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GORDON MURRAY AUTOMOTIVE

The company and its philosophy - fifty years of Formula One engineering distilled into the ultimate analogue driver's car; foundation paper for Papers 127-128

986 KG

The T.50 at the kerb - the lightest V12 supercar of the modern era, and the founding statement of the whole company: every gram matters, before any horsepower does

12,100

Revolutions per minute of the bespoke Cosworth GMA V12 - the highest-revving engine ever fitted to a series road car, naturally aspirated by doctrine, not nostalgia

100

Cars per model or variant as standing policy - exclusivity by intent rather than capacity; the T.50 and each T.33 variant are capped at one hundred examples

$20.63M

The first GMSV S1 LM, RM Sotheby's Las Vegas, November 2025 (gross) - the public market's verdict on the philosophy, delivered before the car was even built

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01 EXECUTIVE SUMMARY

Gordon Murray Automotive is the youngest marque this series has covered, and in one sense the oldest: the company was announced in 2017, but everything it builds is the distillation of an engineering career that began at Brabham in 1969 and produced, along the way, the Formula One fan car, the most dominant grand prix machine ever raced, and the McLaren F1. GMA was founded on a conviction rather than a market study: that the modern supercar had lost its way - heavier every year, turbocharged into anonymity, filtered through software - and that a meaningful number of drivers would pay for the opposite. The mission, stated plainly and pursued literally, is the ultimate analogue driver's car: naturally aspirated, manual, light above all else, engineered around the person in the (frequently central) seat rather than around a lap time, a spec sheet or a shareholder deck.

This paper is the foundation of the GMA chapter, structured like the Koenigsegg and Pagani story papers before it: the engineer, the founding argument, the seven-principle manifesto, the engineering doctrine, the partner network, the manufacturing and business model, and a portfolio overview - with the model-level depth reserved for Paper 127 (T.50 and T.50s Niki Lauda) and Paper 128 (the T.33 family), each with Model File and Buyer's Checklist. It closes on the company's present state, reported with the series' usual discipline, because GMA is the rare marque in this series still writing its corporate history in real time: a new campus in 2024, a leadership change and a strategic investor in late 2025, a product roadmap the company says runs to 2039 - and a public market that has already priced the philosophy at twenty million dollars.

Key Finding

GMA is best understood not as a startup but as an inversion of one: most new supercar companies have capital and ambition in search of credibility, while GMA is credibility incarnate in search of nothing - Murray had fifty years of proof before the first car was announced, and the company's discipline shows it. Production is capped at around one hundred cars per model or variant as policy, not capacity; every programme has sold out before delivery; and the engineering brief has never chased a number that marketing could use - no horsepower war, no Nurburgring claim, no top-speed run. The T.50's case rests on 986 kilograms, twelve thousand rpm and a gearlever; the market has answered with sold-out registers and, in November 2025, a $20.63 million public result for the first S1 LM.

The risk file is equally clear-eyed: GMA is a young company whose custody infrastructure, parts ecosystem and long-term corporate arc are still forming. The group sold its advanced-engineering division to CYVN in 2023, changed group CEO in November 2025, and took a ~£90 million strategic investment from Halo Cars Group in the same season - developments this paper reports as facts with their unknowns attached, because for buyers of hundred-car programmes, the company's continuity is part of every car's file. The philosophy is proven; the institution is being built around it.

02 THE ENGINEER - FROM DURBAN TO THE F1

A brief biography, because the company is the biography - GMA is the culmination of fifty years, not a venture.

Gordon Murray was born in Durban, South Africa, in 1946, built and raced his own special as a young engineer, and moved to England in 1969, where Bernie Ecclestone's Brabham team made him chief designer in his twenties. The Brabham years established the method that defines GMA today: solve the problem from first principles, weigh everything, and accept unconventional answers - the BT46B 'fan car' that won its only grand prix in 1978, the surface-cooling experiments, the hydropneumatic ride-height BT49C, the carbon-braked, pit-stop-refuelled BT52 with which Nelson Piquet took the 1983 world championship, Brabham having already won the 1981 title. At McLaren from 1987, Murray's technical leadership produced the MP4/4 era - fifteen wins from sixteen races in 1988 - before he moved to McLaren Cars and designed the F1: central driving position, 1,138 kilograms, naturally aspirated V12, and an overall Le Mans victory in 1995 that no road-car-derived machine has repeated since. After the Mercedes SLR programme he left McLaren and founded Gordon Murray Design in 2007 - iStream lightweight manufacturing, the T.25 and T.27 city cars, the flat-pack OX truck - engineering for clients until, in 2017, he announced a car company of his own. He was appointed CBE in 2019. The point of the biography for this series is singular: when GMA says a design decision comes from fifty years of experience, that is a checkable claim, and it checks.

