

THE GREATEST OF ALL TIME

Seven decades of the ultimate cars of their era. 2020s: *GMA T.50*.
2010s: *Ferrari LaFerrari*. 2000s: *Bugatti Veyron*. 1990s: *McLaren F1*.
1980s: *Porsche 959*. 1970s: *Lamborghini Countach LP400*.
1960s: *Ferrari 250 GTO*.

A PHOTOGRAPHIC PORTFOLIO BY BENEDICT REDGROVE. POST PRODUCTION BY INK.

SHOT ON LOCATION AT CALVERT STUDIOS, BEDFORDSHIRE
AND GIRARDO & CO., OXFORDSHIRE.



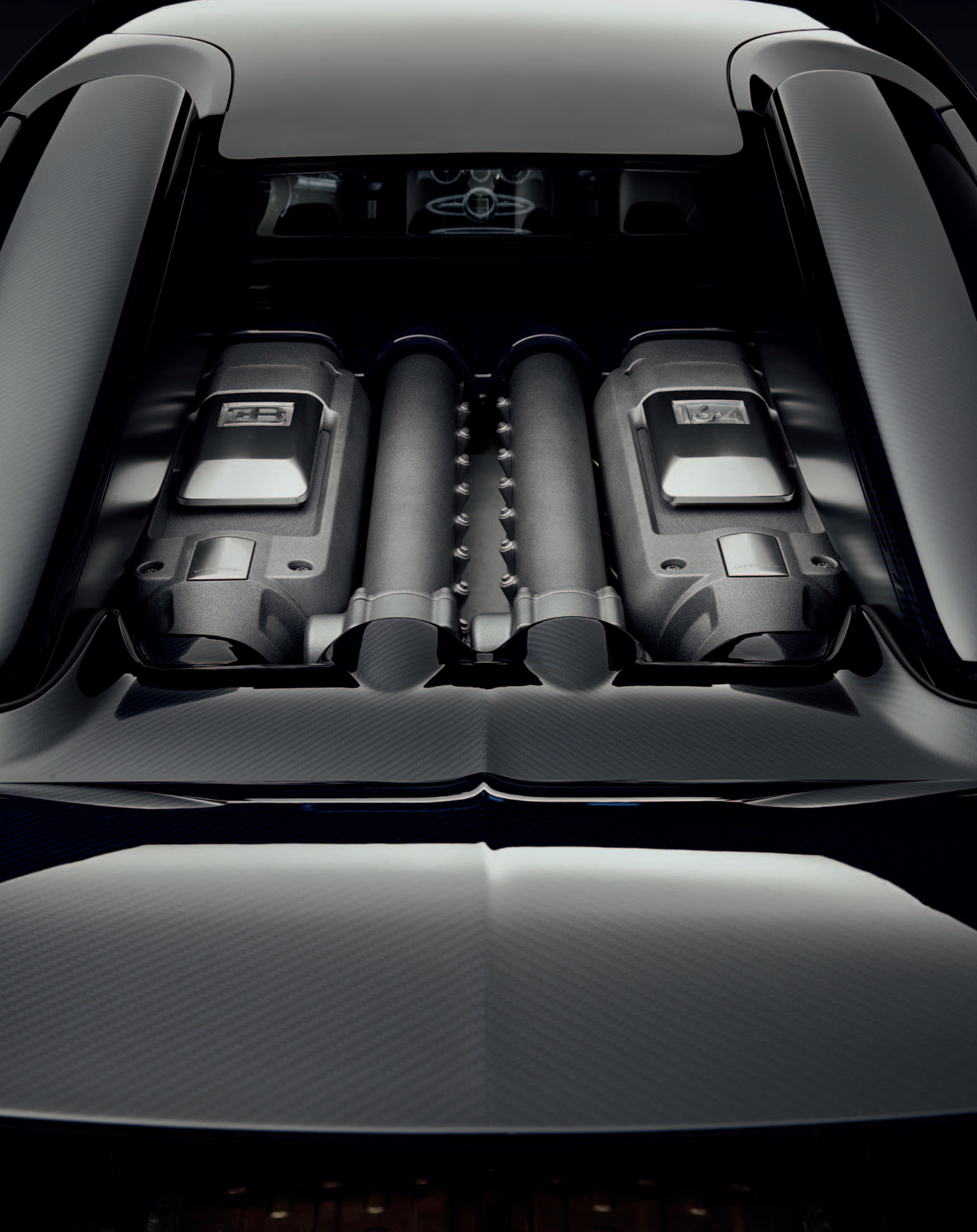


















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<div>2024 Gordon Murray Automotive T.50</div> <div>→</div> <div>p91-93</div> <div>This is one of the first customer cars to be delivered of the just 100 scheduled to be built. Despite the T.50's £2.8m (inc. taxes) list price, demand has well exceeded supply. This example is specified with Piano Black paintwork and a Natural Nubuck interior – three seats, of course, as per its predecessor, the McLaren F1. GMA is not making public the 0-60mph acceleration figure; the other raw stats, and driving experience, are said to be ample.</div> <div><table><tr><td>Engine</td><td>3994cc V12</td></tr><tr><td>Power</td><td>660bhp @ 11,000rpm</td></tr><tr><td>Torque</td><td>353lb-ft @ 8000rpm</td></tr><tr><td>Kerb weight</td><td>997kg</td></tr><tr><td>0-60mph</td><td>n/a</td></tr><tr><td>Top speed</td><td>226mph</td></tr></table></div> <div>Value</div> <div>£5m</div>	Engine	3994cc V12	Power	660bhp @ 11,000rpm	Torque	353lb-ft @ 8000rpm	Kerb weight	997kg	0-60mph	n/a	Top speed	226mph	<div>2014 Ferrari LaFerrari</div> <div>→</div> <div>p94-99</div> <div>Ferrari built 499 LaFerraris and this is one of just 10 coupes delivered with 'Bianco Avus' paintwork. It was specified by a client of Ferrari's XX Programme, focused on private track days for customers with extreme cars. The LaFerrari succeeded the Enzo in Ferrari's hypercar lineage and will stand as the first Ferrari road car to be developed with a hybrid powertrain, its V12 supplemented by a single electric motor.</div> <div><table><tr><td>Engine</td><td>6262cc V12</td></tr><tr><td></td><td>+ electric motor</td></tr><tr><td>Power</td><td>950bhp @ 9000rpm</td></tr><tr><td>Torque</td><td>664lb-ft @ 6750rpm</td></tr><tr><td>Kerb weight</td><td>1585kg</td></tr><tr><td>0-60mph</td><td>2.9 secs</td></tr><tr><td>Top speed</td><td>218mph</td></tr></table></div> <div>Value</div> <div>£3.5</div>	Engine	6262cc V12		+ electric motor	Power	950bhp @ 9000rpm	Torque	664lb-ft @ 6750rpm	Kerb weight	1585kg	0-60mph	2.9 secs	Top speed	218mph	<div>2012 Bugatti Veyron 16.4 Grand Sport Vitesse 'Rafale'</div> <div>→</div> <div>p100-102</div> <div>Veyron production started in 2005, hence why it represents 'the Noughties' here. This late-model car is a 'Grand Sport' (eg roadster) 'Vitesse' (meaning it goes faster; preposterously so). The 92 examples of the Veyron Grand Sport Vitesse could cover the quarter mile in 10 seconds and 0-186mph (300km/h) in 16. 