

# **INSPECTION REPORT (GT40 #103) FOR SYMBOLIC INTERNATIONAL**

(Inspection performed 6.23.04 at Mr. William Wonder's facility in Harleysville, Pa.)

## **GT40 #103's PREVIOUS HISTORY:**

**Built by Ford Advanced Vehicles in June 1964, GT40 #103 is the earliest known serial number GT40 still in existence. It is a factory "prototype" GT40 and has details specific only to the first few GT40's built. Originally painted white with blue, #103 was a factory works GT40 entry at 1964 LeMans and Reims (w/ Ford Indy "pushrod" engine) and Nassau (w/ Ford 289 engine). (Unfortunately, all 1964 events ended with dnfs.)**

**In early 1965, Shelby American, Inc assumed responsibility for #103's race preparation and development. Shelby painted the car guardsman blue with white stripes and the 289 was replaced with one of Shelby's 289 race engines. Additional modifications included relocated coolers, modified ducting, improved Colotti internals, vented front brake rotors and the addition of Halibrand magnesium wheels.**

**GT40#103 would soon make its mark in the annals of motor racing... becoming the first GT40 to finish a race (and more importantly) to WIN a race: 1965 DAYTONA CONTINENTAL (drivers Miles/Ruby). This victory is considered to be #103's "MOST SIGNIFICANT POINT IN TIME". The car went on to race in 1965 at Sebring (2nd, Miles/McLaren), Monza (3rd, Miles/McLaren) and finally Jurburgring (dnf, Hill). After the 1965 season #103 retired as a works car and was freshened up by the FAV factory in Slough, England for private re-sale.**

**In January 1966, Mr. William Wonder (NY, USA) negotiated the purchase of #103. The factory re-painted the car dark red, a ZF transaxle was installed and some of the early "prototype" tub components and the fiberglass nose assembly were changed to production GT40 items. Delivery of #103 occurred late January, and Bill immediately started campaigning the car as a privateer entry, running events such as Daytona, Sebring and Watkins Glen.**

**As with a few other well connected "privateers" of the 1960's era, Bill updated #103 as the latest evolution factory parts became available to him. These included such items as: Ford MKII brakes, modified single outlet front insert, Koni shocks and wider Halibrands. Finally in 1970 (some 6 years after #103's first race), the decision was made to retire the car from the rigors of competitive racing.**

**In the mid 1980's (as interest in historic race cars began to grow), Bill installed a 1966/67 Ford DOHC 255 Indy engine and once again #103 started racing... only this time it was on the vintage circuit.**

**To his credit, Mr. Wonder still owns and lovingly maintains 'ol #103 today... making for the longest single GT40 ownership on record!**

## **GT40 #103's EXISTING CONDITION:**

### **Monocoque tub:**

The tub appears to have never suffered any major accident damage. The majority of the unique "prototype" structural components (other than those changed by the factory late 1965) are still present. The all important original FOMOCO ID plate is still affixed to the bulkhead at the proper location (as documented by 1964/65 photographs) and is stamped with: GT40 #103. The tub paint has been touched up over the years, but still remains close to the proper shade of factory blue that early GT40's were typically painted. The tub has the normal battle scars (dents, scrapes and surface corrosion) that are expected from years of racing. No serious damage was discovered that would adversely affect the car's historical value or severely compromise its structural integrity. Inspection of the fuel sponson internal cavities was not done, so the possibility of rust or repairs in that area is unverified (though the owner believes the sponsons to be structurally sound and without major rust thru). It was fortunate to discover historical idiosyncrasies still visible on #103 that identify it from its 1965 Daytona teammate, #104. A few of the #103 1965 Daytona specific details are: the covered over electric cut-off switch hole in the right side "b" pillar and the absence of circular weld beads in the left rear shock tower buttress panel.

### **Fiberglass body panels:**

These appear to be correct 1960's vintage. The fit of the panels are acceptable. The condition of the exterior and underside surfaces are as expected for a 40 year old (un-restored) fiberglass body: normal stress cracks and surface imperfections.

### **Glass/acrylic:**

The car is fitted with an original FOMOCO windshield. The windshield (along with the side windows and rear window) have numerous chips and scratches... again, as expected. The rear window has been modified with vent openings to allow for heat dissipation from the DOHC's centrally located exhaust system.

### **Interior:**

The basic interior materials are representative of the 1960's time frame. Some minor deviations from the 1964/65 period include: two gages, seat support straps, steering wheel and shifter housing covering. The car still has the unique "prototype" seat pans, aluminum bulkhead panel and center tunnel bracing. The firewall insert has been changed (to fit the DOHC engine) and the seat backs modified... all items that are easily corrected.

