

PORSCHE CARRERA GT

59

The analogue halo, 2003-2006 - a Le Mans engine that reached the road, and a car that forgives nothing done without technique

1,270

Cars built 2003-2006 - a fixed historic production population, not an allocation number; Porsche had discussed more, and stopped here

612 PS

The 5.7-litre naturally aspirated V10 from the cancelled LMP 2000 programme - 8,400 rpm, six-speed manual, 1,380 kg DIN

US\$6.715M

The one-off Gulf Blue record, Amelia 2026 - more than double the previous benchmark, and a record rather than a market average

€1.6-6.5M+

The market span, 2026 - driver-quality cars to exceptional Paint to Sample; intensely chassis-specific, divided by the file

01 EXECUTIVE SUMMARY

The Carrera GT is arguably Porsche's purest modern halo car: a 5.7-litre naturally aspirated V10, a six-speed manual, rear-wheel drive, a carbon-fibre monocoque with a carbon-fibre engine carrier, a ceramic composite clutch, no electronic stability control in the modern sense, and comparatively little insulation between driver and machinery. Shown as a concept in Paris in 2000 and built from 2003 to 2006, its engine came from the cancelled LMP 2000 endurance-racing project - a competition V10 enlarged and adapted for the road, and not, despite the persistent shorthand, a Formula One engine. Porsche built 1,270 cars: more numerous than a McLaren F1, an Enzo or a 959, far rarer than any GT-series Porsche, and - unlike the allocation generation this library documented in Paper 55 - a fixed historic population whose number is final. The figures still command respect: 612 PS at 8,400 rpm, approximately 590 Nm, 3.9 seconds to 100 km/h, 9.9 to 200, roughly 330 km/h, 1,380 kg DIN.

The thesis of this paper corrects twenty years of mythology in one sentence: the Carrera GT is not difficult because it is defective - it is difficult because Porsche removed almost everything that normally protects the driver from imperfect technique. Its clutch rewards a specific method and punishes improvisation; its reputation for treachery was shaped substantially by ageing tyre technology that a 2024 Michelin development programme has since addressed; and its most important current file item is a suspension recall whose status must be verified by VIN on every single car. The buyer's line follows: buy the recall file, the clutch measurement, the tyre history and the accident record before you buy the odometer.

Key Finding

A Le Mans engine, not an F1 myth. The V10 was developed for Porsche's cancelled LMP 2000 prototype and adapted for the road - an unused endurance-racing programme turned into a production supercar. The distinction strengthens the story rather than diminishing it, and the engine itself has developed no defining systemic failure pattern.

The current file leads with the suspension recall. Porsche identified possible stress corrosion in the spherical joints of the front and rear wishbones - failure could mean loss of control, damaged cars carried a stop-use advisory, and the remedy process ran into 2024-2025. Unresolved recall status is a walk-away, not a negotiating point.

Technique is the ownership system. The ceramic clutch is operated by method, not feel; the car belongs on the current Porsche-approved Michelin, not on original-specification rubber preserved as a virtue; and the record market - US\$6.715 million for a one-off Gulf Blue in 2026 against roughly US\$1.65 million at Tegernsee the same year - now prices each chassis on its file, not on the model's name.

02 THE MARQUE AND THE CARS

The middle of the halo triad - between the 959's systems and the 918's energy management.

The Porsche halo sequence this library closes here has a clean internal logic: the 959 was technology and systems, the Carrera GT is analogue motorsport engineering, the 918 is hybrid integration. Between the two electronically managed bookends stands the one car Porsche built by taking things away.

The LMP 2000 programme died before it raced; its V10 survived, grew to 5.7 litres, and was installed in a carbon-fibre monocoque - with the engine mounted to a carbon carrier and the gearbox turned transversely, both decisions taken straight from motorsport practice. The tiny twin-plate ceramic clutch existed to lower the crankshaft and the centre of gravity; the inboard suspension with its pushrod actuation came from the same school; and the electronics were deliberately restrained - traction control, but no modern stability net. The result was the last Porsche halo car whose limits are negotiated between driver, tyres and physics -which is precisely why its custody doctrine differs from both neighbours: the 959 is preserved by operating its systems, the 918 by diagnostics and disciplined storage, and the Carrera GT by technique - from the driver, the workshop and the collector alike.

