as everything else. Ford announced 500 cars, expanded to 1,000 across four programme years as applications overwhelmed supply, and finally confirmed 1,350 through the 2022 model year; the last cars left Markham in early 2023. The ramp-up was harder than the plan: calendar-2017 output reached only around 138 cars against a 250-car target - carbon-supply and process constraints at low-volume hand assembly - and Multimatic recovered the shortfall across subsequent years at roughly one car per working day. Model-year splits were never published by Ford; VIN- and registry-derived breakdowns circulate in the owner community and are treated here the way Paper 124 treated colour statistics - reliable in pattern, registry in status. Country allocation likewise: the majority of cars are US-market, with meaningful Canadian, European, Middle Eastern and Asia-Pacific allocations known car-by-car in the registry rather than from a factory audit.

The edition ladder followed the racing calendar rather than a marketing cycle. The Competition Series (2017) stripped weight; the Carbon Series (from 2019, roughly 50 cars per year) exposed the weave with painted accents; the Liquid Carbon cars (from 2020) deleted paint entirely over bare carbon at a $750,000 sticker; the Studio Collection (2021-22) added a graphics package. The Heritage editions re-ran the history in order: '67 (Gurney/Foyt, 2017-18), '68-'69 Gulf (2018-19, the first two-year Heritage), '66 Daytona (2020), '64 Prototype (2021-22), Alan Mann (2022), and the Holman Moody and LM editions closing the run. Above the road car sit the track-only derivatives treated in Paper 123: the Mk II (2019, 45 cars, $1.2M, 700 hp) and the Mk IV (2023, 67 cars, $1.7M, 800+ hp, long wheelbase), whose final production wave was ordered from August 2025 - Multimatic programmes both, and the reason the GT's story outlived its own road car.

FORD GT - THE PRODUCTION REGISTER	
The plan	500 announced (2016) - 1,000 across four programme years - 1,350 confirmed through MY2022 · final builds completed early 2023 · ~1 car per working day at Multimatic, Markham
The ramp	Calendar 2017: ~138 cars against a ~250 target - shortfall recovered in later years; model-year splits are registry-derived, not Ford-published
Editions	Competition Series (2017) · Carbon Series (2019-22, ~50/yr) · Liquid Carbon (2020-21, $750K sticker) · Studio Collection (2021-22)
Heritage ladder	'67 (2017-18) · '68-'69 Gulf (2018-19) · '66 (2020) · '64 Prototype (2021-22) · Alan Mann (2022) · Holman Moody · LM Edition - liveries of the racing history, in sequence
Track-only kin	GT Mk II - 2019, 45 cars, $1.2M, 700 hp · GT Mk IV - 2023, 67 cars, $1.7M, 800+ hp, final wave ordered from August 2025 · both Multimatic programmes, covered in Paper 123
Distribution	US majority · Canada, Europe, Middle East, Asia-Pacific allocations known registry-level, car by car - no factory regional audit published

Totals per Ford and Multimatic statements; ramp-up figures as reported at the time; edition counts partly registry-derived and labelled accordingly. The register is unusually well documented for a modern limited car - the allocation process saw to that.

04 ALLOCATION, CONTRACT, FIRST OWNERS

An application, an interview, a two-year no-sale clause - Ford built a community of ambassadors, and accidentally a provenance standard.

Nothing else in this series distributes like the GT did. Ford opened a global online application window in April 2016: 6,506 completed applications arrived within the month - alongside nearly 200,000 configurator sessions - for the initial 500 cars. The application asked about previous Ford ownership, motorsport involvement, collector history, intended use, social-media presence and the applicant's willingness to drive the car publicly; some applicants were interviewed; celebrity and influence helped some and not others. Later rounds explicitly prioritised previously unsuccessful applicants. The stated goal was ambassadors rather than highest bidders - and the mechanism was the contract: buyers agreed not to resell for an initial period, commonly cited at about two years, with Ford's right of first refusal in some markets. Ford enforced it: the suit against John Cena, who sold his 2017 car weeks after delivery, settled in 2018 with proceeds to charity, and the deterrent held well enough that the public market effectively began only in January 2020, when the first out-of-contract car made $1.5 million at Mecum Kissimmee.