### **Suspension:**

All components appear to be 1964/65 period correct and in excellent (albeit tarnished) condition. Interestingly, some of the original 1964 factory electric pencil #103 serial number markings are still visible on a few parts. The shocks and springs appear to be mid to late 1960's additions and are acceptable production GT40 replacements.

### **Brakes:**

The car is presently equipped with rare, early 1967 Ford MKIIB Kelsey Hayes cast iron callipers and 1.25" wide vented rotors. It appears these replaced the original aluminum Girling callipers and narrow rotors sometime around the late 1960's (as a performance upgrade).

### **Engine:**

The car is presently powered by a 1966/67? Ford DOHC 255 Indy engine. (As mentioned in the

*'previous history'). While the performance of this DOHC engine is superior to the original 289 (due to higher rpm limits and improved head flow) it may present a problem in meeting some of today's stricter vintage racing regulations. It should be noted that the DOHC engine started well, carried acceptable oil pressure of 60 psi (cold) and showed no evidence of abnormal wear.*

**Transaxle:**

*It appears to be an early ZF 5DS25-0 unit. It may indeed be the the original as delivered in 1966 to Mr. Wonder. The bellhousing is a rare, early ZF style. The condition of the ZF is assumed to be track usable... but this was not verified by actual testing.*

**Wheel/Tires:**

*#103 presently is fitted with original 1966/67 GT40 magnesium Halibrands (8" and 11" wide x 15" diameter) with the small window pattern spokes. The tires are modern day Goodyear racing tires.*

**SUMMARY:**

*#103 is a very historical GT40 example and would probably rank as one of the top 10 most significant GT40's built. While its present condition is "as-raced" (with a large amount of chips, cracks, dull paint, etc), most good stewards of racing history would much prefer this over a car that has been "restored" numerous times. If the day ever comes when this car is restored back to its most significant point in time (1965 Daytona)... a world of rare, historical information awaits under the patina of 'ol #103.*

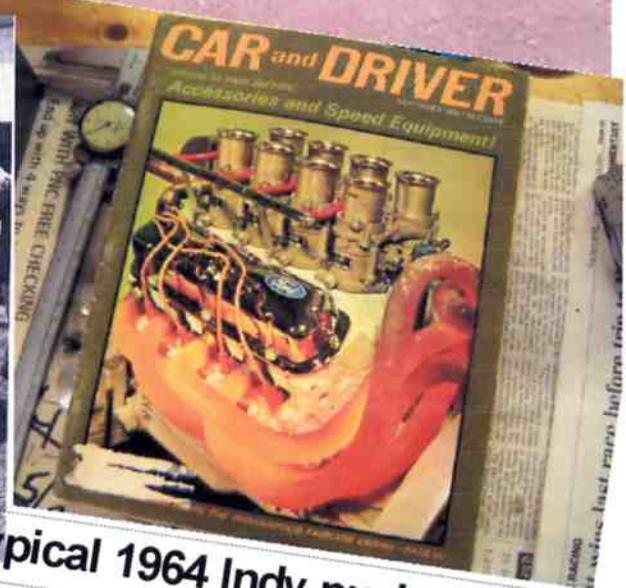
**Respectfully submitted by Robert Ash (F.A.V. Company)**



GT40 #103 (existing condition) 6.23.04



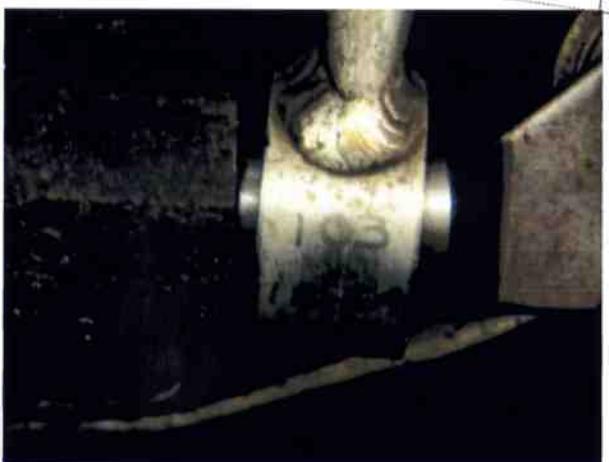
1964 LeMans "works" GT40's (#11)