03 THE FOUNDING ARGUMENT - WHY GMA EXISTS

Not a business opportunity but an engineering objection - the supercar had become everything the McLaren F1 was not.

The founding argument is an objection with a date on it. Through the 2010s the definitive supercars grew past 1,400, then 1,500 kilograms; turbochargers replaced throttle response with torque curves; dual-clutch gearboxes deleted the driver's left leg; electronic systems intermediated steering, braking and even sound. Each step was individually rational - emissions, lap times, drivability, liability - and the cumulative result, in Murray's telling, was a category of astonishing machines that no longer needed their drivers. The gap he identified was not a price point but an experience: no manufacturer was building a from-scratch, no-compromise car whose every engineering decision began with the driving experience - the weight of the clutch, the geometry of the pedals, sightlines, the frequency at which the structure breathes - and worked outward from there. The F1 had been that car in 1992; nothing had replaced it. GMA exists to build its successors: driver first, every gram fought for, nothing fitted that does not serve the person at the wheel. That the resulting cars also became instant collector assets is, in the company's framing, a consequence - the series will test that framing against the market record in Papers 127 and 128.

04 THE SEVEN PRINCIPLES - THE MANIFESTO

GMA publishes its doctrine as seven design principles - applied, visibly, across every model the company has shown.

The principles read as a manifesto and function as a filter. Premium craftsmanship: every visible component finished to jewellery standard, because the owner will look. Return to timeless beauty: clean surfaces over aggression - no vents that do nothing, no wing that could be software. Engineering as functional art: the components themselves - the fan, the inlet trumpets under glass, the machined gear linkage - are the ornament. Driving perfection: the benchmark is feel, not figures; GMA has conspicuously declined to publish lap times. Lightweight engineering: the organising principle of the entire company, treated in the next chapter. Exclusivity: around one hundred examples per model or variant, capped in advance, never stretched - a policy the company has now held across every programme. And the customer journey: buyers are involved from specification through build, in the factory, with the engineers - closer to commissioning an instrument than ordering a car. None of these is unique in isolation; the combination, enforced without exception across T.50, T.50s, T.33 and the GMSV projects, is what makes a GMA identifiable at a glance and - for this series' purposes - what underwrites the register's integrity: there will not be more cars, and every car is documented from birth.

05 ENGINEERING DOCTRINE - EVERY GRAM MATTERS

Lightweight before horsepower, atmosphere before boost, a lever before paddles - the technical basis for Papers 127 and 128.

The doctrine begins with mass because everything else follows from it. A light car needs less power to be fast, smaller brakes to stop, softer springs to grip, less tyre to steer - a virtuous circle Murray has preached since the Brabham days, and GMA's cars document it: the T.50 weighs 986 kilograms at the kerb, roughly forty per cent less than the contemporary hypercar norm, and the T.33 holds 1,090 even with luggage space and touring compliance. Every component is bespoke and weighed - the V12 is itself a structural member at 178 kilograms, the lightest of its kind - and the engineering culture treats a saved gram as a win worth having. Second: natural aspiration. Response, linearity and sound are driver information, and turbochargers delete all three; GMA's answer is the Cosworth GMA V12 - 3.9 litres, four valves, no boost, revving to 12,100 rpm in the T.50 - the highest-revving series road-car engine ever made. Third: the manual gearbox as default - a six-speed Xtrac H-pattern with an exposed, machined linkage, chosen because engagement is the product. Fourth: driver feedback as a specification - unassisted or minimally assisted controls, hydraulic steering feel, structures tuned for communication. Fifth, where the format allows it, the central seat - the F1's signature, revived in the T.50 - placing the driver on the car's axis of symmetry. And binding it all: function dictates form. The T.50's 400-millimetre fan is not theatre; it is ground-effect aerodynamics done without the wings the styling principle forbids. Papers 127 and 128 will take each car through this doctrine in full.

06 THE PARTNERS - AN ORCHESTRA OF SPECIALISTS

GMA designs and integrates; the best specialist houses build - a deliberate architecture, not a limitation.

GMA's structure is that of a Formula One constructor applied to road cars: a compact engineering core that designs everything and orchestrates specialist suppliers who build to its specification. Cosworth develops and manufactures the V12s - the 3.9-litre 663 PS T.50 unit, its 615 PS T.33 sibling, and the 4.3-litre evolution beyond 700 PS for the S1 LM - bespoke engines, not adapted ones, and the collaboration is the modern era's closest analogue to the BMW Motorsport V12 behind the McLaren F1. Xtrac builds the gearboxes - the six-speed H-pattern manuals engineered for the specific torque and character of each car - a relationship this series last met supplying the Pagani Utopia's seven-speed. Carbon structures and body systems come from specialist composites houses to GMA's design; brakes, dampers and electronics likewise from the industry's benchmark suppliers, always to bespoke specification. In-house, GMA retains what defines the car: architecture, aerodynamics, vehicle dynamics, integration, and final assembly. The model is deliberate - each component built by the house that builds that component best - and it carries a custody implication the vehicle papers will develop: parts flow through GMA's orbit, and the company's continuity, not any supplier's, is the long-term guarantee behind every car.