Base MSRP opened around $450,000 and rose towards $500,000 by the final years, before options; Heritage liveries, exposed-carbon finishes and personalisation lifted invoices well beyond, and the Liquid Carbon car carried its $750,000 sticker as a statement. For today's buyer the era's paperwork is a provenance asset with few parallels: allocation confirmation, the purchase contract, delivery documentation and the certified service trail identify a car's entire early custody. A car whose history shows the contract was observed - one owner through the restriction window, documented delivery, no grey-market detour - carries a premium the market can actually verify, which is precisely what Ford's curation was designed to produce.

05 CUSTODY - THE CERTIFIED REGIME

Not every Ford dealer may change this car’s oil - the service network, the hydraulic file, and what actually goes wrong.

Ford built a dedicated custody infrastructure with the car. Routine service is performed by specially trained technicians at certified GT facilities - dealers had to invest in dedicated lifts, enclosed work areas, tooling and training to qualify - with transport capability for customer cars and Multimatic's direct involvement for major structural and carbon repairs. The rhythm itself is conventional in outline: annual inspection with engine oil, DCT fluid on interval, brake fluid on a two-year cycle, coolant on age; majors bring turbocharger and cooling-system inspection, suspension and hydraulic-system service, transmission service and documented carbon-fibre inspection. The known-issues file is short for a car this complex - the fleet has proven remarkably robust - and concentrates in three areas. First, hydraulics: the rear-wing valve block leak is the model's principal recall (18V-707, October 2018, 194 cars US/Canada, one fire in Germany; software plus check valve as remedy) with a 2025 follow-up (25V-443, two cars whose earlier repair was performed incorrectly) - wing and ride-height function, fluid condition and campaign status are the heart of any PPI. Second, electronics and software: early cars received a sequence of factory service campaigns and updates - a car's software state is checkable and should be current. Third, storage-related items familiar from every modern limited car: battery management on tender, fuel age, and heat-cycle discipline around the turbos after hard use. Parts availability is the structural difference from Paper 124's car: consumables flow normally, but body panels, structural carbon and model-specific systems are Multimatic-tied, priced by quote, and paced by one supplier's capacity - the community's standing advice is to let the certified network and the recognised specialists carry the car, and to budget accordingly.

CUSTODY ECONOMICS - PLANNING ALLOWANCES	
Routine	Annual certified service $3,000-8,000 - inspection, oil, software state, hydraulic check · DCT fluid on interval · brake fluid 2-year cycle · tender and storage regime assumed
Consumables	Bespoke Cup 2 tyres $2,500-4,500/set - age governs · carbon-ceramic discs five figures per axle when they finally arrive; pads rational · fluids unremarkable
The big items	Wing/ride-height hydraulic repairs four to five figures · turbo or cooling work by quote · any structural or body carbon: Multimatic-tied, priced per case - the true tail risk
The regime	Certified network or recognised specialist only - transport to service is normal custody, not a defect; documentation from the certified trail is itself a market asset
Five-year frame	$40,000-100,000 all-in for a driven car - service, consumables, insurance, storage, contingency; double Paper 124's frame, a fraction of the series' European exotics

Planning provisions, not tariffs - assembled from owner-community and specialist-published experience; single cases vary, and structural carbon work prices by quote only. The certified-trail documentation habit is worth real money at resale; treat it as part of the running cost.

06 THE MARKET - CURATED FROM DAY ONE

Suppressed flipping, a delayed public market, COVID-era repricing - and a benchmark holding near double sticker.