Typical 1964 Indy pushrod engine



Original ID plate still on bulkhead



Factory markings on suspension



Evidence of '65 elect cut-c

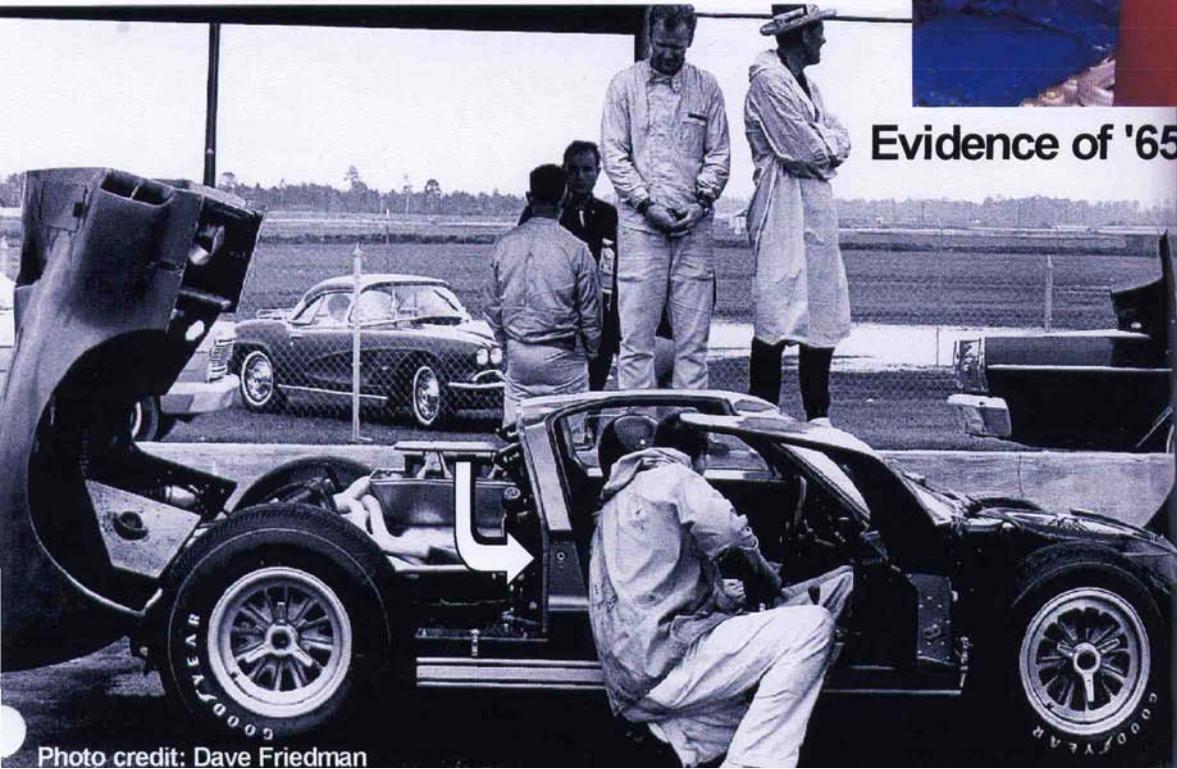
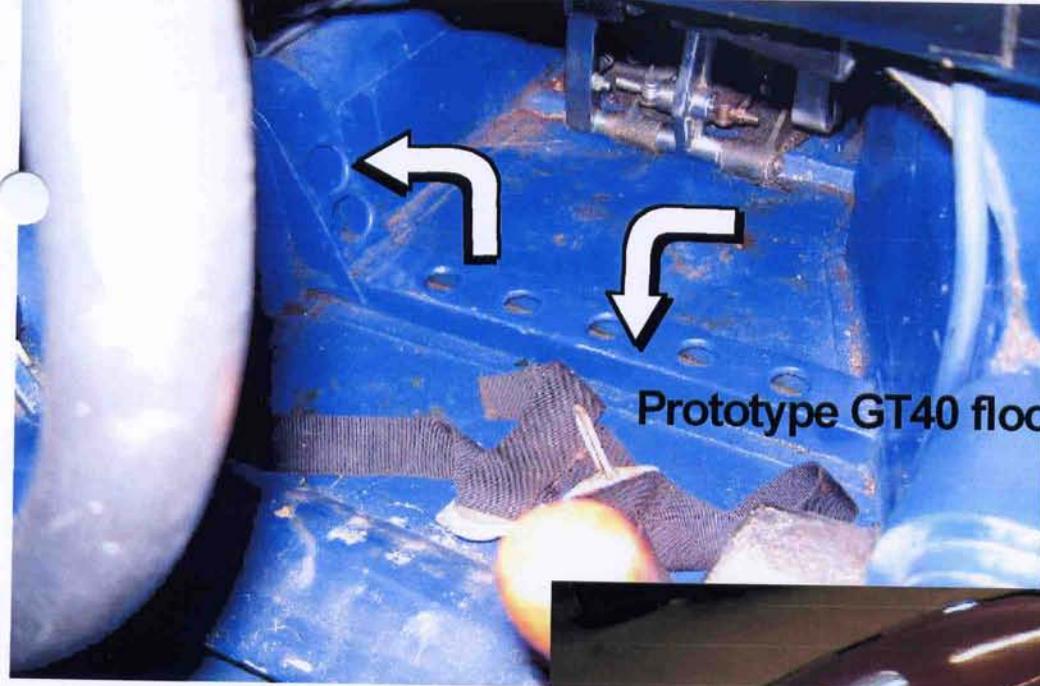


