

GMA T.50
& T.50S

127

The philosophical successor to the McLaren F1 - one hundred road cars, twenty-five track cars, a fan, a gearlever, and the purest engineering statement of the era

986 KG

Announced dry weight (~997 kg documented by build) - no donor chassis, no hybrid, no turbos: every component bespoke and weighed, in the F1's direct lineage

12,100

Redline of the 3.9-litre Cosworth V12 - 663 PS at 11,500 rpm, 178 kg, structural; the highest-revving engine ever fitted to a series road car

100 + 25

Road cars plus track-only T.50s Niki Lauda - sold out within 48 hours of reveal; allocation curated personally by Gordon Murray, not by a dealer network

\$8.04M

Broad Arrow, California Mille, April 2026 - chassis 009 with under 30 miles, roughly \$5M over US sticker; the young market's first record, gross

01 EXECUTIVE SUMMARY

The T.50 exists to finish an argument its designer started in 1992. Gordon Murray has described it, carefully, as the philosophical - not legal - successor to the McLaren F1: three seats, the driver in the centre, a bespoke naturally aspirated V12 behind, a manual gearbox, and mass as the enemy of record. It was designed around lightweight engineering rather than outright performance: no hybrid system, no turbochargers, no dual-clutch transmission, no chased lap time - GMA has never published one - and a dry weight announced at 986 kilograms, roughly two-thirds of the contemporary hypercar norm. One hundred road cars were sold within 48 hours of the August 2020 reveal at £2.36 million before taxes; twenty-five track-only T.50s Niki Lauda cars followed. Deliveries began in early 2023 from Dunsfold, and production transferred in April 2024 to the group's Highams Park campus at Windlesham.

For this series the T.50 is a limit case: the youngest fleet we have covered, the thinnest custody record, and simultaneously one of the strongest collector theses - because everything the car is made of (the 12,100-rpm Cosworth V12, the Xtrac manual, the fan-assisted ground effect, the no-donor-chassis integrity) is exactly what the market has learned to pay for as the industry electrifies. The public market agreed emphatically in its first two data points: a reported \$5.63 million in December 2025, then \$8,035,000 for a sub-30-mile car at Broad Arrow's California Mille sale in April 2026 - approximately five million dollars over US sticker. This paper covers the machine, the register, the personally curated allocation, an ownership and custody regime built around factory centres and flying technicians, the immature market with its two transparent results, and - collected in one chapter, as the engineering deserves - the innovations that will carry the car's long-term case. Model File 84 and Buyer's Checklist No. 84 accompany it.

Key Finding

The T.50's collector case is integrity: there is no donor chassis, no adapted engine, no carried-over gearbox - the entire car was engineered from scratch around a single idea, and every major component is bespoke to it. That is historically rare even among hypercars, and it cuts both ways: it is why the car will matter in thirty years, and why custody runs through one young company's orbit - Cosworth builds the engine, Xtrac the gearbox, GMA integrates and services, and there is no Ferrari-style network behind them. The fleet is tiny (100 road, 25 track), young, and overwhelmingly in first hands; the known-issues file is correspondingly thin - early-fleet software updates, cabin heat in hot climates, and the honest admission that no long-term pattern can exist yet.

The market finding: this is a private market with a public rumour. Two transactions are transparent - \$5.63M reported in December 2025 and the \$8.035M record of April 2026 (a delivery-mileage car, with a charity component in the sale worth noting before treating it as a pure comparable) - while most cars change hands quietly, above sticker, between collectors the company often knows. Working analytical bands: \$5.5-7M for documented driven cars, \$7-9M for delivery-mileage examples, with the T.50s and the GMSV commissions (\$1 LM: \$20.63M, November 2025) in their own thin markets above. All of it rests on fewer public points than any car in this series - bands here are estimates in the fullest sense.

02 THE MACHINE - NO DONOR, NO EXCUSES

A clean-sheet carbon car, the highest-revving series V12 ever made, the lightest manual in the class - and a fan that is not a gimmick.

