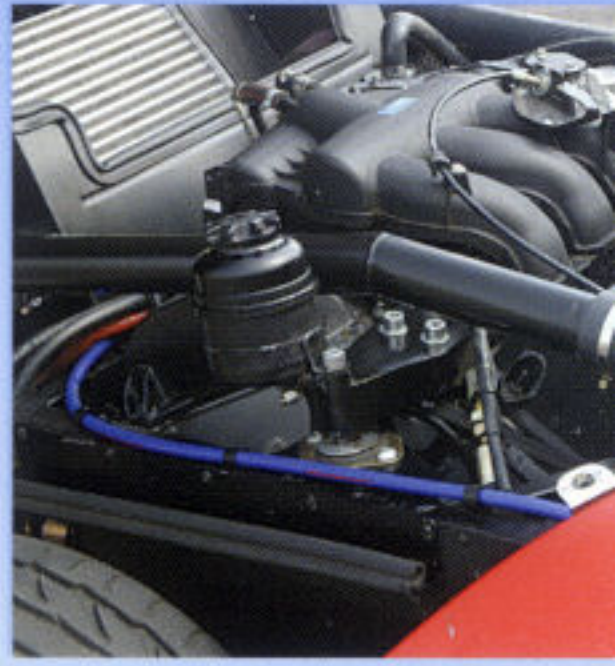


M12 GTO-3
M12 GTO-3R



NOBLE

DRIVING PASSION



NOBLE. ALWAYS PUTTING THE DRIVER FIRST.

At its launch, the British-designed Noble M12 GTO threatened to vanquish its supercar rivals with a heady mix of blistering performance, secure handling and precision build-quality. It was, the world's motoring press agreed, a landmark car that could be bought for a fraction of the cost of other supercars, yet retained an exclusiveness its competition found hard to match.

But no one should have been too surprised. The M12 was designed and engineered by Lee Noble, a legend among specialist sports car manufacturers. Before the M12 took to the streets, Noble had achieved notable success designing cars like the Ultima, Ascari and Prosport 3000. "So after twenty years in the business," said Lee, "I finally felt confident enough to lend a car my own name."

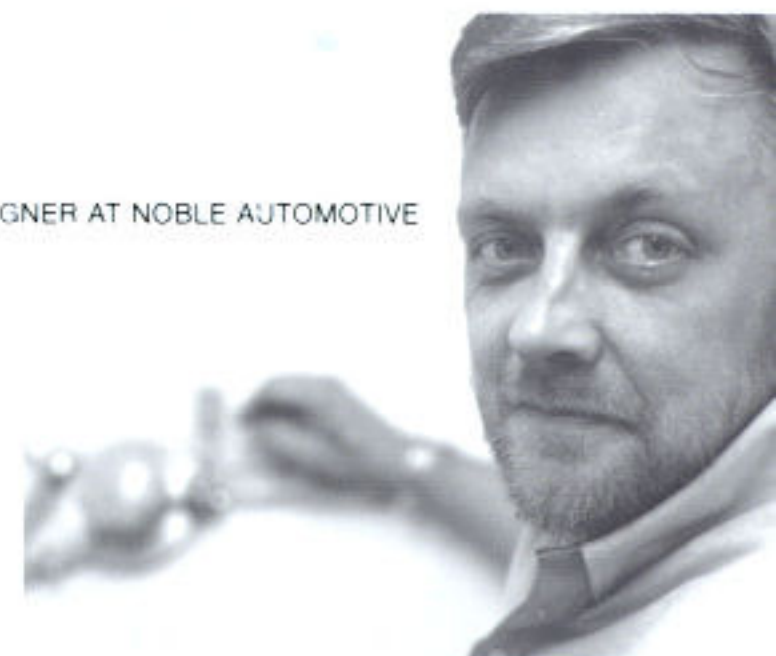
And that car has just evolved. Now with a twin-turbocharged 3.0-litre V6 engine, producing more power and torque than before, the M12 GTO-3 is not only faster than its predecessor, but also easier to drive. The 3R model adds even more refinement, re-styled exterior features and a brand new, six-speed gearbox as standard.

"I always wanted to design a car that was civilised and spacious, rode well, and that anyone could drive fast without feeling intimidated," said Lee. "The M12 GTO-3 and 3R models represent the pinnacle of that ideal."

