

GD T70

...Effortlessly beautiful



GARDNER DOUGLAS

Since 1990

Breathtakingly quick



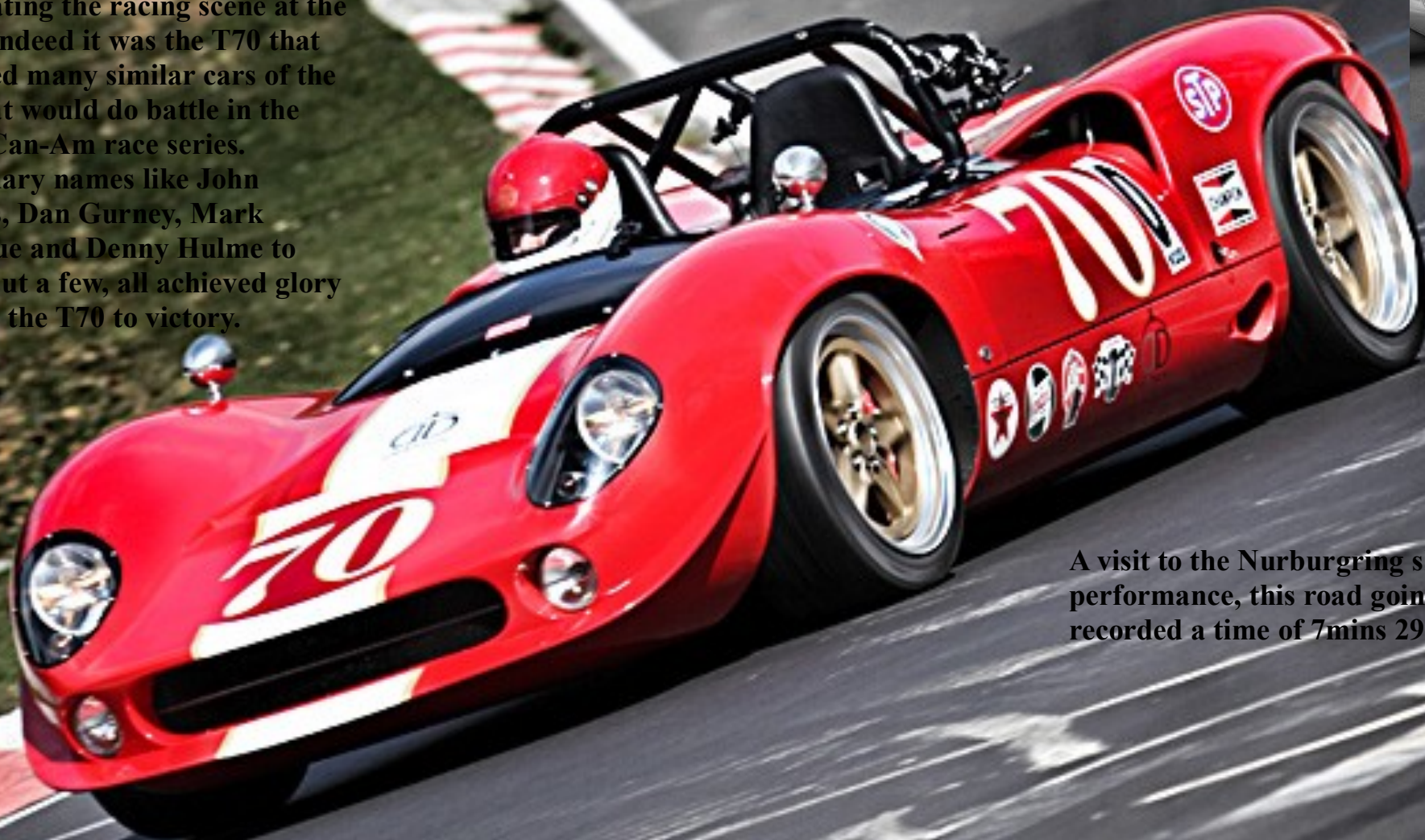
GD T70 ...Inspired by a legend



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The world's fastest race cars in 1966 - the Mk2 Lola T70. From the moment the T70 hit the circuits it was a force to be reckoned with, dominating the racing scene at the time. Indeed it was the T70 that spawned many similar cars of the day that would do battle in the fierce Can-Am race series. Legendary names like John Surtees, Dan Gurney, Mark Donohue and Denny Hulme to name but a few, all achieved glory driving the T70 to victory.



A visit to the Nurburgring shows the performance, this road going GDT70 recorded a time of 7mins 29secs B to G,

GD T70 ...loving the drive



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Stand back for a second and admire the overtly muscular lines, then open the driver's door and slide into the race inspired cockpit with its purposeful aluminium panelling and wraparound aero screen. Twist the ignition, press the starter button and pure American thunder awakes behind you...

The ride is encouragingly supple for such a track-inspired machine, making it equally at home on small back roads as it is on the open circuit. The steering isn't compromised by the weight of a front-mounted engine or the sense-numbing 'creature comfort' of power steering - precise, direct and reassuringly full of feel, it is a tactile delight. And then there's the power...

