E T H O S . . .

The ethos of the Noble M600 has developed from a small team passionate about driving. This evolved from our research of the available 'supercars' most of which lean heavily on computer assistance. The use of fashionable but often inefficient gear paddle shift, over assisted brakes and inopportune traction control have all become standard features of the modern day supercar.

We at Noble Automotive thought it time to break the mould, feeling that this now ubiquitous 'digital' driver assistance disengages and negates the driver experience and reward. We have experienced, when turning off these devices, that computer generated support can often cosmetically mask and flatter inferior chassis and handling characteristics. We decided that with the introduction of the M600 it was time to 'get back to basics', to concentrate on the more 'analogue' qualities of design by utilising a principle of pure engineering integrity from the chassis up, putting the driver back in control.

The philosophy behind this radical and refreshing premise is best summed up by Peter Dyson, owner of Noble Automotive Limited;

'Noble is a labour of love, of no compromises and of challenges fought. The car speaks for itself, and absolutely reflects what the Team and I envision a true drivers car should be. It is no question uniquely "out of sync" in today's world, one overrun with cars that cannot make up their minds as to whether they want to be a car that rewards or a car that gives hollow praise by electronically 'covering' the errors.'

Designed and engineered with a purity that rewards driver skill, the M600 is neither dictated to nor hindered by unnecessary computer assistance. It puts you back in the driving seat.

Put simply the Noble M600 is for those who love to drive…

D E V E L O P M E N T . . .

We have heard that there is some stiff competition out there, and although Noble Automotive is a low volume motor manufacturer, we do pride ourselves on our individuality, attention to detail and engineering excellence.

The development of the M600 has been an incredibly intense and rewarding journey, a journey in its literal sense, we shipped the development prototype to the USA.

Crossing the continent from East to West we experienced the most dramatic and demanding of climates and terrains in order to prove and test the efficacy and engineering of the M600. In company, for comparative purposes, with a Porsche Carrera GT and, for some of the journey, a Ferrari Enzo. We drove from Chicago westward; the journey included every type of environment, from the incredibly hot Death Valley in California to the mountains and snow of Utah, from the infamous Pikes Peak to the Bonneville Salt Flats, and finally, to a hot and dusty race track in Phoenix Arizona where the M600 was tested and evaluated against some of the fastest and most respected supercars in the world.

Nearer to home, in the UK we completed a full wind tunnel aero program. Climatic wind tunnel testing and durability program. Acoustic noise, vibration and harshness testing. Four post rig for damper and suspension tuning and thousands of miles of both road and track testing.

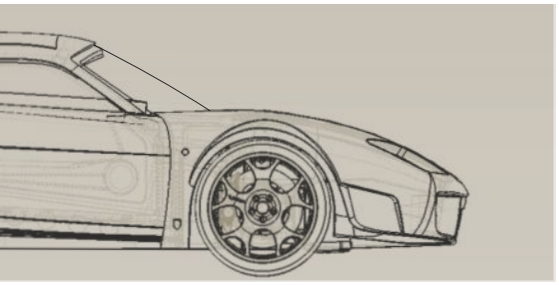
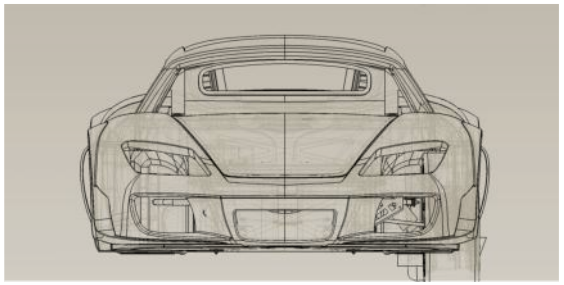
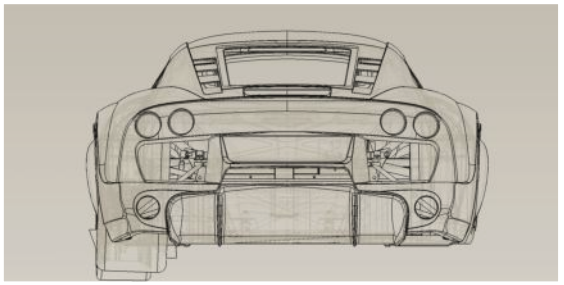
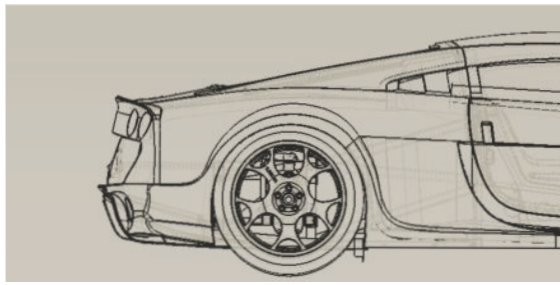
D E S I G N . . .