The architecture is a bespoke carbon-fibre monocoque with carbon crash structures, aluminium subframes and carbon body panels - engineered entirely by GMA, with no other manufacturer's platform beneath it. The engine is the star: Cosworth's 3.9-litre naturally aspirated V12 - 663 PS at 11,500 rpm, 467 Nm at 9,000, a 12,100-rpm redline, approximately 178 kilograms and structural in the chassis - the highest-revving engine ever fitted to a series road car, developed specifically for the T.50 with gear-driven cams and a response rate GMA quotes in tens of thousands of rpm per second. The Xtrac six-speed manual carries the same logic: custom casing, minimal rotating inertia, a compact triple-plate clutch - among the lightest manual transmissions ever fitted to a road supercar, with an exposed machined linkage as the cabin's centrepiece. The aerodynamics are the controversial signature: a 400-millimetre electrically driven rear fan manages boundary-layer airflow under and behind the car, working with active underbody ducting and a variable rear spoiler through six modes - from high-downforce to streamlined low-drag states - so the car generates ground effect without the wings the styling doctrine forbids. Whether observers like the fan's look or not, it is functional, continuously managing airflow to add downforce or shed drag on demand - the BT46B's idea, forty-five years on, finally in a road car.

GMA T.50 / T.50S NIKI LAUDA - SPECIFICATION	
Structure	Bespoke carbon monocoque, carbon crash structures, aluminium subframes, carbon panels - no donor platform · announced 986 kg dry (~997 kg documented by build)
Engine	Cosworth 3.9-litre NA V12 - 663 PS @ 11,500 rpm, 467 Nm @ 9,000, 12,100 rpm redline, ~178 kg, structural, gear-driven ancillaries · no hybrid, no boost
Transmission	Xtrac six-speed H-pattern manual - custom casing, low rotating inertia, triple-plate clutch, exposed machined linkage · no automated option
Aerodynamics	400 mm rear fan + active underbody and variable rear spoiler · six modes from high-downforce to streamline · ground effect without wings
T.50s Niki Lauda	25 track-only cars, £3.1M - V12 to 772 PS, 852 kg, up to 1,500 kg downforce, fixed fan aero, Bahrain sign-off 2025, production running · each car carries a commemorative race name

03 THE REGISTER - ONE HUNDRED PLUS TWENTY-FIVE

A register small enough to know every car - and a special-vehicles orbit that has already produced the marque's ceiling.

The register is compact and, by boutique standards, unusually clean: 100 road cars, all allocated within 48 hours of reveal, built from early 2023 at Dunsfold Park and, from April 2024, at the Highams Park campus in Windlesham; and 25 track-only T.50s Niki Lauda cars - 772 PS, 852 kilograms, up to 1,500 kilograms of downforce - signed off after the Bahrain test programme in 2025 and now in production, each carrying the name of a grand prix victory from Murray's career. The company's hundred-car policy means the register will not grow; the fleet is geographically spread across the UK, continental Europe, North America (where the T.50 lives under Show and Display rules), Japan and the Gulf; and because allocation was personal, the factory knows essentially every car and most owners - a registry culture imposed from above rather than grown from below, and a genuine asset for future provenance work. Above the register sits the GMSV orbit treated in Paper 126: the five-car S1 LM commission - 4.3-litre V12 beyond 700 PS, targeting 957 kilograms, whose first example made \$20.63 million at RM Sotheby's Las Vegas in November 2025 - and the 24-car Le Mans GTR, both direct descendants of the T.50's architecture and both, for valuation purposes, the programme's visible ceiling.

04 ALLOCATION - THE PERSONAL REGISTER

No dealer allocation model, no application portal - expressions of interest, and a designer who spoke with every buyer.

Allocation was the anti-Ferrari and the anti-Ford alike: no dealer network with allocations to award, no formal application scoring - prospective owners submitted expressions of interest, and Gordon Murray personally spoke with or met every buyer before a build slot was confirmed. The stated preference was for enthusiasts likely to drive the cars rather than short-term speculators, and the price - approximately £2.36 million before taxes and options, with specification sessions at the factory - was almost secondary to the selection. The practical consequences for today's buyer mirror Paper 125's findings at smaller scale: the paperwork of first allocation (correspondence, specification records, delivery documentation) is a provenance asset the factory can corroborate; the fleet's first-owner retention is high; and secondary supply is scarce, relationship-driven and largely private - the company's knowledge of its own register means a car's story can usually be verified at source, which this series regards as the single most valuable custody feature a hundred-car programme can have.

05 OWNERSHIP - AND THE FLYING TECHNICIAN

Three seats, 288 litres of luggage, factory centres in four markets - and a service model that travels to the car.