07 MANUFACTURING - HAND-BUILT AT WINDLESHAM

A £50 million campus, one car at a time - and exclusivity as a decision made before the first customer ever appeared.

Since April 2024 GMA has built its cars at Highams Park, the group's £50 million campus at Windlesham in Surrey - design studio, engineering centre and assembly facility on one site, with the production that began at Dunsfold transferred there mid-programme. Assembly is genuinely by hand: each car built as a single project at a pace of roughly one to two cars a week across the range, with monocoques, panels and systems arriving from the specialist network and every finished car signed off individually. Personalisation runs deep - specification sessions with the design team, bespoke trim, paint and detail work - within the discipline that the engineering is not negotiable: a customer can commission almost any finish and no extra horsepower. The hundred-car cap per model or variant is the point most worth restating in a series about collectible cars: it was announced before launch, has held without exception, and is philosophical rather than industrial - the campus could build more cars; the company will not. Exclusivity at GMA is a promise made in advance, which is precisely what gives the registers of Papers 127 and 128 their long-term integrity.

08 THE BUSINESS - BOUTIQUE BY DESIGN

No volume ambition, a roadmap to 2039 - and a corporate chapter still being written, reported here with its unknowns.

The business model is boutique by design: low volume, high price, sold-out programmes, no ambition to become a marque of thousands. Against the neighbours this series knows - Ferrari the industrial aristocrat, McLaren the volume-supercar company with racing overheads, Pagani the atelier of art - GMA positions itself as the engineering purist: closest to Pagani in scale and customer intimacy, but with the founder's competition pedigree as the brand's core asset. The customer relationship is correspondingly personal - allocation by relationship and history, owners known to the company, events and factory access as part of ownership. The corporate history, reported plainly: Gordon Murray Design (2007) was joined by Gordon Murray Automotive (2017) under a group structure, with Gordon Murray Special Vehicles (2022) added for bespoke and historically inspired projects; the group sold its advanced-engineering division, Gordon Murray Technologies, to Abu Dhabi's CYVN Holdings on 5 July 2023 to concentrate on the supercar business; and in November 2025 group CEO Phil Lee stepped down (5 November, per Companies House), CFO Darren Jukes became interim CEO, and Halo Cars Group - whose managing partner Tarik Ouass was GMA's first T.50 customer and the commissioner of the S1 LM programme - invested approximately £90 million and joined the board. The company describes a product roadmap to 2039. The unknowns belong in the file: ownership percentages, the permanent leadership, the succession architecture around a founder born in 1946, and the long-term service model for hundred-car fleets - unknown, not guessed, and material to every valuation this series will later build.

09 THE PORTFOLIO - T.50 TO GMSV

Four models shown, every register capped and sold - the map for Papers 127 and 128.

The portfolio to date is compact and complete in outline. The T.50 (revealed August 2020, deliveries from early 2023): 100 cars, £2.36 million before taxes, 986 kg, the 663 PS/12,100 rpm V12, central seat, the fan - the philosophy car, treated in full in Paper 127. The T.50s Niki Lauda: 25 track-only cars honouring the fan car's driver, signed off after its Bahrain programme in 2025 and now in production - Paper 127's second subject. The T.33 (revealed January 2022): 100 coupes, £1.37 million before taxes, 615 PS at 10,500 rpm, 1,090 kg, conventional two-seat layout, sold out within weeks of announcement; the T.33 Spider (100 cars) follows it, with a third derivative reported but unannounced as of July 2026 - together Paper 128. Above them sits Gordon Murray Special Vehicles: the S1 LM - five cars, 4.3-litre V12 beyond 700 PS, targeting 957 kg, celebrating the 1995 Le Mans victory, whose first example sold publicly for $20,630,000 at RM Sotheby's Las Vegas in November 2025 - and the Le Mans GTR, 24 cars in the same tribute line. GMSV is the bespoke division; its projects borrow the model papers' engineering and will be covered there and in future updates as the programmes mature.

10 SYNTHESIS - A PHILOSOPHY WITH NUMBER PLATES

Less a car manufacturer than an engineering doctrine embodied - and the file of what is documented, interpreted and unknown.