"An astonishing machine which needs no qualification at all."

A U T O C A R M A G A Z I N E
ON THE NOBLE M12 GTO

L E E N O B L E
MANAGING DIRECTOR AND CHIEF DESIGNER AT NOBLE AUTOMOTIVE



CRUSHING PERFORMANCE ON THE ROAD...

Both cars in the M12 range seem to manage the impossible: they are as adept at stringing together the most taxing of open road bends with a flourish as they are crawling along the broken and gnarled streets you'll find in most major cities. The Noble's steering is sensitive enough to inspire driver confidence at speed, but is able to filter out much of the kickback on poorer surfaces while doing so. The M12 also has an exceptionally rigid structure, meaning that creaks, rattles and flex from the body are kept to a minimum. On the motorway, few cars are as stable and surefooted in the wet or dry.

And the Noble's 3.0-litre V6 twin-turbocharged engine is as placid and user-friendly as a super-mini's - that is until you put your foot down to release the huge reserves of low to mid-range power which make overtaking and driving on twisty, country roads an effortless affair.

Effortless and comfortable, too. With adjustable seats and a reach-adjustable steering column, the cabin is spacious enough for all shapes and sizes, with excellent ventilation and ergonomics. Who says supercar ownership should be a compromise?



... AND ON THE TRACK

When the lure of all that power becomes too much, a race circuit is the only place to safely test a car to its limits*. With a steel spaceframe, double wishbone suspension front and rear, a full rollcage and large, ventilated and cross-drilled brake discs all round, there's no mistaking the Noble M12's racing pedigree.

A fine chassis is nothing without power though. The 3.0-litre engine's 352bhp at 6200rpm will take your breath away, accelerating from standstill to 60mph in just 3.7 seconds, if fitted with the six-speed gearbox. And a hefty 350lb ft of maximum torque from 3500rpm means that you don't need to use all the available revs to get the best performance.

Much of the design expertise which has gone into the M12's chassis stems from Lee Noble's own experience as a successful racing driver. High-speed body control is exemplary, the M12 resisting excessive 'roll' under cornering and de-stabilising movements under acceleration and braking. The crisp and communicative steering is combined with huge grip from the front and rear tyres which help to keep the car pointing in the right direction, even with standing water on the track.

*Warranty does not cover damage or accelerated wear of components occurring during track or circuit use. Noble Automotive Ltd recommends the use of its optional track day sump if your car is to be used at such events.

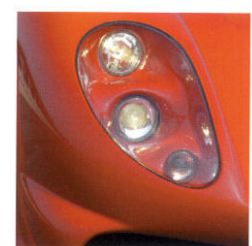


NOBLE M12 GTO-3

**“The whole car has a polish and integrity that inspires confidence;
all four corners feel rooted to the road.
Britain has a new supercar maker”**

E V O M A G A Z I N E
ON THE NOBLE M12 GTO ++++++





DESIGNED TO PERFORM

Based on the original M12 GTO, the GTO-3 now has a 3.0-litre engine producing 352bhp, which transmits its power through a slick and durable five-speed gearbox. Inside, the cabin is trimmed throughout in Alcantara and features a leather Momo steering wheel, race harnesses - as well as inertia-reel safety belts - and internally adjustable door mirrors. Standard equipment also includes a turbo-boost gauge, courtesy lights and adjustable steering column and seats.

"Faithful to the original M12 concept, but with even more power."

DRIVEN BY DETAIL

Instantly identifiable by its faired-in bi-xenon headlights and bespoke ten-spoke alloy wheels, the 3R adds a standard Quaife torque-biasing differential and the latest Getrag six-speed gearbox with closer ratios and a higher top gear. The cabin is fully trimmed in leather as standard and extra soundproofing reduces engine and road noise. Items such as a Sony CD/tuner, map pockets and engine start button are included in the price.

"The 3R mixes brutal performance with added style and refinement."

NOBLE M12 GTO-3R

“No production Ferrari or Lamborghini can match its 3.7 second 0-60mph time, and it was a full second ahead of the Porsche and TVR by the time 100mph was passed. Thrust builds rapidly and at 3,000rpm, the 3R fires forward with a ferocity that will literally take your breath away.”

