TOM HARTLEY JNR

# 2024 GMA T.50

## Arnage with Montreal / Charcoal

## £SOLD

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| Mileage | 780 miles | Engine Capacity | 3,994cc |
| Body Style | Coupe | Fuel | Petrol |
| Transmission | Manual | Chassis No. | 458063 |

Gordon Murray Automotive (GMA) is a British automotive company founded in 2017 by legendary engineer Professor Gordon Murray, the mind behind the McLaren F1 and numerous championship-winning Formula 1 cars. Headquartered in Windlesham, Surrey, GMA was established to build ultra-lightweight, driver-focused performance cars rooted in engineering purity and mechanical simplicity.

With a career spanning over five decades, Gordon Murray began in Formula 1 at Brabham, where his designs delivered Driversâ€™ Championships in 1981 and 1983. In 1987 he joined McLaren as Technical Director, guiding the team to an incredible streak of four straight Driversâ€™ and Constructorsâ€™ Championship doubles from 1988 to 1991.Â He then famously led the design of the iconic McLaren F1 supercar in the 1990s. His philosophy, â€œlightweight is everythingâ€, prioritises simplicity, mechanical precision, and real-world performance over raw numbers or unnecessary complexity.

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Designed as the spiritual successor to the McLaren F1, the T.50 has a centre driving position flanked by two passenger seats along with a six-speed manual gearbox. It delivers one of the most analogue and immersive driving experiences ever created.

One of the T.50â€™s standout features is its rear-mounted fan, inspired by Murrayâ€™s famous Brabham BT46B â€œfan carâ€ from 1978. The BT46B made its sole appearance at the Swedish Grand Prix, where Niki Lauda delivered a dominant victory. The rear-mounted fan generated immense ground-effect downforce, giving it a clear performance edge, but despite being declared legal by the FIA, Brabham voluntarily withdrew the car after the race due to mounting political pressure.
Â Like the BT46B, the T.50 uses a rear-mounted fan to actively manage airflow, generating downforce by extracting air from under the car, massively improving grip without relying on large wings. Itâ€™s a modern, road-legal evolution of Murrayâ€™s radical idea: using aero by suction, not drag.

The engine is a masterpiece of engineering and something that is not offered in any other road car and probably will never be replicated again. It is powered by a bespoke 3.9-litre naturally aspirated V12 built exclusively for the T.50 by the renowned British engineering company â€˜Cosworthâ€™, specialists in high-performance engines since 1958 and has powered countless Formula 1, rally, and racing cars, earning a legendary reputation for precision and innovation. Key internals are constructed from aluminium, steel and titanium to keep the weight as low as possible, with the engine weighing just 178 kg in total. Despite its lightness, it has been engineered for durability, with no accessory belts – all systems are gear-driven for improved reliability and sharper response. The engine revs from idle to its 12,100 rpm redline in just 0.3 seconds, nearly three times quicker than the McLaren F1â€™s engine, delivering unmatched throttle response and earning the title of the highest-revving road car engine ever made.

Each of the 100 GMA T.50s is uniquely specified, with no two cars allowed to share the same combination of colours, trim, and details, ensuring every example is truly one-of-a-kind.

This example, chassis 063 was commissioned in the bespoke exterior colour â€˜Arnage’ with bodywork panels in satin carbon fibre with a subtle tint, contrasted by a gloss carbon airbox. The exhaust and muffler were both finished in bespoke black, a non-standard factory option giving the car a purposeful edge, complemented by black cam covers, silver brake callipers and a factory glass roof.

Inside, the car was trimmed to an equally bespoke specification. The passenger seats are upholstered in Alcantara 9052 Charcoal and Chromite black leather, perforated and backed with Viridian Alston for a tailored and technical feel. The drivers seat is finished in Montreal leather with a contrasting spine in Charcoal Alcantara. The upper and lower trim surfaces are finished in Alcantara 9052 Charcoal and Chromite black leather. Additional details include an embroidered lozenge spine in Isacord 3572 Montreal, the signature â€˜Speedheadâ€™ embroidery on the driverâ€™s headrest in Isacord 4174 grey, and a meticulous selection of stitch colours throughout the cabin, Serafil 42 Montreal, Serafil 1283 black, and Serafil 3437 grey.

Single ownership from new and recently serviced in July 2025 by the GMA factory and comes complete with its original handbooks including the service/warranty supplement, toolbox and contents, spare key, car cover, T.50 build journal & specification sample box, battery charger, T.50 4-piece luggage set, towing eye, first aid kit, tyre gel, warning triangle and tool kit.