The ownership experience is defined by the layout. The central driving position gives visibility no conventional supercar matches; the two passenger seats flank slightly aft; and the luggage answer is genuinely practical - around 288 litres across the side lockers and compartments, McLaren-F1-style, making the T.50 a tourer in a way its performance peers are not. Road testing and owner reporting agree on the character: the sensation comes from low mass and immediacy rather than headline acceleration - steering (hydraulic, minimally assisted) that reports texture, an engine whose response to the pedal is effectively instantaneous, a gearbox whose action is the event, and ride quality that soft springing over little mass makes supple. The known caveats are few and honest: the compact greenhouse can make the cabin warm in hot climates - improved over the F1, not abolished - and the early delivery period brought the software updates normal to a young platform. Servicing is the structural difference from every established rival: there is no broad dealer network - factory-supported service centres operate in key markets including the UK, US, Japan and Abu Dhabi, and a flying-technician programme brings factory expertise to owners elsewhere. For a car of this value the model works - the expertise travels to the car - but it makes the service file binary: a T.50 is either in the factory system, documented at source, or it is outside it, and outside has no independent specialist bench yet. The custody rhythm itself is conventional - annual inspection with oil, brake fluid, coolant and clutch inspection; longer-term carbon inspection, suspension calibration, engine diagnostics and transmission service - with the honest note that the oldest customer cars are barely three years into service and no major overhaul history exists yet anywhere.

CUSTODY ECONOMICS - PLANNING ALLOWANCES	
Routine	Annual factory-system inspection and fluids - no published tariff; analytical provision £10,000-25,000 including transport or flying-technician attendance
Consumables	Model-specific tyres and brakes priced as low-volume bespoke items - age governs tyres in a low-mileage fleet; provisions, not tariffs
The big items	Clutch, gearbox and engine work: factory/Cosworth/Xtrac orbit only, by quote - no overhaul history exists fleet-wide; structural carbon likewise factory-only, per case
The regime	Factory centres (UK, US, Japan, Abu Dhabi) plus flying technicians - the service file is binary: in the factory system or outside it, and outside has no specialist bench yet
Five-year frame	£75,000-150,000 all-in analytical provision for a driven car - service, transport, insurance, storage, contingency; uncertainty here is genuine and priced accordingly

All figures are analytical planning provisions - GMA publishes no service tariffs and the fleet is too young for cost history. The provision structure follows the series method; expect revisions as the fleet ages. Nothing here is investment advice.

06 THE MARKET - PRIVATE FIRST, PUBLIC NOW

Two transparent results against a hundred-car register - a market being established in real time, above sticker throughout.

The market's shape follows the allocation: because owners were chosen for keeping and the register is tiny, secondary trade began privately - relationship sales at premiums to sticker, often with the factory aware - and the public record is only now forming. It contains, as of July 2026, two points: a reported \$5.63 million for a silver car in December 2025, and the record - \$8,035,000 for chassis 009, red, under 30 miles, at Broad Arrow's California Mille sale in April 2026, against an \$8-10 million estimate and roughly five million dollars over the US sticker of just over \$3 million. Both were delivery-mileage cars; the April sale carried a charity component, which this series notes before treating the figure as a clean comparable. No T.50s Niki Lauda has sold publicly; the GMSV S1 LM's \$20.63 million (November 2025) prices the programme's bespoke ceiling rather than the series car. Almost no distressed sales are known, asking prices sit consistently above sticker, and transaction volume is a handful of cars a year - which means private comparables outrank auction data and every published band, including this paper's, rests on thin public evidence: driven, documented cars \$5.5-7 million analytical; delivery-mileage cars \$7-9 million against the record; T.50s by negotiation in a 25-car market. The structural question for the next decade is the one the whole GMA chapter asks: whether the analogue thesis keeps compounding as the last naturally aspired manual V12s become artefacts. The early evidence - three data points, all far above sticker - says the market believes it.

GMA T.50 - WORKING VALUATION FRAMEWORK, JULY 2026	
The record	\$8,035,000 - chassis 009, <30 miles, Broad Arrow California Mille, April 2026 (est. \$8-10M; charity component noted) - ~\$5M over US sticker
The first point	\$5.63M reported, December 2025, silver car - the public market's opening price
Delivery-mileage	\$7-9M analytical band against the record - the young fleet's ceiling profile; recommissioning discipline must be proven
Driven, documented	\$5.5-7M analytical - factory-file cars with honest use; private comparables outrank public ones at this depth
T.50s Niki Lauda	No public result - 25-car market, by negotiation; sticker £3.1M; unknown, not guessed
GMSV orbit	S1 LM #1 \$20.63M (RM Las Vegas, 11/2025) - the bespoke ceiling; Le Mans GTR (24 cars) unpriced publicly

Analytical bands on two public points and reported private levels - the thinnest evidence base in this series, and labelled accordingly. Gross figures where auctions are cited. Bands describe the observed market, not any individual car. Nothing here is investment advice.