Even in standard tune, the Chevrolet V8 engine delivers thumping performance in the lightweight GDT70, accompanied by an aural assault that only comes from multi cylinders and big capacity. The T70's mid-engined configuration ensures that all the power is transmitted to the tarmac with the minimum of fuss - traction is incredible.

Running through a Porsche transaxle the driver's side sill-mounted gear shift is utterly precise. For those more used to a conventionally located central gear change it's a dramatic part of the T70's appeal.

While experiencing the GDT70's ultimate capabilities is best left to the safety of a race circuit or professionally organised track day, the car's more rounded nature makes it equally at home on public roads. The supple ride soaks up all that today's typically poor surfaces can throw at it while the big V8 engine is equally at home lazing about at 1200rpm as it is tearing around at 6000rpm. All in all, it's the perfect combination to ensure you get the very best out of a GDT70 whether it's on the race circuit or road.



A Day At The Races

Track days - When it comes to fully exploiting the GDT70 Spyder we'd recommend you look towards a professionally organised track day. These events are held all over the UK at race circuits and other venues. They're the perfect way to test both your own skills and those of the car in comparative safety. Should you want to get more serious, the GDT70 is eligible for **Circuit racing** and **Hill climbs & Sprints**.

GD T70

...Classic lines



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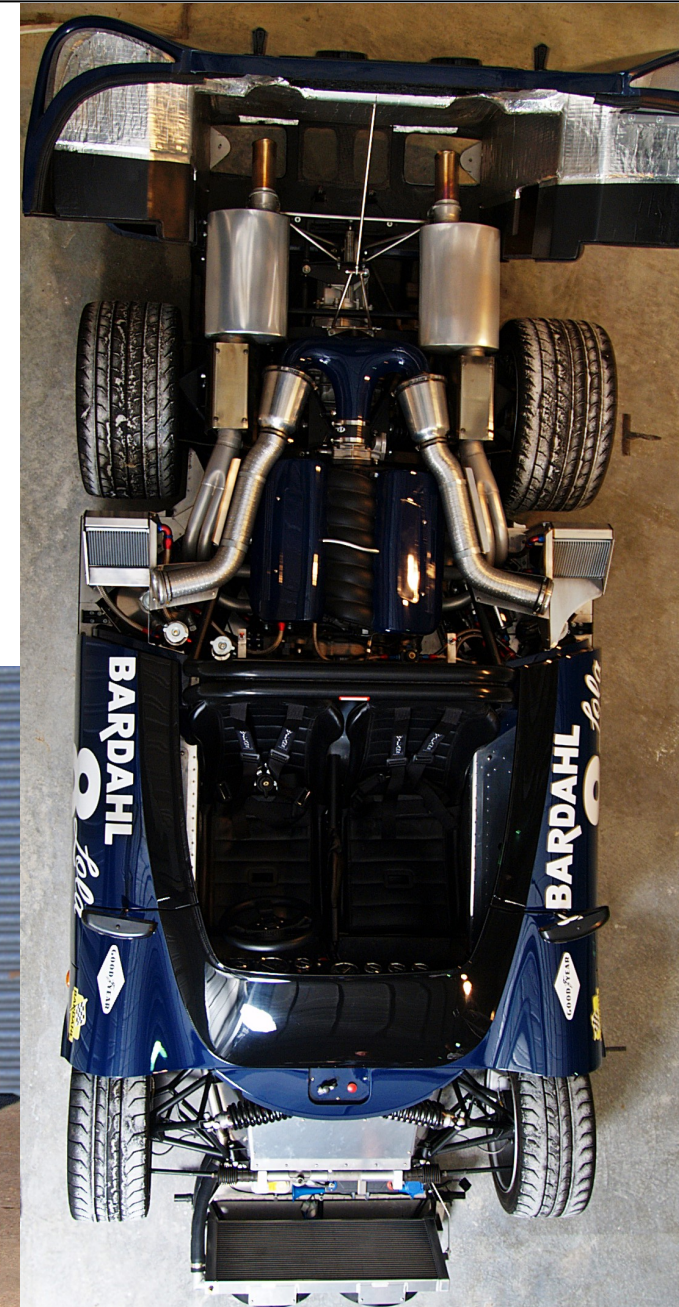
Modern Engineering

We have always paid great attention to engine choice in our cars. For many years, GDs were typically fitted with iron block carburettor or aluminium small block V8 engines, these are still a popular choice for the home builder. However, in 2004, with the introduction of GM's new generation of V8s, GD became the first low volume manufacturer to test and fully adopt these superb engines, now widely considered to be the best small block V8 of modern times.

Consistent with our mission to make the most modern performing cars, this engine series has proved to be the perfect choice. Five years on and many GD owners are enjoying, daily, the incredibly smooth low down power and effortless reliability that these engines offer. Importantly, GD has always been fully compliant with all SVA and the latest IVA regulations to ensure that owners have trouble free maintenance and servicing. When choosing a sports car of this type, compliance with all low volume manufacturing legislation has a crucial, positive effect on future values.