PORSCHE CHARACTER

The Carrera GT is Weissach with the safety nets removed by intention - the marque proving, at the height of the electronic era it had itself created, that it could still build a car whose only assistance is honesty. Nothing about it is accidental: the clutch is small because the engine sits low, the engine sits low because the racing programme demanded it, and the driving demands technique because the car assumes a driver willing to learn. It rewards exactly that owner - and its twenty-year reputation for menace says more about old tyres and improvised clutch work than about the machine Porsche actually built.

03 ARCHITECTURE: THE LE MANS ENGINE THAT REACHED THE ROAD

A racing V10, a carbon structure, and a specification with no successor.

The engine is the biography: a competition V10 whose architecture was intended for the LMP 2000 Le Mans prototype, cancelled before it raced, enlarged to 5,733 cc and adapted for production - dry-sump lubrication, 612 PS at a peak past 8,400 rpm, approximately 590 Nm, breathing without turbochargers or electric assistance of any kind. It drives the rear wheels through the six-speed manual mounted transversely behind it, engaged through the Porsche Ceramic Composite Clutch - two small ceramic plates whose compact diameter allowed the engine and crankshaft to sit lower, reducing rotational inertia and the centre of gravity at a known price in low-speed manners. The structure is composite throughout: carbon-fibre monocoque, carbon rear subframe carrying the engine, composite body panels with magnesium and Kevlar components, removable roof panels - a structural composite object, not a metal-bodied supercar with carbon decoration. Inboard dampers, pushrod actuation, ceramic composite brakes and deliberately restrained electronics complete a specification Porsche has never repeated: 3.9 seconds to 100 km/h, 9.9 to 200, approximately 330 km/h, 1,380 kg DIN.

Porsche Carrera GT - Specification	
Engine	5,733 cc naturally aspirated V10, LMP 2000-derived · 612 PS, ~590 Nm, power peak ~8,400 rpm · dry sump · no forced induction, no hybrid assistance
Drivetrain	6-speed manual, transversely mounted · RWD · Porsche Ceramic Composite Clutch (PCCC) - small twin-plate ceramic, low crankshaft, low inertia
Structure	Carbon-fibre monocoque and rear engine carrier · composite panels, magnesium and Kevlar components · removable roof panels · inboard pushrod suspension · PCCB
Performance	0-100 km/h ~3.9 s · 0-200 km/h ~9.9 s · ~330 km/h · ~1,380 kg DIN · traction control, no modern stability net
Production	1,270 cars, 2003-2006 · concept shown Paris 2000 · a larger run discussed, production stopped at 1,270 - a fixed historic population
Current factory support	Porsche Classic parts and expertise · 2024 Michelin Pilot Sport Cup 2 developed specifically for the car · Sonderwunsch Factory Re-Commission already applied to Carrera GTs

(The V10 is LMP 2000-derived, not a Formula One engine - Porsche's own historical material makes the distinction, and so does this paper.)

04 THE CLUTCH MYTH

PCCC engineering, the correct technique, and real costs versus internet folklore.

The ceramic clutch is the car's most mythologised component, and the mythology obscures a simple truth: it is an engineering decision with a usability price, operated correctly by method. The commonly taught technique: select first gear; release the clutch slowly without adding significant throttle; allow the anti-stall strategy to manage engine speed; add throttle once the clutch is fully or nearly fully engaged. Trying to balance throttle and clutch like an ordinary manual creates slip, heat, abrupt engagement, stalling and accelerated wear - the car moves off on clutch control first, throttle second, and the anti-stall calibration does the balancing a flywheel would normally provide. Porsche improved that calibration during production and applied it through servicing, so the belief that every early car behaves fundamentally differently deserves caution. The buying consequence is measurement, not folklore: recorded clutch wear and position data, engagement-point assessment, replacement history, flywheel and hydraulic condition, release bearing, and invoices from a Carrera GT specialist - with abrupt or inconsistent engagement, excessive slip, judder, a moving bite point or a measurement near the service limit as the warning signs. The cost picture deserves the same honesty: specialists describe the internet's blanket '\$25,000 time bomb' narrative as oversimplified - clutch-related work plans at roughly €15,000-30,000, and a combined clutch, flywheel and major-service scope at €25,000-45,000+ depending on what else is done while the drivetrain is accessible.