OWNERSHIP VERDICT - THE RATINGS		
Reliability	□□□□□	A young fleet with a thin, honest file - software updates and cabin heat, no systemic defects known; the rating prices the absence of history, not faults
Maintenance costs	□□□□□	Factory-orbit custody without published tariffs - provisions are analytical; the flying-technician model works but travels on the owner's account
Parts availability	□□□□□	Bespoke everything through one young company, Cosworth and Xtrac - no independent bench yet; continuity of GMA is part of every car's file
Investment potential	□□□□□	The analogue thesis at its purest - 100 cars, sold out, record at ~2.6x sticker; strong, young, and resting on few public points

MARQUE BUYING SCORE - GMA T.50			
Category	T.50, factory file (road, 100)	T.50s Niki Lauda (track, 25)	Any car, history unverified
Reliability	7 / 10	6.5 / 10	3.5 / 10
Driving experience	10 / 10	10 / 10	9.5 / 10
Ownership cost	4 / 10	3 / 10	2 / 10
Parts availability	3.5 / 10	3 / 10	2 / 10
Long-term collectability	9.5 / 10	9 / 10	4 / 10
Investment potential	8.5 / 10	8 / 10	3 / 10

Scored on the fixed series rubric. The factory-file road car is the benchmark profile; the T.50s trades liquidity for extremity. The third column prices the T.50 trap: a car outside the factory service system, software state unknown, or a story the register cannot corroborate - on a fleet this documented, unverifiable history is a choice.

METHODOLOGY AND A NOTE ON VALUES

Built from company material, specialist press and the young public record: reveal August 2020, 100 cars sold within 48 hours, £2.36M before taxes; deliveries from early 2023 (Dunsfold), production at Highams Park from April 2024. Specification per GMA/Cosworth/Xtrac material: 986 kg announced dry (~997 kg documented), 663 PS @ 11,500 rpm, 467 Nm @ 9,000, 12,100 rpm redline, 178 kg structural V12; six-speed Xtrac manual, triple-plate clutch; 400 mm fan, six aero modes; ~288 l luggage (company figure). T.50s: 25 cars, £3.1M, 772 PS, 852 kg, 1,500 kg downforce, Bahrain sign-off 2025, commemorative names per company release. Service model (factory centres UK/US/Japan/Abu Dhabi, flying technicians) per company statements. Market: \$5.63M reported 12/2025; \$8,035,000 Broad Arrow California Mille 4/2026 (charity component noted); S1 LM \$20.63M RM Las Vegas 11/2025. Custody figures are analytical provisions - no published tariffs, no fleet cost history. Nothing here is investment advice.

07 ENGINEERING INNOVATIONS - THE COLLECTED CASE

Gathered in one place, because this is what the car will be remembered for - and what its long-term value rests on.

Collected rather than scattered, the innovations read as a single argument. The fan system: a 400-millimetre electrically driven fan managing underbody boundary-layer air through six aerodynamic modes - ground effect generated on demand, drag shed on demand, downforce without wings; no other series road car has ever carried it. The central driving position: the driver on the axis of symmetry with symmetrical sightlines and controls - the F1's signature, revived once. The ultra-lightweight philosophy: 986 kilograms announced dry, achieved not by one exotic trick but by thousands of weighed decisions - titanium fasteners and pedals, thin-wall castings, carbon everything, a specification argued gram by gram. The Cosworth V12: 12,100 rpm, 178 kilograms, structural, gear-driven, with throttle response quoted faster than any road engine before it - the last and highest expression of the naturally aspirated twelve. The Xtrac manual: engineered as a driver's instrument, its linkage exposed as functional sculpture. The materials and packaging: a full three-seat cabin, 288 litres of luggage and a sub-tonne kerb presence in a footprint smaller than a 911's shadow - packaging efficiency as an aesthetic. Individually, each would distinguish a car; together, in a hundred examples, they are the reason this series expects the T.50 to be treated by history the way the McLaren F1 now is - and the reason the custody disciplines of this paper matter: every one of those systems is bespoke, and the car's value is the sum of their documented health.

08 THE BUYING PROTOCOL - AND SYNTHESIS

A register the factory knows, a service file that is binary - buy at the source, or do not buy.