Design is of course subjective, beauty is certainly in the eye of the beholder. However there are certain design absolutes, particularly when creating a supercar featuring such massive power and performance, which dictate, in order to have full aerodynamic and cooling efficiency certain design criteria must be met.

It is our belief that form should always follow function, there is much in the philosophy ‘if it looks right it probably is right’.

Utilising extensive wind tunnel testing we have strived to maintain the form to be as minimalist as possible whilst providing the ultimate aerodynamic and cooling efficiency. Nothing is cosmetic; every element of the shape and design is intrinsic to the effectiveness of the performance.

We feel that this ‘purity’ of design gives the M600 an understated purposeful gravitas that stands out in the crowd.

WHAT LIES BENEATH...

Noble Automotive take great pride in our reputation for the excellent ride and handling of our performance cars. We firmly believe that the chassis is the fundamental foundation of any performance car. This is particularly the case with cars which do not feature a great deal of computer technology. Computer assistance can often mask deficits in the chassis design and it is not until these electronic driver aids are turned off that the flaws are revealed.

There is no engineering logic which dictates that precise and effective handling should be to the detriment of comfort and ride quality. We believe that an effectively designed and engineered chassis should be able to combine both high speed capability and driver comfort. Our engineering, based on a 'back to basics' ethos, devotes a huge amount of time and resources in ensuring that the chassis is as efficient and effective as possible. This is ably demonstrated by the M600, the high speed handling is superb and the ride is both comfortable and smooth.

The chassis built by hand for both safety and efficiency features:

* Stainless steel and aluminium tub construction with an integral safety cell.
* High 'H' point sill sections for side impact protection.
* Rear crash structure.
* Front boot carbon composite crash structure.

S A F E T Y . . .

The M600 has a massive 650bhp available, this amount of power, or indeed the power delivery, is not always either appropriate or required, however with the Adaptable Performance Control function you can select the power output to reflect both the location and suitable driving conditions.

The M600 features three APC settings, the chosen setting is displayed on both the APC dial and the dashboard display. The APC adjusts not just the power output but also tailors the boost curve, traction and throttle response relative to the selected mode.

R O A D :

This is the 'comfort' setting and represents circa 450bhp, this also supports full traction control and a gently progressive boost curve and throttle response.

T R A C K :

This is the mid-range power setting circa 550bhp, this setting features a little less intrusive traction, a steeper boost curve and more initial response to the throttle.

R A C E :

This is the full power setting of circa 650bhp, this allows increased wheel slip, an aggressive boost curve and a heightened reactive throttle 'tip in' to allow effective and responsive heel and toe operation.

Note: The three power settings are titled merely to title and denote the power delivered, the literary terms Road, Track and Race in no way reflect recommended use or location.

TC: T R A C T I O N C O N T R O L

We believe in freedom of choice, but not at the expense of safety. Traction can be totally de-selected, in order that this function is not utilised in error we have provided an 'are you sure?' fail-safe switch guard. This feature, as used in fighter jets to prevent accidental missile firing, ensures that the process requires a two stage action. Lift the switch guard...push the button, traction is off. The traction automatically resets to the 'on' position after the engine is turned off.

B R A K E S . . .

In keeping with our ethos, we were determined to give the purest and most rewarding drive possible.

In our research with other performance marques we noted that brakes were often over assisted, this resulting in a lack of ‘feel’ and less capability for modulation at high speed.

The brakes, developed for the M600 in partnership with Alcon, feature semi-floating front disc with cast aluminium alloy monobloc calipers. The monobloc six piston front and four piston rear caliper designs ensure high strength with low weight and provide a firm brake pedal in all driving conditions. Caliper bore sizes are staggered to ensure even pad wear and the pin mounted pads provide low threshold pressure and low noise. The calipers clamp 380mm front and 350mm rear ventilated discs both of which are mounted to lightweight aluminium bells. Friction is provided courtesy of Pagid performance pads.