A U T O E X P R E S S

COMPARING THE M12 GTO-3R WITH A PORSCHE GT3, TVR 350C AND A BMW M3 CSL ++++++



IN AN AGE OF MASS-PRODUCED ANONYMITY,
THE NOBLE M12'S DETAILING AND HAND-MADE
CRAFTSMANSHIP ARE SOMETHING TO BEHOLD.

Every Noble that leaves the factory has been hand-built by our small team of dedicated engineers and craftsmen. They start by aligning each car's body and spaceframe chassis to ensure a perfect match. The body is then removed and sent for painting. When it returns, the car is assembled once again and its cabin trimmed in either top quality leather or Alcantara, followed by fitment of the M12's windows, doors, suspension and brakes.

At every stage, the car is thoroughly checked to ensure the tightest panel gaps and precision fit and finish of all components.

All 3.0-litre V6 engines are built to our own exacting standards, using many bespoke parts to liberate the standard 352bhp. The units come with a five- or six-speed gearbox (depending upon specification) and are then installed into the M12's engine bay. The addition of two Garrett turbochargers completes the powertrain assembly and the car is then ready for final inspection and testing.

After each body has been water tested for leaks, it is driven over our 39.2 mile test route by one man - Noble's Chief Test Engineer - before being finally signed off and valeted, ready for delivery to the customer.

"Our mission is to produce unrivalled build-consistency into every car that leaves the factory."

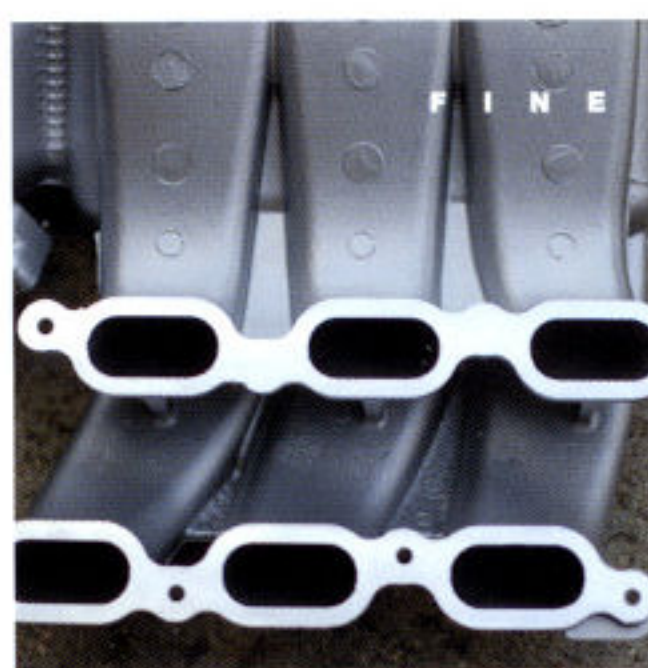
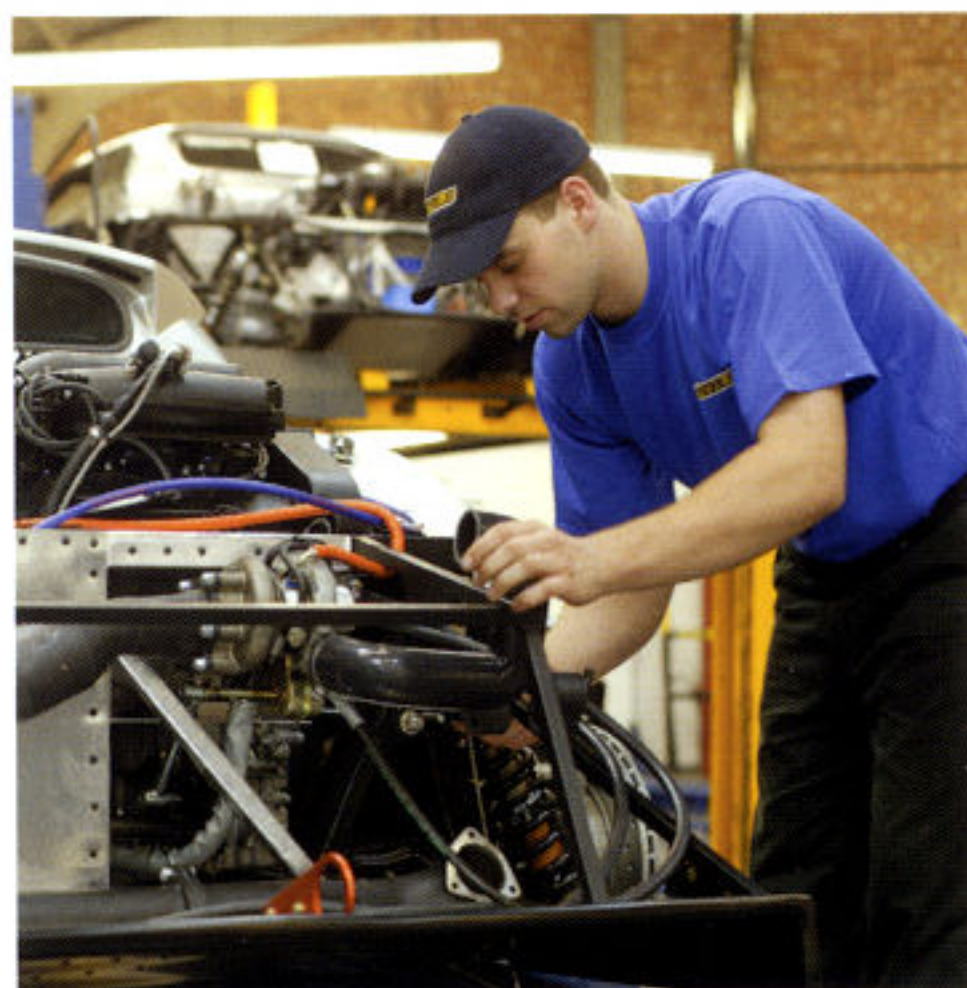
R O B E R T S H A R P E
P R O D U C T I O N M A N A G E R