THE PCCC PROTOCOL

Pulling away: first gear - clutch out slowly, no meaningful throttle - let the anti-stall manage the revs - throttle only once engagement is complete. The car is not driven like an ordinary manual at walking pace, and every attempt to slip it against throttle is paid for in heat and wear. At the purchase: the measurement is the fact - wear data, engagement point, adaptation record, replacement invoices - and a seller who cannot produce a clutch measurement is asking the buyer to price a five-figure unknown. The component is not a time bomb; it is a consumable with a technique attached, and both belong in the file.

05 THE SYSTEMS: THE TYRE AND SUSPENSION FILE

The recall that leads every inspection, the tyres that shaped a reputation - and the carbon custody file.

The suspension recall is now the first question on every car. Porsche identified possible stress corrosion and mechanical damage affecting the spherical joints connecting the front and rear wishbone components - a failure could cause loss of vehicle control, the campaign began with inspection, and owners of cars showing damage were advised not to drive until repaired. The campaign was precautionary - no incidents had been attributed to the problem at announcement - but the remedy process continued into 2024-2025, so the buyer verifies the individual VIN rather than assuming currency from a recent dealer visit: the campaign printout, the inspection result, replacement documentation with dates and part numbers, confirmation that all affected front and rear components were addressed, and alignment records after the work. Unresolved status, incomplete documentation, 'not relevant in Europe' claims without Porsche confirmation, visible joint corrosion or unexplained storage through the recall period - all walk-away conditions, because this is a safety file, not a collector detail. The tyre file is the reputation file: the car's unforgiving image was shaped partly by ageing tyre technology, and in 2024 Porsche and Michelin introduced a Pilot Sport Cup 2 developed specifically for the Carrera GT - by Porsche's own account making the car more precise and more predictable at the limit. Old original-specification rubber, hardened compounds, flat spots and mismatched replacements change this car's behaviour more than almost any mechanical variable; the buyer verifies approved model, DOT dates, storage and pressure history, matching sets and post-fitting alignment - and the owner who intends to drive fits the current approved tyre regardless of visual wear, retaining originals as provenance, never as road equipment.

The structure is inspected as what it is - a composite object. Monocoque, suspension pick-up points, front crash structure, the carbon engine carrier, underbody, jacking points, diffuser, splitter, roof-panel apertures - read for delamination, repair evidence and refinishing, with paint-depth data throughout. A repaired Carrera GT is not unsaleable, but the repair must be completely documented, specialist-executed, structurally inspected and reflected in the price - at current values, undocumented carbon repair can produce a seven-figure valuation difference. Beyond the recall, the suspension file covers the inboard dampers and their pushrod mechanisms, spherical bearings, control arms, wheel bearings, steering rack, ride height and geometry - with current and historic alignment sheets, corner weights and any post-recall setup records requested, because a mechanically intact car can feel unstable purely through wrong geometry. The ceramic brakes follow the library's standing doctrine - specialist measurement, edge and impact damage, fluid history, transport and wheel-service damage - with a full PCCB event planning at €25,000-40,000+ and steel conversion undesirable on a collector-grade car.