The protocol is short because the register is: verify the car with GMA - build number, specification, software and campaign state, service history in the factory system; confirm the allocation paperwork and ownership chain, which the factory can corroborate; prove the fan and aero systems through their modes, the clutch and gearbox warm, the V12's health by diagnostic data rather than impression; inspect the carbon structure and panels with factory involvement on any doubt; date the tyres, check the battery and storage regime, and read the software state as a maintenance item. Then weigh the two structural facts this paper has established: the car's case is engineering integrity that no rival matches, and its custody runs through one young company whose continuity - leadership, ownership, service model - is itself part of the file (Paper 126). A T.50 in the factory system, with its allocation papers and an owner who drove it, is as clean a purchase as the modern hypercar world offers. A T.50 outside that system has no safety net yet - and the discount it demands is not yet knowable, because no such car has publicly traded.

WALK AWAY - THE NON-NEGOTIABLES

A car outside the factory service system with no documented path back in. Allocation and specification papers missing on a register this small - the factory can corroborate every car; silence is a choice. Fan, aero or ride-height faults explained as character - the systems are the car. Software and campaign state unverifiable. Undocumented carbon repair. And any seller who resists factory involvement in the PPI - on a hundred-car fleet the factory knows, there is no innocent reason.

WHO SHOULD BUY THIS CAR

The driver-collector the allocation was designed to find: someone who will exercise a 12,100-rpm V12 and a manual gearbox as the designer intended, and document the use. The McLaren F1 owner - or the collector priced out of one - completing the lineage at a tenth of the F1's price with none of its parts anxiety yet. The analogue portfolio builder pairing it with this series' Pagani and Koenigsegg chapters. And the patient buyer comfortable holding a young company's flagship through the decade in which its market - and its maker - grow up together.

BOTTOM LINE

The T.50 is the purest engineering statement in this series: a clean-sheet, sub-tonne, fan-assisted, centrally seated V12 manual built in one hundred examples by the man whose fifty-year career it summarises. The custody truth is equally pure: everything is bespoke, the service model is factory-or-nothing, the fleet is too young for history, and the market rests on two public points - \$5.63M and the \$8.035M record - above a quietly traded private layer. Buy it through the factory's knowledge, keep it in the factory's system, drive it as its allocation intended - and accept that this is the series' clearest bet on conviction over track record, priced accordingly.

ONE-SENTENCE VERDICT

One hundred cars, twelve thousand revs, three pedals and no excuses - the T.50 is what happens when the industry's greatest living designer builds his own successor to the McLaren F1, and the market has already decided it agrees.

SOURCES

Company material, specialist press, auction documentation and the public record: concept and philosophy - GMA statements; philosophical successor framing per Murray's own material; no lap-time policy. Specification: bespoke carbon monocoque, carbon crash structures, aluminium subframes, carbon panels, no donor platform; announced 986 kg dry, ~997 kg documented (build-dependent); Cosworth 3.9 NA V12 663 PS @ 11,500, 467 Nm @ 9,000, 12,100 rpm, ~178 kg, structural; Xtrac six-speed H-pattern, triple-plate clutch, custom casing; 400 mm fan, six aerodynamic modes, variable rear spoiler; ~288 l luggage (company figure); reveal August 2020, sold out in 48 hours, £2.36M before taxes. Production: deliveries from early 2023, Dunsfold Park, transferred to Highams Park (Windlesham) April 2024; 100 road cars; T.50s Niki Lauda 25 track cars - £3.1M, 772 PS, 852 kg, up to 1,500 kg downforce, Bahrain sign-off 2025, commemorative race names per company release. Allocation: expressions of interest, personal contact with Murray, no dealer allocation model - company/press accounts. Service: factory-supported centres UK, US, Japan, Abu Dhabi; flying-technician programme - company statements; no published tariffs, custody figures analytical. Known issues: early software updates, warm cabin in hot climates (owner reporting), thin file by youth - labelled. Market: \$5.63M reported December 2025 (silver car); \$8,035,000 - chassis 009, <30 miles, Broad Arrow California Mille, April 2026, est. \$8-10M, charity component noted, ~\$5M over US sticker (~\$3M+); US cars under Show and Display; S1 LM #1 \$20,630,000 gross, RM Sotheby's Las Vegas 21.11.2025 (Paper 126); Le Mans GTR 24 cars unpriced publicly. Private-market levels reported, not documented - labelled throughout. Companion documents: Model File 84 and Buyer's Checklist No. 84; company context Paper 126; T.33 family Paper 128. Nothing here is investment advice.