

ESTABLISHED 1937

TAYLOR & CRAWLEY



1965 FORD GT40



FORD 

IN

1965 FORD GT40

- **BUILT IN 2011 ALONGSIDE A VERY HISTORIC ORIGINAL GT40**
- **WINNER OF 2015 SPA SIX HOURS**
- **RACE PREPARED BY SIMON BLAKE OF HISTORIC AUTOMOBILES, CONTINUOUSLY MAINTAINED BY HIM SINCE**
- **BUILT WITH A HIGHLY DESIRABLE TENNANT PANELS CHASSIS**
- **FITTED WITH A CORRECT FORD 289 CU. IN. V8 BY MATHWALL AND ZF GEARBOX**
- **RECENTLY COSMETICALLY REFRESHED INCLUDING A FULL RESPRAY**

It would be hard to argue against the GT40 being the most iconic of all the racing sportscars ever built, with 4 victories at Le Mans and countless other victories at other major races around the world. The story of the GT40 has been repeatedly covered in books and, more recently, a Hollywood blockbuster, and the car still remains the weapon of choice for one of most popular endurance races, the Spa Six Hours.

This GT40 should not be confused with other examples built using less accurate monocoque chassis. Tennant Panels became involved in late period GT40 chassis production after a fire at Abbey Panels' facility, gaining drawings, jigs and dies from Ford in the process. Tennant Panels continued to fabricate parts for repair of original cars after production ended but chassis production restarted in earnest when Brian Wingfield of the GT40 Owner's Club started to build GT40s in the 1980s. Following this John Willment of JW Automotive (the Works team from 1967) decided to use up chassis numbers he had retained from period. The final beneficiary of Tennants Panels chassis production was Lee Holman (of Holman-Moody, another Works team) who saw out the end of production when unexpectedly Tennants sent all of their drawings and tooling to Holman in 1996.

During the purchase and subsequent restoration of one of the most historic GT40s in 2011, the owner decided against risking the original car in historic racing so commissioned Mark Allin of Rare Drive LLC to build an indistinguishable copy. Mark Allin is one of the most respected GT40 restorers in North America and regularly restores cars for Pebble Beach. Prior to completion, this GT40 was shipped over to the UK to

be race prepared by Simon Blake of Historic Automobiles. In addition to preparing a broad variety of historic racing cars, Simon Blake is best known as one of the most respected GT40s restorers and his garage at the annual Spa Six Hours race is an extraordinary sight of multiple GT40s and up to thirty mechanics; none of this has been in vain as his team has won the Spa Six Hours twice.





Using a rare Tennants Panel chassis and other high quality components including an FIA correct Ford 289 cu. in. V8 built by Mathwall Engineering and 5-speed ZF gearbox by RBT Transmissions, this GT40 has been competitive ever since its first race in the Whitsun Trophy at the 2011 Goodwood Revival. Making up for a poor qualifying, the owner had a blisteringly quick race driving from 24th

to 6th, only 6 seconds behind the only GT40 ahead of him. The next race was the 2011 Spa Six Hours where this car claimed pole position before its challenge faded in the race. A win in the first race of Plateau 4 of the 2012 Le Mans Classic with sportscar legend Emanuele Pirro followed before the next assault on the Spa Six Hours. Partnering with future double Le Mans winner and World



RACE HISTORY

Spa 6 Hours

2011	Pole
2012	Leading with 15 mins remaining, gearbox failed
2013	P9
2014	P3
2015	Winner
2018	P5

Donington 4 Hours:

2015	Winner
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Brands Hatch 3 Hours:

2016	Winner
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Le Mans Classic, Plateau 4 - Race 1:

2012	Winner (Emanuele Pirro)
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SIDE MED MAIN

OIL LIGHT

WATER PUMP

EMERGENCY BRAKE

WIPER

Endurance champion Brendon Hartley, this GT40 dominated the race and was on course for not only a certain victory but a record distance covered before the gearbox lost 2nd and 5th gears in the final 15 minutes. A first podium was achieved at the 2014 Spa Six Hours in atrocious weather conditions but it still wasn't the win.

An elusive Spa Six Hours victory was finally clinched in 2015 when the owner and James Littlejohn finished a comfortable 30 seconds clear of the next GT40. Other race successes include wins at the 2015 Donington Masters 4 Hours and 2016 Brands Hatch Masters 3 Hours. This GT40 was last raced at the 2018 Spa Six Hours when it finished 5th; since this race it has had minor

mechanical faults fixed, and has been fully resprayed with great attention to details such as the silver wheels, fly screen and decals. In addition to this work FIA HTP papers were successfully applied for (expiry 31.12.2029), and this GT40 is accompanied by a UK V5C.

Ready for its next owner to conquer the Spa Six Hours or compete in championships like FIA Masters Historic Sportscars, Peter Auto's Classic Endurance Racing and MRL's Amon Cup, this fantastic GT40 is an entry to some of the finest historic racing in Europe. Additionally, it would be the perfect race car for both the Daytona and Sebring Classic meetings, races that the GT40 dominated in period.