Wheels are specialist territory: cracks, inner-barrel damage, straightening and refinishing history - generic refurbishment can destroy originality or conceal damage. The V10's supporting systems age by years, not kilometres: the cooling system - radiators, hoses, expansion tank, pumps, thermostat, fans - is pressure-tested and run to full temperature, because static years harden seals and stick pumps in ways a showroom drive never reveals; the fuel system - lines, pumps, injectors, tank, regulators, evaporative hardware - is inspected with particular care on garage queens, noting for the record that the car has no established pattern of spontaneous fuel-station fires, and that the widely publicised Canadian fire-rebuild project involved a 918 Spyder, not a Carrera GT. The exhaust and heat-shielding file reads manifolds, catalysts, brackets and heat-affected bodywork - originality increasingly matters, and a non-standard exhaust narrows the collector market. The electronics are analogue-adjacent but not immune: battery condition and conditioner use, alarm and immobiliser, instruments, ABS, traction control, climate - low-voltage events leave diagnostic traces after the symptoms vanish. And the completeness file closes the inspection: both roof panels with bags and latches, luggage, toolkit, books, keys, delivery materials - at these values, completeness is not detail; it is price.

THE STORAGE LEDGER

The Carrera GT ages by stillness like every halo car in this library: climate-controlled storage, battery conditioning, fuel replacement, tyre-pressure management, annual servicing and genuine operating cycles - documented, not recalled from memory. A 2,000 km car with twenty static years is not automatically better than a 20,000 km car driven and serviced regularly; it is a recommissioning project wearing a trophy odometer. Independent specialists run the engine-out major service on roughly a four-year cycle by programme and use - a €100,000 file of correct invoices reads better than a thin folder and a low number.

06 MARKET AND MONEY

The record market - a \$6.7 million headline, and why a record is not an average.

The Carrera GT market accelerated dramatically in 2026. A Paint to Sample Gulf Blue car sold at Broad Arrow Amelia Island in March 2026 for US\$6.715 million - the current public auction record and more than double the previous model benchmark. The same year produced a Tegernsee result around US\$1.65 million: the divergence is the market's message, because pricing is now intensely chassis-specific. The long-term supports are among the strongest in this library - 1,270 cars, the naturally aspirated V10, the manual gearbox, the motorsport-derived engine, the carbon monocoque, no hybrid system, no successor using the same formula, active Porsche Classic and Sonderwunsch support, and growing recognition as one of the last analogue halo cars. The risks are the record's own children: exceptional results inflating ordinary sellers' expectations, wide gaps between ordinary and rare specifications, accident and recall status, static low-mileage cars needing expensive recommissioning, and the standing cost of correct ownership. The market will divide further - exceptional PTS and provenance cars, completely original documented standard-colour examples, properly driven and maintained cars, repaired or incomplete-history cars, and speculative offerings priced from records rather than comparable chassis - and the buyer's discipline is to know which of those five columns a car belongs to before the seller assigns it a different one.

CARRERA GT - INDICATIVE GLOBAL FRAMEWORKS, MID-2026

Driver-quality or higher-mileage car	€1.6-2.1 million - meaningful mileage, common colour, more owners, complete but unexceptional history, recent use, no major accident record
Strong original car	€2.1-3.0 million - full Porsche history, recall current, correct tyres, strong clutch measurement, original paint or minor documented work, complete accessories
Low-mileage or special specification	€3.0-4.5 million - rare factory colour, low mileage and ownership, original paint, exceptional documentation, current major service
Exceptional PTS or significant provenance	€4.5-6.5 million+ - the US\$6.715M result establishes what the market may pay for a singular example, not a universal floor

(Broad frameworks, not transaction values; 2026 results ran from ~US\$1.65M to US\$6.715M in the same year - the market prices the chassis and its file, not the model name.)

MAINTENANCE - EUROPEAN PLANNING FRAMEWORK

Annual inspection / service	€3,000-6,000
Larger scheduled service	€7,500-15,000
Four-year engine-out major service	€15,000-30,000+ - the specialist rhythm, by programme and use
Clutch	Clutch-related work €15,000-30,000 · clutch, flywheel and major combined scope €25,000-45,000+
Tyres	€4,000-6,000 - the 2024 Cup 2 as the standing recommendation for driven cars
Brakes	PCCB replacement €25,000-40,000+
Suspension and structure	Work outside the recall potentially five figures · carbon repair five figures to materially more
Cooling / fuel recommissioning	Cooling overhaul €5,000-15,000+ by access · fuel-system recommissioning several thousand to five figures
Custody and factory	Enclosed transport a material recurring cost · agreed-value insurance individually underwritten · Sonderwunsch factory re-commission project-specific, potentially several hundred thousand euros

(Planning categories, not quotations - there is no 'normal Porsche' cost structure here. Five-year reserve for a sorted car: light collector use €25,000-50,000 · regular road use €40,000-75,000 · major service plus clutch, tyres or brakes €75,000-125,000+ - carbon incidents, drivetrain events and factory restorations sit outside every band.)