After Sales Service and Repairs.

Noble's specialist technicians are trained in every aspect of M12 repair and maintenance to ensure that your car always performs to our high standards throughout its life.

1g Racing provides rolling chassis less engine and trans/axle.

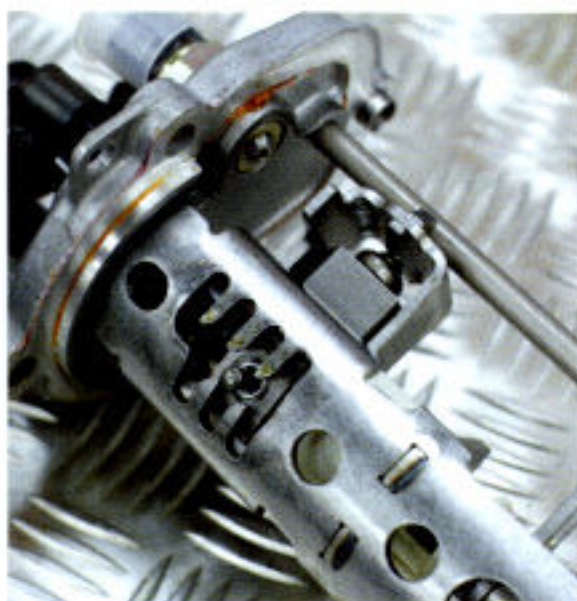
There are multiple engine builders available to build the 3.0 Duratec to Noble's specifications.



