

MODEL FILE 83 · GORDON MURRAY AUTOMOTIVE · SUPERCAR · BASELINE FILE

# GMA T.33

COSWORTH GMA.2 V12 · 615 PS · XTRAC 6MT · 100 + 100 CARS · 2022–

## THE CAR IN BRIEF

### THE MODEL

Two entries: T.33 Coupé (100 cars) and T.33 Spider (100) — all allocated shortly after reveal. Two unit and figure precisions to the dossier: output is 615 PS (607 bhp) at 10,500 rpm, and 11,100 rpm is the T.33's REDLINE — the ">12,000 rpm" figure belongs to the T.50's engine, not this one. The rest: Cosworth GMA.2 3.9-litre naturally aspirated V12 · Xtrac 6-speed manual (≈82 kg — per GMA the lightest modern supercar gearbox; an automated Xtrac optional) · rear drive with LSD · iStream Ultralight carbon/aluminium monocoque · under 1,100 kg (≈1,090 kg dry). Fields: COUPE\_OR\_SPIDER, BUILD\_NUMBER.

### POSITION

The register's classification, from the dossier: VERY LOW OBSERVED TECHNICAL RISK – HIGH OWNERSHIP SUPPORT. The T.33 is currently less interesting for technical risk than for its exceptionally thought-through ownership concept — GMA planned the CARE alongside the car. And a deliberate difference from many hypercars: the electronics are reduced to the necessary — fewer control units, fewer assistance systems, less software complexity than most competitors. Less to age, less to update, less to fail.

## POWERTRAIN & STRUCTURE

### THE GMA.2 V12 & THE XTRAC

The biggest PPI advantage, per the dossier: the engine is NOT a from-scratch development for this car — the GMA.2 is the developed version of the T.50's Cosworth V12, so the T.33 inherits the T.50's development and proving work. To date NO known systemic engine damage. The Xtrac box carries motorsport pedigree and no known weaknesses. Both: MONITORING — watched, not accused, per the register's young-fleet discipline.

### ISTREAM, CHASSIS & BRAKES

The iStream Ultralight structure combines carbon composite panels, aluminium profiles and aluminium nodes — high stiffness at very low weight. PPI: carbon, bonded joints, crash structure, underbody, suspension pickups — the composite doctrine applies: NDT on suspicion. Suspension: fully new, no known weaknesses — dampers, bearings, measurement, pickups. CCB: practically no field data yet — the fleet is too new, and the measurement will be the statistic.

THE RECORD & THE  
SUPPLIERS

No documented recall campaigns, and no reliable field data on systemic problems: KNOWN\_FAILURE\_PATTERNS = NONE DOCUMENTED — normal for the age and volume, and stated exactly so. The watch list: long-term reliability, parts supply, battery/electronics ageing, chassis wear. And the structural advantage for the decades ahead: the core components come from ESTABLISHED suppliers — Cosworth, Xtrac, AP Racing, Michelin — which should keep long-term parts supply healthier than fully proprietary systems ever manage.

## OWNERSHIP · THE INTERESTING PART

## THE NETWORK

Where GMA differs from most small-series makers: the aftersales was declared AT LAUNCH — cars developed with "sensible servicing costs" and global care. The structure today: FIVE GLOBAL SERVICE CENTRES (UK, US East Coast, US West Coast, Japan, Abu Dhabi) plus FOURTEEN SERVICE SUPPORT CENTRES — among them GERMANY, Spain, Saudi Arabia, Bahrain, Hong Kong, Singapore, Taiwan, Australia and several US states. For the register's home market the point is concrete: Germany is officially a Support Centre — routine work can run in the German network, with complex work either accompanied by GMA technicians or handled by the works' own specialists on site. Fields: GLOBAL\_SERVICE\_CENTRE, SERVICE\_SUPPORT\_CENTRE, SERVICE\_CENTRE\_HISTORY.

FLYING TECHNICIANS & THE  
ENGLAND QUESTION

GMA adopts a concept known from Bugatti: where required, works or specially trained technicians TRAVEL to the service partner or the customer — announced with the T.50 and applying to the T.33 family: FLYING\_TECHNICIAN\_SUPPORT is a field. And the question every manufaktur car faces is answered clearly: must it go back to England? NO — worldwide partners, local centres, works engineers, mobile specialists: only exceptional work belongs at Windlesham itself. The "sensible servicing costs" line is carried with its honest reading: sensible does not mean cheap — but GMA expressly wanted maintenance never to become the deterrent, which is remarkable in this class.

## INDIVIDUALISATION &amp; MARKET

FITTED TO THE OWNER &  
THE FUTURE FILE

Every car is adapted to its owner: seat fitting via ergonomic buck, individual interiors, special paints, and GMA SPECIAL VEHICLES (SV) beyond that — which means PROVENANCE will later matter more than technical differences between cars: SPECIAL\_VEHICLES\_CONFIGURATION and ERGONOMIC\_SEAT\_CONFIGURATION are fields, and a resale will price the refit. The future buying priorities, per the dossier: carbon structure → works service → software level → accident-free → original configuration → engine → gearbox — the V12 and the Xtrac deliberately last. Status: MONITORING as register state, no bands per halo protocol — and the baseline recorded today is the file every future owner pays for.

200

Cars — 100 Coupé, 100 Spider, all allocated:  
a young fleet with its care planned before its  
faults

5+14

Global Service Centres plus Support Centres  
— Germany included: the ownership concept  
IS the file

11,100

rpm — the T.33's actual redline: the dossier's  
">12,000" belongs to the T.50, corrected

Sources: GMA factory data (T.33 Coupé 100/Spider 100, all allocated; Cosworth GMA.2 3.9 NA V12 615 PS/607 bhp at 10,500 rpm, 11,100 rpm redline — dossier's 617 PS and >12,000 rpm corrected against the factory record, the higher rev figure being the T.50's; Xtrac 6MT ≈82 kg, automated option; iStream Ultralight, ≈1,090 kg dry; five Global Service Centres and fourteen Service Support Centres incl. Germany per GMA's published network; flying-technician concept from the T.50 announcement; "sensible servicing costs" as stated development aim; seat-buck fitting and Special Vehicles programme); no documented recalls and no reliable field data as of September 2026 — MONITORING per register discipline, nothing invented. No bands per halo protocol — single files decide.