'Rafale' in this car's case indicates that it's a one-of-one edition with 'Gris Rafale' paintwork matched to blue weave carbon-fibre details.</div> <div><table><tr><td>Engine</td><td>7993cc quad-turbo W16</td></tr><tr><td>Power</td><td>1183bhp @ 6400rpm</td></tr><tr><td>Torque</td><td>1106lb-ft @ 3000rpm</td></tr><tr><td>Kerb weight</td><td>1990kg</td></tr><tr><td>0-60mph</td><td>2.6 secs</td></tr><tr><td>Top speed</td><td>255mph</td></tr></table></div> <div>Value</div> <div>£2.5m</div>	Engine	7993cc quad-turbo W16	Power	1183bhp @ 6400rpm	Torque	1106lb-ft @ 3000rpm	Kerb weight	1990kg	0-60mph	2.6 secs	Top speed	255mph	<div>1995 McLaren F1</div> <div>→</div> <div>p103-109</div> <div>In 1988, by the time the 'XP5' prototype set a record for the McLaren F1 as the world's fastest production car – at 240.1mph, 22mph faster than the then-fastest Jaguar XJ220 – its status as a hypercar legend was already well established. This is chassis #028, of 106 built, and the only example specified in 'Grand Prix Red' remaining. It was first delivered in 1995 to Michael Andretti, briefly a driver for the McLaren Formula One team.</div> <div><table><tr><td>Engine</td><td>6064cc V12</td></tr><tr><td>Power</td><td>618bhp @ 7400rpm</td></tr><tr><td>Torque</td><td>479lb-ft @ 5600rpm</td></tr><tr><td>Kerb weight</td><td>1260kg</td></tr><tr><td>0-60mph</td><td>3.2 secs</td></tr><tr><td>Top speed</td><td>240mph</td></tr></table></div> <div>Value</div> <div>£25m</div>	Engine	6064cc V12	Power	618bhp @ 7400rpm	Torque	479lb-ft @ 5600rpm	Kerb weight	1260kg	0-60mph	3.2 secs	Top speed	240mph
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<div>1988 Porsche 959 'Komfort'</div> <div>→</div> <div>p110-112</div> <div>The 959 is often overshadowed by the Ferrari F40, so it's easy to forget that when deliveries began in 1987, it wasn't just the most technologically advanced road car of its era, it was also the fastest. The 959 had bonded Kevlar and aluminium panels, variable 4WD, automatic ride-height adjustment and sequential twin turbos. This example is one of 263 'Komfort' versions, offered alongside 29 in pared-back 'Sport' trim.