F I N E
T U N I N G
P R E C I S I O N F I N I S H I N G

NOBLE M12 GTO-3 SPECIFICATIONS

BODY	GRP composite with removable front and rear sections.											
CHASSIS	Steel spaceframe with bonded and riveted alloy panels. Full safety rollcage.											
SUSPENSION	Double wishbones front and rear with coil springs and alloy uprights. Bilstein shock absorbers all round.											
BRAKES	<p>Make Noble/AP Racing</p> <p>Size 330mm x 30mm discs front 330mm x 26mm discs rear</p> <p>Type Ventilated and cross drilled front and rear, 4-piston alloy callipers front and rear</p>											
STEERING	Rack and pinion, hydraulic power assistance; 2.6 turns lock to lock.											
WHEELS	<p>Design One-piece, ten spoke with mock centre lock</p> <p>Size 8.5J x 18in (front), 10J x 18in (rear)</p> <p>Made of Aluminium alloy</p>											
TYRES	<p>Make Bridgestone Potenza S-03</p> <p>Size 225/40 x 18 (front), 265/35 x 18 (rear)</p>											
ENGINE	<p>Construction All-alloy block and heads</p> <p>Layout 6 cyls in vee, 2968cc, twin turbochargers</p> <p>Max power 352bhp at 6200rpm</p> <p>Max torque 350lb ft between 3500rpm and 5000rpm</p> <p>Power to weight 335bhp per tonne</p> <p>Torque to weight 333lb ft per tonne</p> <p>Specific output 118bhp per litre</p> <p>Installation Transverse, mid-engine, rear-wheel drive</p> <p>Bore/stroke 89.0/79.5mm</p> <p>Valve gear 4 per cyl, dohc per bank</p> <p>Ignition and fuel Electronic</p> <p>Turbochargers Garrett, water-cooled with air to air intercooler; max boost at 0.7bar</p>											
GEARBOX	<p>Type 5-speed manual</p> <p>Ratios/mph per 1000rpm (5-spd)</p> <table border="0"> <tr><td>1st</td><td>3.42/5.8mph</td></tr> <tr><td>2nd</td><td>2.14/9.2mph</td></tr> <tr><td>3rd</td><td>1.48/13.3mph</td></tr> <tr><td>4th</td><td>1.11/17.7mph</td></tr> <tr><td>5th</td><td>0.85/23.2mph</td></tr> </table> <p>Final Drive 3.82</p>		1st	3.42/5.8mph	2nd	2.14/9.2mph	3rd	1.48/13.3mph	4th	1.11/17.7mph	5th	0.85/23.2mph
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5th	0.85/23.2mph											
MAXIMUM SPEEDS	<table border="0"> <tr><td>1st</td><td>41.8mph</td></tr> <tr><td>2nd</td><td>66.2mph</td></tr> <tr><td>3rd</td><td>95.8mph</td></tr> <tr><td>4th</td><td>127.4mph</td></tr> <tr><td>5th</td><td>167.0mph</td></tr> </table>		1st	41.8mph	2nd	66.2mph	3rd	95.8mph	4th	127.4mph	5th	167.0mph
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2nd	66.2mph											
3rd	95.8mph											
4th	127.4mph											
5th	167.0mph											
DIMENSIONS	<p>Length 4089mm</p> <p>Width (inc.mirrors) 1885mm</p> <p>Height 1143mm</p> <p>Wheelbase 2438mm</p> <p>Max/min legroom 1120/980mm</p> <p>Headroom 930mm</p> <p>Interior width 1360mm</p> <p>Kerbweight 1050kgs</p>											
INSURANCE GROUP	20											
WARRANTY SERVICING	1 year or 12,000 miles First at 1,000 miles (free labour), then every 6,000 miles or 12 months											



ALL M12 GTO-3RS HAVE THE LATEST GETRAG-FORD SIX-SPEED GEARBOX, WHICH IS CONTROLLED BY A SLICK AND SHORT-THROW GEARSHIFT. CLOSER INTERMEDIATE GEAR RATIOS OFFER IMPROVED ACCELERATION, WHILE A HIGHER TOP GEAR ALLOWS LOWER ENGINE REVS AT CRUISING SPEEDS, MEANING BETTER FUEL CONSUMPTION AND LESS ENGINE NOISE.