"The GDT70 epitomizes the 60's race car era yet re-engineered for our demanding modern times, this car becomes the ultimate road legal track car."



GD T70 ...Not just a replica!

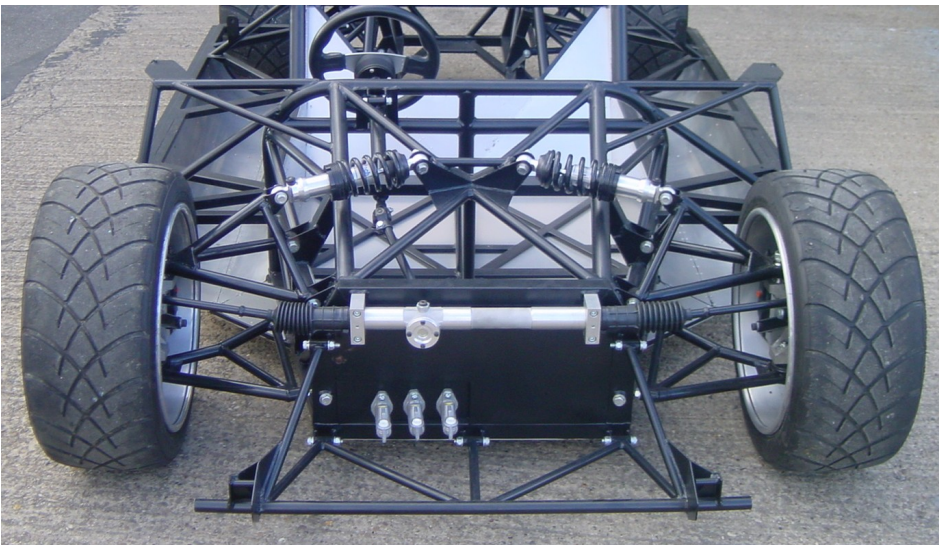


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Chassis - Not only is the GDT70 chassis as rigid, strong and light as you might expect, but the design incorporates vital safety features to give you maximum peace of mind. As well as front and rear crash resistance, the T70 has fully triangulated side pontoons which offer superb side impact protection. A steel panelled front bulkhead provides exceptional object intrusion resistance. A single foam-filled fuel cell also offers increased resistance to puncture and subsequent ignition. The roll-over bar is fully triangulated and cross-braced to meet current race regulations.

Suspension - Taking full advantage of the company's racing heritage, Gardner Douglas has designed a bespoke suspension package for the T70 that not only performs perfectly on the track, but also offers exceptional road manners. With a compliant and responsive set-up it means you can get the best out of the car, whatever your aspirations.



Not just a replica - As with the GD427, We were not happy to produce just another replica. Much the same approach has been taken with the T70. From the chassis upwards, we have developed what is best to suit the car for the way it will be used. To just replicate a race car and expect it to work on the road is not the answer, as such the GDT70 has many unique features that go to make it a thoroughly modern sports car despite its classic appearance.

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SPECIFICATION

Chassis	Triangulated tubular space frame, aluminium panelled
Body	GRP composite panels
Suspension	Bespoke double wishbone with rocker arms Inboard mounted, fully adjustable
Engine	GM LS Series V8
Power	From 450bhp to 700bhp dependent on engine spec
Transmission	Inverted Porsche transaxle
Cooling	Alloy radiator with twin fans
Oil control	Optional dry sump for circuit use
Exhaust	Stainless steel upsweeping headers merge to deep tone silencers
Brakes	AP racing 4 pot calipers, vented rotors all round.
Wheels	Bespoke 3 piece Alloy, typical tyres F 245/40/17 R 335/35/17
Controls	Detachable steering wheel, R/H gear change
Safety	Competition spec rollover bar, full crash protection structure.
Weather gear	Optional detachable heated windscreen with pantograph wipe. Pop-on cockpit tonneau cover. Full weather top under development.
Fuel	55 ltr capacity
Weight	From 850 kg typical road weight
Dimensions	L 4026 W 1740 H 1092
Performance	Dependent on specification
Consumption	Surprisingly 28+ mpg touring with stock LS3 450bhp



Colours can be moulded in RAL gel coats with inlaid stripes or alternatively painted in pearl metallic

Available Options

Limited Slip Differential
ARE Dry sump oil control with twin coolers
Detachable heated windscreen with integral wash wiper.
Plumbed-in fire extinguisher
Quick release steering wheel attachment
Front spoiler
Rear venturi
Alternative stainless rear roll-over bar braces
Period style 8 trumpet throttle bodies for LS2
Painted body in low bake pearl met paint of your choice
Moulded or painted body stripes
Tracker/immobiliser
UK IVA, Vehicle Registration and 12 months road licence.

Factory Power Units Options

GM LS3 6.2Ltr. Alloy EFI. Output from 450bhp
Porsche 5 speed or optional 6 speed transaxle

GM LS7 7.0Ltr. Alloy EFI Output from 550 bhp
Porsche 5 speed or optional 6 speed transaxle

**Prices available on request for either
Factory built cars or Self build options**

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