TOM HARTLEY JNR

2006 PORSCHE Carrera GT

Seal Grey Metallic with Natural Dark Grey Leather

£SOLD

Mileage	1,872 miles	Engine Capacity	5733cc
Body Style	Targa	Fuel	Petrol
Transmission	Manual	Chassis No.	000139

The turn of the millennium marked the beginning of the end of the analogue supercar era. While Bugatti and Ferrari were moving beyond the traditional manual gearbox with the Veyron and Enzo, Porsche created its ultimate expression of the analogue supercar: the Carrera GT.

Its debut was suitably dramatic; before dawn on 28 September 2000, Walter RÃ¶hrl, Porsche pivotal test driver and brand ambassador drove the concept car through the rain-soaked streets of Paris, travelling from the Arc de Triomphe towards the Louvre to introduce it to the worldâ€™s press. Just 1,270 production examples would be hand-built in Germany between 2003 and 2006.

The marketing brochure at launch charmingly captured its ambition in a single question: â€œHow many race wins can fit into one road car?â€ With 16 overall victories at the 24 Hours of Le Mans already achievedâ€”more than any other manufacturer at

that timeâ€”the marque had an extraordinary depth of competition experience to draw upon.

That inheritance found its most compelling expression in the naturally aspirated V10. Its ancestry reached through an unrealised Formula One engine programme to the abandoned LMP 2000 Le Mans prototype, before finding its purpose in the Carrera GT. Enlarged to 5.7 litres and producing more than 610 PS, its immediate throttle response and unmistakable howl gave the car a character few road cars could rival.

Carbon-fibre bodywork enclosed a passenger monocoque and engine support made from the same material, complemented by ultra-lightweight magnesium wheels and carbon-ceramic brakes. Sophisticated underfloor aerodynamics and an extending rear wing helped preserve the beautifully proportioned silhouette, largely uninterrupted by aerodynamic addenda, despite a top speed of 330 km/h (205 mph).

Inside, the philosophy was equally deliberate: every interface between driver and machine should feel natural. Leather and wood brought warmth to the cockpit, most memorably in the beechwood gear knob recalling the legendary Le Mans-winning Porsche 917. The six-speed manual was the only transmission offered, pairing the V10 with a driving experience in which every gear change belonged to the driver. The Carrera GTâ€™s combination of pioneering engineering, enduring beauty and analogue involvement makes it one of the most compelling road cars ever to carry the Porsche crest.

This example is a late-production Carrera GT, car number 1159, and was delivered new to a prominent European collector, where it remained for nearly two decades before passing to its second owner in July 2025 and from whom we purchased the car from.

The car boasts extremely low mileage from new, is presented in exceptional condition throughout and is accompanied by a full luggage set, original handbook pack, wheel socket and roof straps. An extensive history file adds further distinction, with early correspondence and documentation dating back to 2002, several years before this example was even built. Preserved alongside its original sales invoice, registration documents and detailed maintenance records, these papers trace its story from the anticipation of production through the years of ownership that followed.