NOBLE M12 GTO-3R SPECIFICATIONS

BODY	GRP composite with removable front and rear sections.													
CHASSIS	Steel space-frame with bonded and riveted alloy panels. Full safety rollcage.													
SUSPENSION	Double wishbones front and rear with coil springs and alloy uprights. Bilstein shock absorbers all round.													
BRAKES	<p>Make Noble/AP Racing</p> <p>Size 330mm x 30mm discs front 330mm x 26mm discs rear</p> <p>Type Ventilated and cross drilled front and rear, 4-piston alloy calipers front and rear.</p>													
STEERING	Rack and pinion, hydraulic power assistance; 2.6 turns lock to lock.													
WHEELS	<p>Design Noble designed one piece with polished rims</p> <p>Size 8.5J x 18in (front), 10J x 18in (rear)</p> <p>Made of Aluminium alloy</p>													
TYRES	<p>Make Bridgestone Potenza S-03</p> <p>Size 225/40 x 18 (front), 265/35 x 18 (rear)</p>													
ENGINE	<p>Construction All-alloy block and heads</p> <p>Layout 6 cyls in a vee, 2968cc, twin turbochargers</p> <p>Max power 352bhp at 6200rpm</p> <p>Max torque 350lb ft between 3500rpm and 5000rpm</p> <p>Power to weight 326bhp per tonne</p> <p>Torque to weight 324lb ft per tonne</p> <p>Specific output 118bhp per litre</p> <p>Installation Transverse, mid-engine, rear-wheel drive</p> <p>Bore/stroke 89.0/79.5mm</p> <p>Valve gear 4 per cyl, dohc per bank</p> <p>Ignition and fuel Electronic</p> <p>Turbochargers Garrett, water-cooled with air to air intercooler; max boost at 0.7 bar.</p>													
GEARBOX	<p>Type Getrag-Ford 6-speed with Quaife automatic torque biasing differential.</p> <p>Ratios/mph per1000rpm</p> <table border="0"> <tr><td>1st</td><td>3.15/6.2mph</td></tr> <tr><td>2nd</td><td>1.95/10.0mph</td></tr> <tr><td>3rd</td><td>1.52/12.8mph</td></tr> <tr><td>4th</td><td>1.19/16.35mph</td></tr> <tr><td>5th</td><td>1.31/20.8mph</td></tr> <tr><td>6th</td><td>1.03/26.5mph</td></tr> </table> <p>Final drive 3.87 (ratios 1,2,3 & 4) 2.76 (ratios 5 & 6)</p>		1st	3.15/6.2mph	2nd	1.95/10.0mph	3rd	1.52/12.8mph	4th	1.19/16.35mph	5th	1.31/20.8mph	6th	1.03/26.5mph
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MAXIMUM SPEEDS	<table border="0"> <tr><td>1st</td><td>44.6mph</td></tr> <tr><td>2nd</td><td>72.0mph</td></tr> <tr><td>3rd</td><td>92.2mph</td></tr> <tr><td>4th</td><td>117.7mph</td></tr> <tr><td>5th</td><td>149.8mph</td></tr> <tr><td>6th</td><td>170.0mph</td></tr> </table>		1st	44.6mph	2nd	72.0mph	3rd	92.2mph	4th	117.7mph	5th	149.8mph	6th	170.0mph
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DIMENSIONS	<p>Length 4089mm</p> <p>Width (inc mirrors) 1885mm</p> <p>Height 1143mm</p> <p>Wheelbase 2438mm</p> <p>Max/min legroom 1120/980mm</p> <p>Headroom 930mm</p> <p>Interior width 1360mm</p> <p>Kerbweight 1080kgs</p>													
INSURANCE GROUP	20													
WARRANTY SERVICING	1 year or 12,000 miles First at 1,000 miles (free labour), then every 6,000 miles or 12 months.													



THE 3.0-LITRE V6 ENGINE FITTED TO EACH NOBLE M12 IS EXTENSIVELY MODIFIED BY HIGHLY SKILLED ENGINEERS BEFORE BEING FITTED TO THE CAR. THE FINAL POWERTRAIN ASSEMBLY AND COMPLETION OF THE CAR PRIOR TO TESTING IS CARRIED OUT BY JUST TWO PEOPLE WHO ARE DEDICATED TO ONE CAR ONLY.

EXCLUSIVITY COMES AS STANDARD WITH EVERY NOBLE. BUT OUR RANGE OF EXTERIOR COLOURS AND INTERIOR TRIM COMBINATIONS ALLOWS YOU TO PERSONALISE YOUR CAR STILL FURTHER.

With a choice of twelve exterior colours, you can make your Noble look as subtle or outrageous as you like. There are nine metallic finishes to choose from, as well as three solid colours, all of which are applied to the same high standard.

Inside, there is a choice of leather or Alcantara, depending upon the model and specification. It's then up to you to decide upon the trim colour you'd like on different parts of the interior, such as seat centres and bolsters, dash-pads, door trims and gearlever gaiters.