The market's shape is the allocation policy's mirror. Because resale was contractually suppressed, there was no launch-era flip spike; the public record begins in January 2020 with the first out-of-contract car at $1.5 million - roughly three times sticker - and the COVID-era collector boom then repriced the fleet upward through 2021-22 as restrictions expired car by car. The subsequent settling has been orderly rather than sharp: the broad second-generation benchmark stands near $1.01 million in July 2026, with the base car's own benchmark around $905,000 and transparent recent results bracketing it - $995,000 for a 660-mile 2020 car at RM Sotheby's Monterey in August 2025, $999,996 for a two-thousand-mile 2019 car in June 2026. The editions layer cleanly: Carbon Series around $940,000 benchmark with a $1.2 million 30-mile result in April 2026; the Heritage family near $1.16 million; Liquid Carbon at $1.77 million benchmark - scarcity pricing for roughly a dozen unpainted cars a year; and the track-only Mk IV entering the public record at $2.15 million (16 miles, June 2026). Europe trades at a visible discount - the €646,250 Paris result for a 262 km Carbon Series in February 2025 remains the marker - and isolated European-market results below US benchmarks continue to appear; the transatlantic spread is a datum, not an anomaly.

The sensitivities differ subtly from the first-generation car. Mileage matters - delivery-mileage cars command the ceilings - but the fleet is young and overwhelmingly low-mileage, so documentation quality discriminates more finely: the certified service trail, current software state, closed campaigns and the allocation paper trail separate cars that look identical on an odometer. One-owner provenance with the contract observed is the premium profile; driver-quality cars with honest four-figure mileage and full files trade liquidly at the benchmark; cars with grey-market history, early contract disputes or undocumented carbon repair price by deduction. The edition ladder is rational rather than speculative - Heritage and Liquid Carbon premiums have held because their populations are genuinely small and verifiable against the register. Supply remains tight by design: 1,350 cars, chosen owners, and a community culture - reinforced by Ford Performance events, Le Mans anniversaries and concours presence - that keeps cars documented and, increasingly, driven.

FORD GT (2017-22) - WORKING VALUATION FRAMEWORK, JULY 2026	
Base, driven	$850,000-1,050,000 - documented cars with honest three-to-four-figure mileage; benchmark $905K, results $995K (660 mi, 8/2025) and $1.0M (2k mi, 6/2026)
Base, delivery-mile	$1,000,000-1,300,000 case by case - the young fleet's ceilings; recommissioning discipline must be proven, not assumed
Carbon Series	$940,000-1,200,000 - benchmark $942K, $1.2M at 30 miles (4/2026); ~50 cars per year
Heritage editions	$1,100,000-1,500,000+ by edition and mileage - family benchmark $1.16M; Gulf and early liveries lead
Liquid Carbon	$1,500,000-2,000,000 - benchmark $1.77M; the scarcity play of the range
Europe	Visible discount to US benchmarks - €646,250 (262 km Carbon Series, Paris 2/2025) the marker; the spread is a datum to price, not to explain away
Track-only kin	Mk II thin and private · Mk IV entering the record: $2,150,000 (16 mi, 6/2026) - racing-equipment custody, separate market

Analytical bands assembled from the 2020-26 public record (gross where auction results are cited; benchmarks per CLASSIC.COM CMB, July 2026). Bands describe the observed market, not any individual car. Nothing here is investment advice.

OWNERSHIP VERDICT - THE RATINGS		
Reliability	□□□□□	Remarkably robust for a carbon-tub prototype - the file concentrates in wing/ride-height hydraulics and software state; campaigns closed by VIN, not by trust
Maintenance costs	□□□□□	Certified-network custody at $3-8K a year with a CCM and hydraulic tail - double the 2005 car, a fraction of the European exotics it out-performs
Parts availability	□□□□□	Consumables flow; body, structure and systems are Multimatic-tied and quote-priced - the single-supplier dependency is the real constraint
Investment potential	□□□□□	Curated scarcity that has held near double sticker - editions verified against the register lead; provenance quality is the edge