07 THE BUYING PROTOCOL

The archive before the car, the recall before the archive - and a specialist's ears on the clutch.

Level One - the archive before the car. VIN and production identity; ownership chain; original invoice and service history; the APA3 recall completion file first among equals; clutch measurements; tyre history; accident record; factory specification; original accessories - both roof panels, luggage, tools, books; the storage ledger; the Porsche Classic or specialist relationship.

Then the car, genuinely cold: start, clutch engagement by the correct technique, gearbox, warning lights, suspension and steering, brakes, tyres by date before tread, cooling, fuel smell, roof panels, carbon and underbody, electronics.

Level Two - the specialist PPI. At a Carrera GT-qualified Porsche facility or recognised independent specialist: full diagnostic scan; clutch wear measurement; compression and leak-down where justified; oil analysis; fuel-system pressure test; cooling-system pressure test at temperature; recall-status confirmation in writing; suspension and spherical-joint inspection; carbon monocoque and engine-carrier inspection; PCCB measurement; wheel inspection; alignment and corner weights; gearbox and differential assessment; accident and paint-depth survey; originality reconciliation against factory build data.

Level Three - walk away. An unresolved suspension recall. Missing or unclear clutch measurements. Old tyres marketed as a virtue. Undocumented carbon repair. Unexplained accident history. Fuel leakage. Cooling loss. Clutch-misuse symptoms. Incomplete service history. Prolonged storage with no recommissioning. Missing roof panels or important accessories. Seller resistance to a Carrera GT specialist inspection. The standing rule closes the Porsche series where it began: the buyer who cannot walk away has already overpaid.

THE TECHNIQUE RULE

The Carrera GT does not forgive poor technique - from the driver, the workshop or the collector. The driver's technique is the clutch method and current tyres; the workshop's is specialist knowledge of ceramic clutches, composite structures and recall hardware; the collector's is the storage ledger and the four-year service rhythm. The buying line: buy the clutch measurement, the tyre date, the suspension-recall file and the carbon history before you buy the mileage. And the closing corollary: the Carrera GT is preserved by driving it correctly - not by being afraid to drive it. The rule joins the Porsche ladder as its twelfth law, and completes the halo triad: the 959 preserved through operation, the Carrera GT through technique, the 918 through diagnostics and disciplined storage.

08 OWNERSHIP ECONOMICS AND SCENARIOS

Custodianship by technique - priced per correct invoice, protected per measurement.

The scenarios model a well-bought strong original car at around €2.5 million with recall completion documented, a current clutch measurement, the 2024 Michelin fitted and a complete storage ledger, driven 2,500-5,000 km per year with the engine-out major service on the specialist four-year rhythm. The economics reward exactly what the mythology punishes: regular, correct use keeps seals alive, clutches measured and tyres current, while static trophy ownership accumulates invisible recommissioning debt that the next PPI converts into a price reduction. The clutch is a budget line, not a fear - measured annually, replaced on evidence, and cheapest when the owner's technique is correct from the first pull-away. The driver protocol is the insurance policy no underwriter sells: full warm-up, progressive speed, no aggressive inputs on cold tyres, professional instruction before circuit use - and on track days, the complete pre- and post-event inspection with the ledger entry made while the information is fresh. A properly documented track history adds confidence rather than subtracting value; an undocumented one is merely heat without a file.