PAINT FINISHES

NON-METALLIC



METALLIC



THE FINAL DETAILS
HAND FINISHED TO YOUR SPECIFICATION

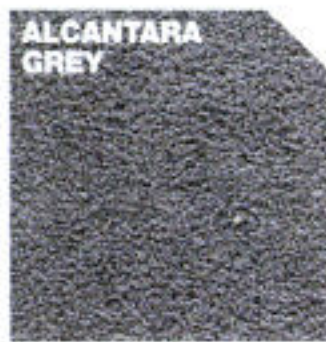
SPECIAL PAINT FINISHES

To make your Noble even more unique, we are able to paint cars at the factory to your own specification. Please contact Noble Automotive for further information and prices.

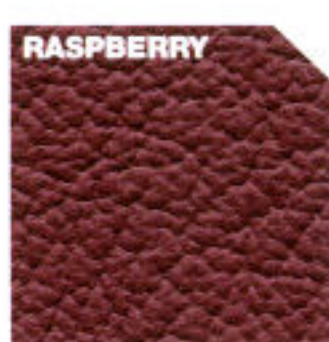
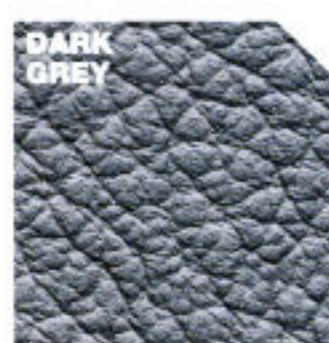
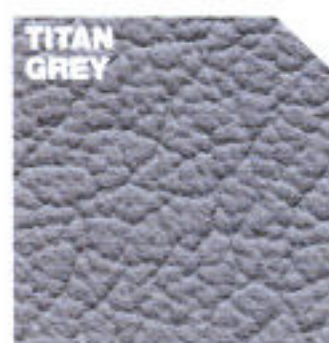
PLEASE NOTE: ALL COLOURS SHOWN ABOVE ARE FOR REPRESENTATION PURPOSES ONLY.

FABRIC SPECIFICATION

ALCANTARA FABRIC



LEATHER



**1g Racing M12 GTO-3R
rolling chassis specs and
optional equipment will
vary from this brochure.**

NOBLE M12 GTO-3

STANDARD SPECIFICATION

EXTERIOR EQUIPMENT

Removable front and rear sections
10-spoke alloy wheels with mock centre locks
Rear spoiler
Halogen headlights

INTERIOR EQUIPMENT

Momo 3-spoke steering wheel
Full Alcantara trim
Fore and aft adjustment on seats
Reach-adjustable steering column
Turbo-boost gauge
Courtesy lights
Internally adjustable door mirrors

SAFETY EQUIPMENT

Driver and passenger race harnesses
Inertia reel safety belts
Fully trimmed safety rollcage

OPTIONAL COST ITEMS

Air conditioning
Alarm/immobiliser
Sony CD/tuner with detachable active black panel and remote control
Radio fitting kit (includes 2 x 3-way door speakers and roof aerial)
10-disc CD autochanger
Engine start button
Fitted map pockets
Tailored car cover (indoor use only)
Tailored luggage bags (set of six)
Tailored over-mats
Full leather trim
Metallic paint
Track day sump
Automatic torque-biasing differential

NOBLE M12 GTO-3R

STANDARD SPECIFICATION

EXTERIOR EQUIPMENT

Removable front and rear sections
Noble designed 10-spoke alloy wheels with polished rims
Rear spoiler
Twin, faired-in bi-xenon headlights
Getrag-Ford 6-speed gearbox with Quaife automatic torque-biasing differential

INTERIOR EQUIPMENT

Momo 3-spoke steering wheel
Full leather trim
Fore and aft adjustment on seats
Reach-adjustable steering column
Turbo-boost gauge
Courtesy lights
Internally adjustable door mirrors
Sony CD/tuner with detachable active black panel and remote control,
2 x 3-way door speakers and roof aerial
Engine start button
Fitted map pockets
Extra soundproofing

SAFETY EQUIPMENT

Driver and passenger race harnesses
Inertia reel safety belts
Fully trimmed safety rollcage

OPTIONAL COST ITEMS

Air conditioning
Alarm/immobiliser
10-disc CD autochanger
Tailored car cover (indoor use only)
Tailored luggage bags (set of six)
Tailored over-mats
Metallic paint
Track day sump



1G RACING
2647 MORGAN LANE
HAMILTON, OH 45013

PHONE: 866 M12 NOBL
FAX: 513 738 0422



AUTHORISED DEALER