</div> <div><table><tr><td>Engine</td><td>2849cc twin-turbo flat-six</td></tr><tr><td>Power</td><td>444bhp @ 6500rpm</td></tr><tr><td>Torque</td><td>369lb-ft @ 5000rpm</td></tr><tr><td>Kerb weight</td><td>1450kg</td></tr><tr><td>0-60mph</td><td>3.6 secs</td></tr><tr><td>Top speed</td><td>198mph</td></tr></table></div> <div>Value</div> <div>£2m</div>	Engine	2849cc twin-turbo flat-six	Power	444bhp @ 6500rpm	Torque	369lb-ft @ 5000rpm	Kerb weight	1450kg	0-60mph	3.6 secs	Top speed	198mph	<div>1976 Lamborghini Countach LP400 'Periscopio'</div> <div>→</div> <div>p113-117</div> <div>How do you follow an act like the Miura? You take it on a radical stylistic tangent, in the form of this first generation Countach – one of 150 LP400 'Periscopios'. It was a birthday gift from 21-year-old Saudi Arabian Prince Al Waleed bin Talal Al Saud to his 19-year-old bride, Princess Dalal bint Saud Al Saud. Her favourite colours were purple and white, so he had it finished in 'Viola Salchi' with white accents and a white leather interior.</div> <div><table><tr><td>Engine</td><td>3929cc V12</td></tr><tr><td>Power</td><td>370bhp @ 8000rpm</td></tr><tr><td>Torque</td><td>266lb-ft @ 5000rpm</td></tr><tr><td>Kerb weight</td><td>1300kg</td></tr><tr><td>0-60mph</td><td>5.1 secs</td></tr><tr><td>Top speed</td><td>177mph</td></tr></table></div> <div>Value</div> <div>£1m</div>	Engine	3929cc V12	Power	370bhp @ 8000rpm	Torque	266lb-ft @ 5000rpm	Kerb weight	1300kg	0-60mph	5.1 secs	Top speed	177mph	<div>1963 Ferrari 250 GTO</div> <div>→</div> <div>p118-122</div> <div>The 32nd of just 36 250 GTOs built, chassis #4675 first competed in the 1963 Tour de France Automobile. In 1964 it became one of four 1963-style cars to receive 'Series II' bodywork by Scaglietti, and the only of them with an extended rear roofline. That same year it recorded a lap record at the Targa Florio and second overall at the Grand Prix de Spa 500Km. Its final race outing in period was the 1966 Monza 1000Km.</div> <div><table><tr><td>Engine</td><td>2953cc V12</td></tr><tr><td>Power</td><td>296bhp @ 7500rpm</td></tr><tr><td>Torque</td><td>217lb-ft @ 5500rpm</td></tr><tr><td>Kerb weight</td><td>950kg</td></tr><tr><td>0-60mph</td><td>4.6 secs</td></tr><tr><td>Top speed</td><td>174mph</td></tr></table></div> <div>Value</div> <div>£40m</div>	Engine	2953cc V12	Power	296bhp @ 7500rpm	Torque	217lb-ft @ 5500rpm	Kerb weight	950kg	0-60mph	4.6 secs	Top speed	174mph	<div>With thanks</div> <div>For the Lamborghini Countach, Christine Schams. For the McLaren F1, Gavin Moule. For coordinating the F1, 959, Veyron and LaFerrari, DK Engineering (dkeng.co.uk). For coordinating the 250 GTO, Girardo & Co. (girardo.com). For coordinating the T.50, Glenn Moule.</div>														
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