OWNERSHIP SCENARIOS - WELL-BOUGHT ORIGINAL CAR (PLANNING BANDS)

Year 1	€8,000-20,000: specialist entry PPI with clutch measurement and recall verification, annual service, current tyres if not already fitted, storage and insurance established
Years 1-3	€18,000-45,000 cumulative: annual services, one larger scheduled service, tyre renewal by date, one age item - hoses, battery, minor hydraulics
Years 1-5	€25,000-50,000 light collector use · €40,000-75,000 regular road use · €75,000-125,000+ where the four-year major plus clutch, tyres or brakes falls inside the window

(Assumption-based planning bands excluding storage-facility and insurance premiums; carbon incidents, major drivetrain events and factory restorations sit outside every band by definition.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	☐ ☐ ☐ ☐ ☐	No systemic engine failure pattern in two decades - the V10 is regarded as exceptionally durable when serviced; the risks are age, stillness and the recall file, not design
Maintenance costs	☐ ☐ ☐ ☐ ☐	Halo-car amplitude with specialist depth: four-year engine-out majors, five-figure clutch scopes, ceramics - correct custody is expensive and cheaper than its absence
Parts availability	☐ ☐ ☐ ☐ ☐	Porsche Classic support, a 2024 factory-developed tyre and Sonderwunsch capability - slow and specialist rather than absent; composite and model-specific parts lead the risk
Investment potential	☐ ☐ ☐ ☐ ☐	1,270 cars, the last analogue halo formula, record-setting 2026 results and no successor - the strongest trajectory in the Porsche series, graded chassis by chassis

MARQUE BUYING SCORE - PORSCHE CARRERA GT

Category	Collector example	Driver example	Delivery-mileage car
Reliability	8.5 / 10	8.5 / 10	6 / 10
Driving experience	10 / 10	10 / 10	10 / 10
Ownership cost	3 / 10	3.5 / 10	2.5 / 10
Parts availability	5 / 10	5 / 10	5 / 10
Long-term collectability	10 / 10	9 / 10	9 / 10
Investment potential	9.5 / 10	8.5 / 10	8 / 10

Scored on the fixed series rubric: an 8 in Reliability means the same across every marque and paper. The delivery-mileage column prices the recommissioning question and the recall-era storage risk - not the odometer itself.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Porsche factory and historical documentation (1,270 cars, 2003-2006, after the Paris 2000 concept; the V10 described by Porsche as derived from the cancelled LMP 2000 programme - not a Formula One engine; 5,733 cc, 612 PS, ~330 km/h, ~1,380 kg DIN; the PCCC's engineering rationale and the anti-stall calibration updated in service; the 2024 Michelin Pilot Sport Cup 2 developed specifically for the car, stated by Porsche to make it more precise and more predictable at the limit; Sonderwunsch Factory Re-Commission programmes already applied to Carrera GTs), official recall documentation for the wishbone spherical-joint campaign - stress-corrosion risk, stop-use advisory for damaged cars, remedy process running into 2024-2025, verified by VIN; independent Carrera GT specialist documentation for the clutch cost picture - the '\$25,000 time bomb' narrative described as oversimplified - and the four-year engine-out service rhythm; and public market results (US\$6.715 million, Broad Arrow Amelia Island, March 2026, one-off Gulf Blue PTS - the current record; ~US\$1.65 million, Tegernsee 2026) with global frameworks, mid-2026. A record establishes what the market may pay for a singular example, not a universal floor. The fire-rebuild correction is noted for the record: the publicised Canadian project involved a 918 Spyder, not a Carrera GT. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

09 SYNTHESIS

The analogue halo, correctly understood - and the Porsche series complete.

Twenty years on, the Carrera GT has completed a rehabilitation the market rarely grants: from cautionary tale to crown jewel, without changing a single component - only the understanding around it. The clutch was never a time bomb; it was a racing decision awaiting a technique. The handling was never treachery; it was honesty on ageing rubber, answered two decades later by a factory-developed tyre. The dangers that remain are the ones this library prices everywhere: an unresolved safety recall, an unmeasured consumable, an undocumented repair, a storage decade disguised as preservation. What the record market of 2026 confirms is that the formula - naturally aspirated V10, manual gearbox, carbon structure, no electronic conscience - will never be built again, by Porsche or anyone; and what the Tegernsee result confirms in the same breath is that the name alone buys nothing: the file does. Between the 959's exercised systems and the 918's disciplined diagnostics, the Carrera GT closes the halo triad with the most human doctrine of the three - a machine preserved by the quality of the hands it passes through.