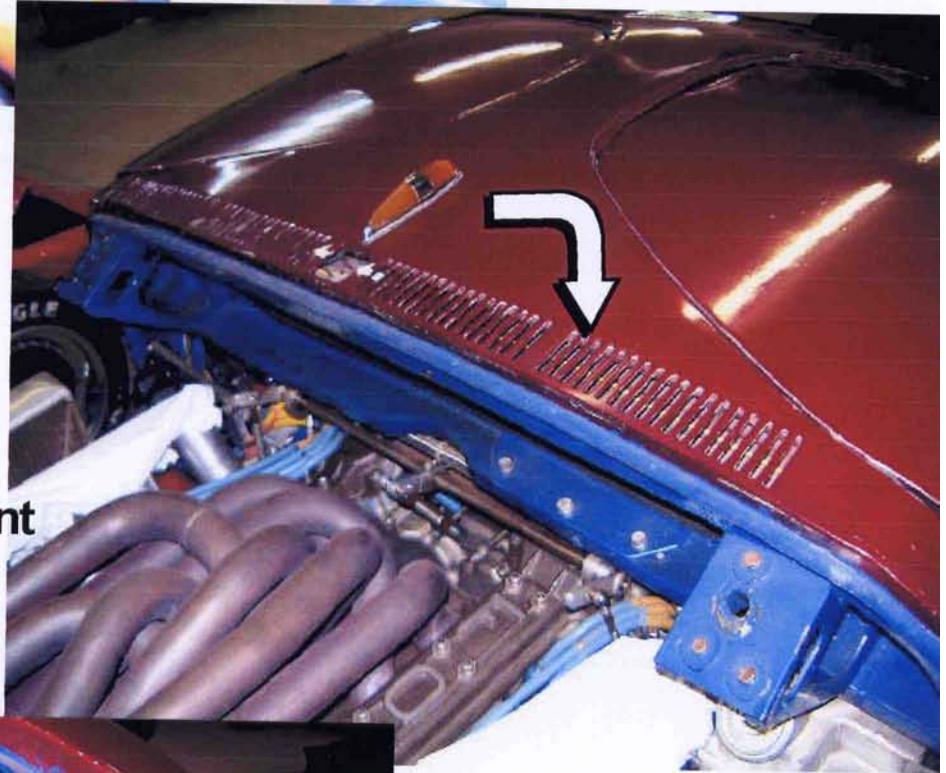
Photo credit: Dave Friedman



#103 at 1965 Daytona



Prototype GT40 floor/center tunnel brace



Prototype GT40 roof vent