MARQUE BUYING SCORE - FORD GT (2017-22)			
Category	**Base, documented allocation file**	**Heritage / editions (documented)**	**Any car, history unverified**
Reliability	8 / 10	8 / 10	4 / 10
Driving experience	9.5 / 10	9.5 / 10	9 / 10
Ownership cost	5 / 10	5 / 10	3 / 10
Parts availability	4 / 10	4 / 10	2.5 / 10
Long-term collectability	9 / 10	9.5 / 10	4 / 10
Investment potential	8 / 10	8.5 / 10	3 / 10

Scored on the fixed series rubric. The documented base car with its allocation file is the benchmark profile; verified editions add the strongest collector cases. The third column prices the GT trap: allocation paperwork missing, software and campaign state unverified, or carbon repair asserted rather than documented by Multimatic or the certified network.

METHODOLOGY AND A NOTE ON VALUES

Built from Ford and Multimatic statements, NHTSA records, auction documentation and registry data: reveal Detroit January 2015; carbon monocoque/aluminium subframes; pushrod suspension, Multimatic ASV dampers, hydraulic ride height; 3.5 EcoBoost V6 647 hp (660 hp MY2020+); Getrag seven-speed DCT; CCM brakes, bespoke Cup 2 tyres; 216 mph. Production 500-1,000-1,350 through MY2022, final builds early 2023; 2017 ramp ~138 cars vs ~250 target as reported; ~1 car/day Markham. Applications: 6,506 in first window (Ford, May 2016); ~200,000 configurations; 24-month resale bar, Cena suit settled 2018. Editions per Ford material; some counts registry-derived. Recalls: NHTSA 18V-707 (Oct 2018, 194 cars, wing valve block, one fire in Germany) and 25V-443 (July 2025, 2 cars, incorrect prior repair) - VIN-checkable. Market: CLASSIC.COM CMB July 2026 (2nd gen $1.013M; base $905K; Carbon Series $942K; Heritage $1.156M; Liquid Carbon $1.768M; Mk IV $1.296M); results gross as cited in Section 06. Bands are analytical estimates. Nothing here is investment advice.

08 THE BUYING PROTOCOL - AND SYNTHESIS

Allocation papers first, hydraulics second, software third - and the community that keeps this fleet honest.

The ownership community carries this fleet the way it carries Paper 124's - the Ford GT Forum's registry culture extends to the second generation - with the addition of factory gravity: Ford Performance events, Le Mans anniversary gatherings, concours invitations and Multimatic's continuing presence keep the fleet visible and its histories public. The protocol, carried in full by Checklist No. 82: verify the allocation documentation and ownership chain, including whether the resale restriction was observed; confirm recall 18V-707 and the 2025 follow-up closed by VIN, and the factory service-campaign and software state current; inspect the carbon bodywork for repairs - documented Multimatic or certified work is acceptable history, undocumented repair is not; prove the hydraulic systems - wing deployment and stall, ride-height drop, front lift - through full cycles; date the Cup 2 tyres and measure the carbon-ceramic discs; verify the certified service trail or recognised-specialist file; inspect turbo and cooling plumbing on age; and confirm originality of wheels, panels and calibration. The car will tell you the rest: a GT that cycles its systems crisply, holds hydraulic pressure and carries a complete file is exactly what its paperwork says it is - that was the point of the whole experiment.

WALK AWAY - THE NON-NEGOTIABLES

Missing allocation and contract paperwork on a car whose entire value case is curated provenance. Undocumented carbon or structural repair - Multimatic and the certified network document everything; silence is the answer. An open hydraulic campaign, a failed wing or ride-height cycle, or fluid loss explained away. Software and service-campaign state that cannot be verified. And a seller who resists a certified-facility or recognised-specialist PPI - on this car, generic exotic inspection is not inspection.

WHO SHOULD BUY THIS CAR

The collector who wants the closest thing to a registered GTE prototype that modern Ford will ever build - and accepts infrastructure custody as its price. The Le Mans historian completing the 1966-2016 arc in metal and carbon. The two-car strategist pairing it with Paper 124's analogue centennial car - the same doctrine, twenty years and one carbon revolution apart. And the provenance buyer, for whom the allocation file, the certified trail and the curated register make this the most verifiable modern supercar purchase in this series.