The buyer's task: verify the recall by VIN before falling in love, demand the clutch measurement as the fact it is, read the tyre dates before the odometer, inspect the carbon with specialist eyes, reconcile the car against its build data, price completeness - panels, luggage, tools, books - as the asset it has become, and then learn the technique the car was always waiting to teach. Do that, and the Carrera GT offers what no other car in the Porsche series can: the marque's analogue conscience, at its most demanding and its most rewarding - the last Porsche that asks the driver to be worthy of it.

WHO SHOULD BUY THIS CAR

Ideal collector buyer: the custodian acquiring a rare colour or exceptional provenance with the complete file - recall current, clutch measured, originals retained - and the discipline to keep the car exercised rather than embalmed. Ideal driver buyer: the experienced owner buying 10,000-40,000 documented kilometres, a recent major service and a known specialist relationship - the best ownership proposition in the model's market. Ideal value buyer: the one who prices a well-used, fully documented standard-colour car above a delivery-mileage artefact requiring complete mechanical recommissioning.

Less suitable: the buyer who will not learn the clutch technique - this car charges for improvisation; the trophy owner planning static storage through the next decade; and anyone pricing an ordinary chassis from a Gulf Blue headline - the record is a ceiling for a singular car, not a floor for theirs.

BOTTOM LINE

One car, 1,270 examples, 2003-2006: a 612 PS Le Mans-derived V10 at 8,400 rpm, six-speed manual, carbon monocoque, 1,380 kg - €1.6 million driver-quality to US\$6.715 million for the singular record. No systemic defect: the file is the suspension recall, the clutch measurement, the tyre dates and the carbon history. Buy those before the mileage; fit the 2024 Michelin and learn the technique; and remember the doctrine that closes the Porsche series - the Carrera GT is preserved by driving it correctly, not by being afraid to drive it.

ONE-SENTENCE VERDICT

The Carrera GT forgives nothing done without technique - buy the clutch measurement, the tyre date, the recall file and the carbon history before the mileage.

SOURCES

Porsche factory and historical documentation (production of 1,270 cars, 2003-2006, following the Paris 2000 concept; the 5,733 cc V10 described by Porsche as derived from the cancelled LMP 2000 Le Mans prototype programme; 612 PS, ~590 Nm, ~8,400 rpm, ~3.9 s to 100 km/h, ~330 km/h, ~1,380 kg DIN; the PCCC's engineering rationale - lower engine, lower crankshaft, reduced inertia - with anti-stall calibration improved during production and applied through servicing; the 2024 Michelin Pilot Sport Cup 2 developed specifically for the Carrera GT; Porsche Classic parts support and the Sonderwunsch Factory Re-Commission programme, already applied to Carrera GTs including complete disassembly, engine rebuilding and carbon refinishing); official recall documentation for the front and rear wishbone spherical-joint campaign - possible stress corrosion, loss-of-control consequence, stop-use advisory for damaged cars, remedy continuing into 2024-2025, verified by VIN throughout; independent Carrera GT specialist documentation for the clutch-cost picture and the four-year engine-out service rhythm; and public auction results - US\$6.715 million for the one-off Gulf Blue Paint to Sample car at Broad Arrow Amelia Island, March 2026, the current public record, against approximately US\$1.65 million at Tegernsee in the same year - with global market frameworks, mid-2026. Estimates are stated as estimates, and uncertainty as uncertainty, throughout.

Author. Uwe Riemeyer, Marque Intelligence (an IMP InterMediaPartners venture, est. 1976). This paper is research-led throughout, built on the disclosed perspective established in Paper 36. It is research and commentary, not investment advice; vehicle values fluctuate, and any purchase decision is the reader's own.