

CLASSIC STYLING MODERN PERFORMANCE



GD MK3



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GD MK3

The distinctive GD Mk4, although inspired by one of the 1960s' most iconic sports cars, is totally unlike any imitation or replica.

It is an uncompromisingly advanced sports car, designed and built, meeting all today's industry approvals, with uniquely high production values to deliver truly modern performance in an enduring classic style.

We hope you find this introduction interesting and informative. Please contact us at Gardner Douglas via www.gdcars.com for any further information.

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GDcars.com

The GD Chassis



GD MK3

Our chassis features purpose designed lightweight double wishbone suspension and cast alloy uprights. It is equipped with the latest BTR Hydrotrack speed sensitive limited slip differential ratio is 3.23:1 and power is delivered through GKN drive shafts and CV joints.

The suspension provides full adjustment for camber, caster and toe-in changes. Adjustable alloy coil shock absorbers provide fine adjustment for damping resistance and ride height changes. All suspension components assembled with high tensile fixings and all hydraulic lines are none corrosive. The chassis is two-stage powder coated with zinc based primer adding a further 15 year protection.

Engine and gearbox mounts are competition type isolation mounts, compliant but tough for the power on tap. The chassis accepts 16", 17" and 18" three piece alloy wheels to suit any GD model.



Assembly comprises:

- GDEURO chassis powder coated in any colour
- Engine & gearbox mountings to suit power unit
- Roll-over bar mountings
- BTR Hydrotrack Differential
- Steering rack and mountings
- Track rod ends
- Adjustable shock absorbers with springs
- Wishbone set
- Rod end bearing set
- Wishbone inner bush set
- Ball Joint set
- Euro suspension assembly bolts
- Alloy uprights
- Front & rear bearings & oil seals
- Front and rear Hubs
- Front and rear Stub axles
- GKN Drive shafts
- C.V. joints
- Ventilated Brake discs with calipers & pads
- Steering extension shaft
- Handbrake cable assembly
- Flexible & rigid brakes lines
- Rubber body mountings



The GD Bodyshell

Our body shell is a one-piece rigid semi-monocoque (tub) design with double skin mouldings. It is a composite construction made of glass fibre reinforced plastic with critical areas strengthened further with additional advanced woven fibre materials. The floors in particular are a 18mm thick rigid sandwich construction of great strength. The tub is made rigid by front and rear bulkheads, engine bay, foot-wells, transmission tunnel, boot floor and wheel arches all made integral within the inner mouldings and bonded directly into the outer shell before its released from moulds.

Extra rigidity and protection from side impact is gained by energy absorbing polyurethane foam. This is injected into cavities within the sills and scuttle sides to form a full sidewall protection. Additionally, the doors contain sliding anti-intrusion beams between the hinges and two-stage burst-proof latches. All GD body mouldings are produced in-house to the highest standard with 130 deg. resins and the best-selected glass fibre based materials.

Panel fit is always consistent and accurate, meaning assembly is easy and replacement panels will fit, no matter how old the car. Our ripple free quality mouldings mean customers can opt for a superb gel coat finish or painting is available if a particular colour or metallic finish is preferred

When assembled, the braking system, battery and heater are all housed in secure compartments behind the front wheels, eliminating long cable runs and increasing the space in the engine and cockpit areas. The brake and clutch hydraulic circuits exit into the engine bay and may finish at aircraft type quick release couplings. Simple socket connections are also used for the wiring loom.

These design features permit a unique feature - BCS 60 (Body Chassis Separation in 60 minutes). The complete body, with all controls, panels, trim, screen, dash, etc., can be removed from the chassis in just one hour allowing very quick, total access to all major components for easy servicing.

Safety and Comfort

The bodyshell is totally rubber mounted and isolated from the chassis with fourteen special fixings. These mountings support the body off the chassis, allowing a small degree of movement between the two. This damping effect absorbs any harshness from the road providing far greater ride comfort for the occupants. In addition, by isolating high frequency vibration, the body shell will not fatigue or fracture.

The body nose combines with the chassis forward leaning radiator and support frame to act as a crumple zone in the event of a high-speed head-on collision. The fuel tank is an upright design mounted behind the differential but within the body to prevent corrosion. Its shape reduces weight transfer and its location within the rear wheels means it is well protected from side or rear impact.



LS Power



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.

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 is fully compliant with all current SVA and incoming 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.



GM Gen IV LS2:

- 90-degree pushrod V8, OHV, Aluminum Heads, Hydraulic Lifters
- Block All-new 319-T5 Aluminum
- 2 valves per cylinder, 2.00" Intake 1.55" Exhaust
- Bore and stroke 4.00 x 3.62 in.
- Displacement 364 cu. in. [5.967 liters]
- Compression 10.9:1
- Induction System Sequential fuel injection
- Recommended fuel Premium Unleaded
- Gross Horsepower (SAE net) 400 @ 6000 rpm
- Gross Torque (SAE net) 400 lb.-ft. @ 4400 rpm
- Redline 6,500 rpm

GM Gen IV LS7:

- 90-degree pushrod V8, OHV, Aluminum Heads, Hydraulic Lifters
- Block all-new 319-T5 Aluminum
- 2 valves per cylinder, 2.20" Intake 1.61" Exhaust
- Bore and stroke 4.12 x 4.00 in.
- Displacement 427.6 cu. in. [7.008 liters]
- Compression 11.0:1
- Induction System Sequential fuel injection
- Recommended fuel Premium Unleaded
- Dry sump oil system
- Gross Horsepower (SAE net) 505 @ 6300 rpm
- Gross Torque (SAE net) 475 lb.-ft. @ 4800 rpm
- Redline 7,000 rpm



Special Features



GD MK3

Luggage Space

Widely considered to be compromised in a sports car, luggage space is usually disappointing. The GD Mk4 is very different with an exceptional xxx litre capacity. Or, to illustrate another way, all this...



Mohair Soft top

Standard equipment on the GD Mk4 is a beautifully hand made, fully lined mohair soft top which is easily stored on board together with its sturdy steel frame. The roof assembly includes door mounted fitted perspex sidescreens.

Gullwing Hard top

Not just a very sensible option that allows you to use your car all year round in comfort and added security, the GD specially designed gullwing hard top completely transforms the car.

It is the most sophisticated hard top you are ever likely to see fitted to this style of sports car. It provides a watertight seal to the windscreen, doors and body and the gullwing half doors offer easy access in and out of the car. Sliding half windows within chrome surrounds compliment the windscreen and provide extra ventilation.

Other features include internal stainless steel hinges, gas ram door supports, purpose made laminated heated rear screen with demist venting, and an optional moulded head lining in complimentary trim with provisions for a roof mounted hi-fi.

The hard top is matched to each car and is initially factory fitted, after which it can easily be removed and refitted independently.

