

GT40: FORD'S ICONIC SUPERCAR **by Trevor Legate**

SPECIFICATION

260 x 270mm (landscape)

208 pages full colour

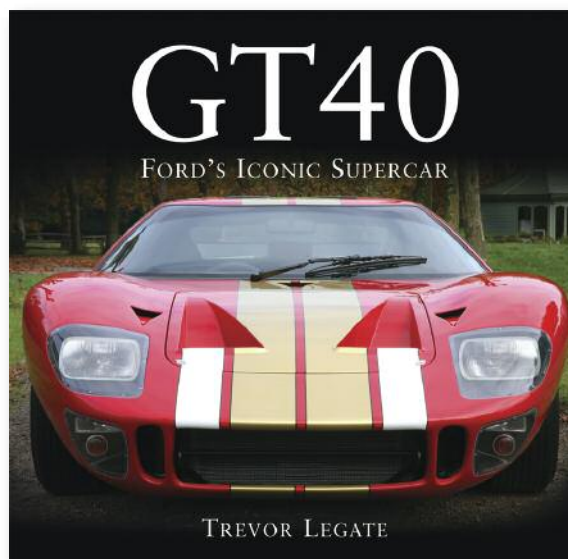
Over 200 colour photographs

Hardback with dust jacket

Published Autumn 2010

Price £45

© Touchstone Books Ltd



GT40: FORD'S ICONIC SUPERCAR by Trevor Legate

Foreword by Ronnie Spain

Photography by Trevor Legate

During the 1960s Ford decided to take on Ferrari at its own game and developed a GT race car designed to secure victory at the prestigious Le Mans 24-Hour Endurance Race. The result of this project was the Ford GT40, a car that became a legend in its own lifetime. Since then its story has been discussed and documented to the last detail.

Photographer/author Trevor Legate has closely followed the development of the GT40 since its launch in the 1960s and photographed it competing at such classic motoring races as the BOAC500. After researching and writing a successful book about the GT40 in the 1990s, he returns to his favourite topic with this new publication which documents a number of significant examples as they are today, along with their fascinating histories. This new work offers a fresh insight into these timeless race cars.

CONTENTS

Chapter 1: ORIGINS

Chapter 2: RACING

Chapter 3: PROFILES

Chapter 4: REVIVAL

Chapter 5: REPLICAS

Chapter 6: EVOLUTION

SYNOPSIS

Chapter 1: ORIGINS

A review and appraisal of the origins of the Ford GT40. Often thought to have been created from a clean sheet of paper, the car was in fact developed from the Lola Mk6, designed in the UK by Eric Broadley. He was commissioned to assist with the GT project but left soon after due to 'differences of opinion'. His recollections of that time give an insight into the way in which Ford went about entering international sports car racing. This chapter will also detail the reasons behind the decision by Henry Ford II to grant an open-ended budget in order to beat Ferrari in Europe. It has long been assumed that Ferrari offered to sell his company to Ford purely to invite a higher offer from Fiat, which, it is said, resulted in Ford deciding to take revenge for having wasted so much time and money. However, there were other reasons and only a few insiders know the full story.

Chapter 2: RACING

A review of the early, unsuccessful, race programme from 1964 which led to the later revisions carried out by Shelby American in the USA in order to make the car stronger, reliable and aerodynamically efficient. An assessment of the controversial first victory for the GT40 in 1966 Le Mans 24-Hour race when the final lap produced the wrong winner and confusion reigned. A review of the remaining season of racing when Ford won Le Mans once again, this time with American drivers in the winning car, 1967 and the story regarding the take-over of the GT40s by private teams, the most successful being the Gulf race team led by John Wyer which resulted in victories at Le Mans in 1968 and 1969. Illustrated with period photographs including some previously unpublished.

Chapter 3: PROFILES

Photographic portfolios of various significant and interesting examples of the GT40, accompanied where relevant with period racing images and ownership history. Among those included will be the following:

AM-GT40/2 A special lightweight GT was developed by the Alan Mann race team for Le Mans but was sold instead to Paul Hawkins who campaigned it in international racing for many years.

P/1010 Originally competed as part of the Essex Wire team, this car has been raced almost continuously from new in the hands of numerous owners. Continues to be raced by its current owner, ex-McLaren F1 technical director, Adrian Newey.

P/1006 This was the first GT40 to feature the now familiar front bodywork shape. Raced at Le Mans 1965 and retained by Ford as a development car until it was badly damaged in testing. Rebuilt and now resides in France.

P/1035 A production racing coupe, it was sent to Shelby American but returned to JW Automotive in the UK for completion. Used in series of advertisements for Shell Oils. Currently resides in Japan.

P/1065 Built and completed as a road car, it toured the USA as part of a Ford dealer promotional event before passing into private ownership in the UK.

P/1066 A standard road car, this GT40 still retains its original Borrani wire wheels and narrow rear bodywork. It was imported into the UK in 1974, painted Gulf racing colours and was purchased by the owners of a large Ford dealership in Sheffield where it remains to this day.

P/1045 Originally owned by Girling, it was sprinted for some years by Duncan Hamilton before returning to the USA where it has been carefully maintained as one of the most original of all GT40s, in near-mint condition.

P/1078 Raced in Europe between 1968 – 1970 before being converted for road use by a rock star. Having passed through a number of owners it now competes in European historic racing in the hands of its French owner.

Chapter 4: REVIVAL

Detailing the story of the GT40 since its retirement from racing in 1970 through to the success of the car in modern historic racing which was directly responsible for its huge increase in value. Illustrated with numerous photographs from the Le Mans Classic, the Goodwood Revival and similar events.

Chapter 5: REPLICAS

An in-depth review of the proliferation of replica models, both official and unofficial. Includes photographs of examples built by Franco Sbarro and the officially sanctioned road car built by Safir Engineering, the Mark V, which continued the run of chassis numbers.

The story of the development of a significant modern replica that resulted in a near-accurate recreation of the original car, built in South Africa by Superformance, and carries the title 'GT40'. Includes a full road test of the car with numerous photographs taken on test and around the streets of London.

A review of many other examples of replica GT40s including those produced by KVA, GTD, CAV and others.

Chapter 6: EVOLUTION

The evolution of the Ford GT, a modern road-legal variation of the original car, designed and created by Ford to recapture past glory. Trying to build a car worthy of the title proved a bigger and more expensive challenge than anticipated but the result proved worthwhile as the limited-edition GT became a notable sales success. Profusely illustrated with photographs of numerous of examples, including the ultimate GT X-1, the 800 horsepower twin-turbo convertible version.