The wheels, manufactured by Speedline in Italy, are exclusively designed for the M600, featuring forged aluminium alloy 9Jx19 fronts and 12Jx20 rears. Tyres are Michelin Pilot Sport 255/30-19 fronts and 335/30-20 rears.

C O M F O R T . . .

The M600 is primarily designed for speed and handling however this is not at the expense of either comfort or practicality.

The cabin features a traditional British hand built finish, with your choice of leather or Alcantara. Natural finished polished carbon door cards and centre console, hand turned knobs and bezels and fine quality wool carpets bound to the edge with leather.

The seats, designed and created exclusively for the M600, are of lightweight carbon fibre composite construction which can be bespoke upholstered to individual requirements. The seats also feature carbon fibre inserts for the optional five point harnesses.

The 330mm flat bottom steering wheel is also hand stitched and can be finished in either suede or leather.

The luggage space, situated to the front, is fully carpeted and bound in leather and is both spacious and practical. We also offer the option of a beautiful calf leather travel set bespoke to the luggage area.

B E S P O K E . . .

We believe that every M600 should reflect both the personality and individuality of the owner.

The M600 is hand-built in England and is finished to the clients exact cosmetic requirements. Each M600 will carry on the dashboard an identification plate featuring the unique build number.

During the build the customer will be invited to view the progress of the build and to meet those engineers and personnel involved in its creation.

It is our belief that a personal relationship between the customer and manufacturer is one of the huge benefits of low volume hand crafted motor manufacturing.

S P E C I F I C A T I O N S . . .

Top Speed:	225mph (estimated)
0-120 mph:	8.9 seconds (Autocar test)
Engine:	Yamaha V8 4439cc Twin Turbo.
Power:	650bhp @ 6800rpm.
Torque:	604lb ft @ 3800rpm.
Power to Weight:	520bhp per tonne.
Transmission:	Graziano 6 speed manual.
Installation:	Mid, longitudinal, rear wheel drive.
Chassis:	Stainless sheet steel tub with tubular space frame.
Body:	Carbon Fibre Composite.
Steering:	Power assisted rack and pinion.
Suspension:	Independent double wishbones with coil over Multimatic shock absorbers, front and rear roll bars.
Brakes:	Front; Alcon 380mm semi-floating discs with six piston calipers. Rear; Alcon 350mm discs with four piston calipers.
Wheels:	Speedline forged aluminium alloy. Fronts; 9Jx19. Rears: 12Jx20.
Tyres:	Michelin Pilot Sport. Fronts; 255/30-19. Rears: 335/30-20.
Fuel Capacity:	73 litres.
Wheelbase:	2540mm.
Weight:	1250kg.
Track:	1578mm.
Length:	4360mm.

P R E S S . . .

Obviously we think the M600 is great, but as we built it we could be considered a little biased...so what do the experts think?

'...mind blowingly fast...mind alteringly quick'

Jeremy Clarkson **BBC TOP GEAR** December 2009

'...raw brain-mangling performance.'

AUTOCAR Road Test 4930 October 2009

'The acceleration doesn't just pin you to the seat; it feels as if it could pull you out of the back of the car.'

Andrew Frankel **THE TIMES ONLINE** September 2009

'One of the most driveable and exploitable cars ever.'

Chris Harris **EVO MAGAZINE** ECOTY 2009

'Its steering is lucid, its composure outstanding.'

MOTORSPORT January 2010

'One of the best handling and fastest cars we've tested in 15 years.'

AUTOCAR Road Test 4930 October 2009

'...it's quiet and extremely comfortable and it rides beautifully.'

Jeremy Clarkson **BBC TOP GEAR** December 2009

'...it depends how much value you put on the driving experience and how much on owning a supercar with the right name. I reckon a lot of badge snobs will never know what they're missing.

John Barker **EVO MAGAZINE** September 2009

'...Noble is about to blow the world of high-performance cars apart with the stupefying M600...'

Steve Sutcliffe **AUTOCAR** August 2009

'I want freedom for the full expression of my personality.'

Mahatma Gandhi