BOTTOM LINE

The 2017-22 Ford GT is the doctrine of Paper 123 made purchasable: a race car first, a road car by concession, and a collector asset by design. 1,350 cars, chosen owners, a 24-month no-sale clause enforced in court, a certified service regime and Multimatic-tied parts - the control that shaped the car now protects its market, which holds near double sticker with the editions layered verifiably above. The custody price is real: hydraulics, software, carbon and one supplier's capacity. Buy the allocation file, prove the campaigns and the cycles, keep the certified trail alive - and remember the car was built to be seen driven; its first owners signed for exactly that.

ONE-SENTENCE VERDICT

Ford built a Le Mans car, registered it, chose who could own it and wrote the resale terms - which makes the 2017-22 GT the rare supercar whose provenance was engineered as carefully as its aerodynamics, and priced accordingly.

SOURCES

Ford and Multimatic statements, NHTSA records, auction documentation, registry and community data: programme - surprise reveal Detroit 12 January 2015; built to return to Le Mans 2016; LM GTE Pro class win No. 68 (Hand/Muller/Bourdais), pole, No. 69 third; IMSA/WEC works programme 2016-19 (Paper 123). Specification: carbon monocoque, carbon panels, aluminium subframes; pushrod suspension, torsion bars, Multimatic ASV dampers; hydraulic ride height (~50 mm Track drop) and front lift; active wing with air-brake; 3,497 cc EcoBoost twin-turbo V6 647 hp/550 lb-ft, 660 hp MY2020+ (gallery-cooled pistons); Getrag 7-speed DCT; CCM brakes; bespoke Michelin Cup 2; ~3,050-3,100 lb dry; 216 mph. Production: 500 announced, 1,000, then 1,350 through MY2022 (Ford statements 2016-2018); final builds early 2023 (Multimatic); calendar-2017 ~138 vs ~250 target as reported (2018 press); model-year and country splits registry-derived - labelled. Editions: Competition, Carbon Series (~50/yr), Liquid Carbon ($750K), Studio Collection, Heritage sequence '67, '68-'69, '66, '64 Prototype, Alan Mann, Holman Moody, LM. Track-only: Mk II 2019, 45 cars, $1.2M; Mk IV 2023, 67 cars, $1.7M, final wave from August 2025 (Paper 123). Allocation: application window April-May 2016, 6,506 completed applications, ~200,000 configurations (Ford release); screening criteria per Ford statements; ~24-month resale bar; Cena suit 2017, settled 2018 (charity). Service: certified GT facilities - trained technicians, dedicated equipment, enclosed bays, transport; Multimatic for structural/carbon repair. Recalls (NHTSA): 18V-707 - Oct 2018, 194 cars US/Canada, rear-wing valve-block hydraulic leak onto exhaust, one fire (Germany), software + check valve; EU Rapex A12/1572/18; 25V-443 - July 2025, 2 cars, prior repair performed incorrectly; factory service campaigns/software updates on early cars - state checkable. Market: first out-of-contract sale $1.5M, Mecum Kissimmee 1/2020; CLASSIC.COM CMB July 2026 - 2nd gen $1,013,111, base $905,297, Carbon Series $942,085, Heritage $1,155,838, Liquid Carbon $1,767,750, Mk IV $1,296,250; results gross: $995,000 (2020, 660 mi, RM Sotheby's Monterey 8/2025, Lot 255), $999,996 (2019, 2k mi, 6/2026), $1,199,995 (Carbon Series, 30 mi, 4/2026), $2,150,000 (Mk IV, 16 mi, 6/2026), €646,250 (2022 Carbon Series, 262 km, RM Sotheby's Paris 2/2025) - the transatlantic spread as datum. Companion documents: Model File 82 and Buyer's Checklist No. 82; predecessor Paper 124; series main paper 123. Nothing here is investment advice.