The synthesis is best stated directly, because the evidence supports it: Gordon Murray Automotive is less a conventional car manufacturer than an engineering philosophy embodied in road cars. Every vehicle is designed around reducing mass, maximising driver involvement and eliminating unnecessary complexity; every programme is capped in advance; every claim the company makes about itself traces to a fifty-year engineering record that requires no embellishment. In an era defined by electrification, hybridisation and digital interfaces, GMA is a deliberate counterpoint - analogue supercars for a small group of enthusiasts who value mechanical purity above outright performance figures - and the market has, so far, priced that counterpoint at a premium to almost everything else new. What remains open is institutional, not philosophical: the company must now outlive its founding argument's author, industrialise custody for its fleets, and carry a roadmap to 2039 through whatever ownership structure emerges from the 2025 investment. Those are the questions this series will keep against the GMA chapter as it prices the cars themselves in Papers 127 and 128.

THE GMA FILE - FACTS, INTERPRETATION, UNKNOWNS	
Documented	GMD 2007 · GMA announced 2017 · GMSV 2022 · GMT sold to CYVN 5.7.2023 · Highams Park campus, production from April 2024 · CEO change and ~£90M Halo Cars investment, November 2025 · T.50 100/£2.36M/986 kg/12,100 rpm · T.50s 25 cars · T.33 100/£1.37M/615 PS, sold out 2/2022 · S1 LM #1 $20.63M gross, RM Las Vegas 21.11.2025
Accepted interpretation	GMA as the culmination of Murray’s career, not a startup · the 100-car cap as durable policy · Cosworth/Xtrac partnerships as core assets · the S1 LM result as the philosophy’s public pricing
Analytical	Boutique economics viable at sold-out registers · custody infrastructure still maturing - parts and service run through a young company’s orbit · founder centrality is both the brand and its concentration risk
Unknown	Ownership percentages after the 2025 investment · permanent group leadership · succession architecture · long-term service and parts model · the roadmap beyond the announced programmes - unknown, not guessed

BOTTOM LINE

GMA enters this series as the purest expression of a thesis the whole series keeps testing: that conviction, not capacity, creates collectible cars. Fifty years of engineering credibility, a manifesto enforced without exception, hundred-car registers capped before launch, partners of the first rank, and a market that priced the first GMSV commission at $20.63 million - against which stand the honest unknowns of a young institution: leadership in transition, ownership evolving, custody infrastructure still being built, and a founder whose biography is the brand. The cars are the argument made physical; Papers 127 and 128 will price the argument.

ONE-SENTENCE VERDICT

Gordon Murray spent fifty years learning exactly which grams, gears and grand ideas a driver actually needs - and founded GMA to build nothing else, one hundred cars at a time.

SOURCES

Company material, corporate filings and public record: Murray - born Durban 1946; Brabham 1969-86 (chief designer; BT46B fan car 1978, championships 1981/1983); McLaren from 1987 (MP4/4 era), McLaren F1 1992, Le Mans overall win 1995 (F1 GTR); Mercedes SLR programme; Gordon Murray Design 2007 (iStream, T.25/T.27, OX); CBE 2019; GMA announced 2017. Principles and doctrine per GMA published material (seven design principles; no lap-time policy). Engineering: T.50 - 100 cars, £2.36M before taxes, 986 kg, Cosworth GMA 3.9 V12 663 PS/12,100 rpm (178 kg, structural), 400 mm fan, Xtrac six-speed H-pattern, deliveries from early 2023, reveal August 2020. T.50s Niki Lauda - 25 track-only cars, Bahrain sign-off and production 2025 (company/press). T.33 - reveal January 2022, 100 per variant, £1.37M before taxes, 615 PS @ 10,500 rpm, 1,090 kg, coupe sold out February 2022; Spider 100 cars; third derivative reported (evo, 11/2025), unannounced - labelled. Partners: Cosworth (V12 family incl. 4.3 S1 LM unit >700 PS), Xtrac (gearboxes), specialist composites houses - company material. Manufacturing: Highams Park campus, Windlesham, ~£50M, production transferred from Dunsfold April 2024 (company release). Corporate: group structure GMD/GMA/GMSV/GMT; GMT sold to CYVN Holdings 5.7.2023 (group release); Phil Lee resignation 5.11.2025 (Companies House via press), Darren Jukes interim CEO; Halo Cars Group ~£90M investment, Ouass/Rahn to board (11/2025 reporting); roadmap to 2039 (company statements); ownership percentages and permanent leadership unknown - labelled. GMSV: S1 LM - 5 cars, 4.3 V12 >700 PS @ 12,100, target 957 kg, manual, central seat, 1995 Le Mans 30th-anniversary tribute; first example $20,630,000 gross, RM Sotheby's Las Vegas, 21.11.2025, Lot 1, 'The Special One' single-lot auction (lot page); Le Mans GTR - 24 cars, same tribute line (2025 announcements). Foundation paper of the GMA series - Papers 127 (T.50/T.50s, MF 111, CL 127) and 128 (T.33 family, MF 112, CL 128) follow. Narrative paper - no Model File or Checklist. Nothing here is investment advice.