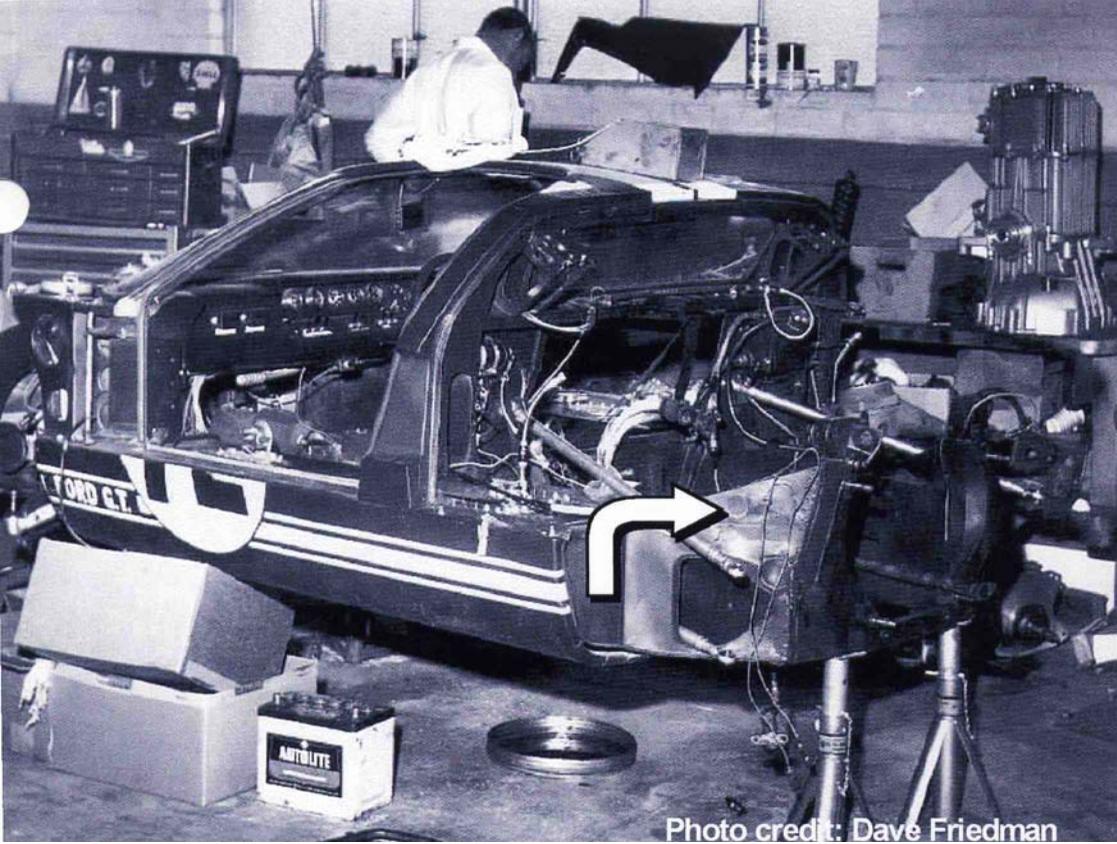
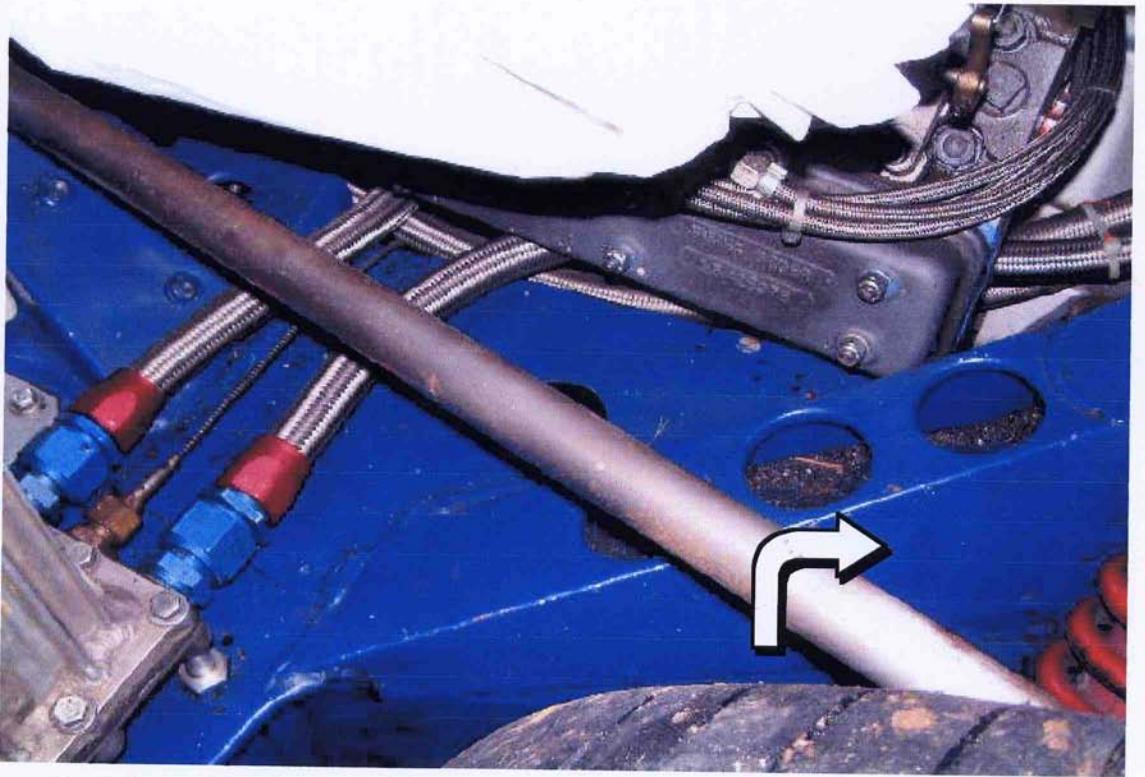


Photo credit: Dave Friedman



**No visible evidence of circular weld beads on #103 today**