



Full-Race Replica

Whenever I hear the name GT40 mentioned in conversation, my mind immediately wanders off and imagines a £100,000 Ford endurance racing car travelling at well over 190 mph on the Mulsanne straight of the Sarthe circuit at Le Mans. In fact, just saying 'GT40' to anyone will immediately place an expression of envy and solemnity upon their faces, especially when you can further state that you've actually been in one. To many, it's a car that's so desirable that, as any seriousness-minded collector will tell you, it virtually represents an impossible dream for the average mortal. That is if an original example can be found which is up for sale.

With qualities and characteristics only found in very few classics, such as ultimate roadholding, immense performance, streamline bodyshape yet with savage and bloodthirsty looks, and an excellent track record, the Ford GT40 will always remain in the very highest echelon of motoring achievements and design. Plus, with only 101 examples made, it has become a true collectors' item and deservedly has earned the catchphrase "legend in its own lifetime".

Lo and behold though, all is not lost, for now in the eighties, almost twenty years after the GT40 was first announced, the Ford sports racer is alive and well and can once more be seen upon British roads. This is thanks to the superb effort of Ken Attwell, who has produced and marketed such a precise replica that it fools most people into thinking it's a well-maintained original. Ken is connected with the Ford Motoring Museum down in Swansea, so access to an original was the easiest task he had to undergo in order to produce his own KVA GT40. His demonstrator, a red XR3 mid-engined powered Mk 3 is so nicely engineered and professional in its approach and appearance, that it has not only aroused enormous interest with the general public at large, but also with several companies seriously interested in becoming involved with such a classic concept.

PHOENIX AUTOMOTIVE

One such company was MCR Phoenix Automotive Ltd. of Goole in Yorkshire, who since expressing their own interest in Ken's project have become the only licensee of KVA in the UK to sell the GT40 replica. It's a small family business run by Terry and Diane Moore who started the company way back in the early seventies with the aim of solving some of the spare problems they had encountered with E-type Jaguars.

Nowadays the business flourishes. The phone is constantly ringing with eager customers trying to obtain information on Jaguar prices, available spares, answers to problems, etc., etc. On the day of our visit to the factory, which incidentally is located about half a mile from the M62 motorway on the way into Goole and is very easy to find, there were about twenty-five E-types all sitting around in various stages of restoration, including the very first example which was the original Geneva showcar! Yes, the premises are an absolute Mecca of Jaguar's most famous of sports cars and Phoenix should certainly be in every Jaguar enthusiast's address book.

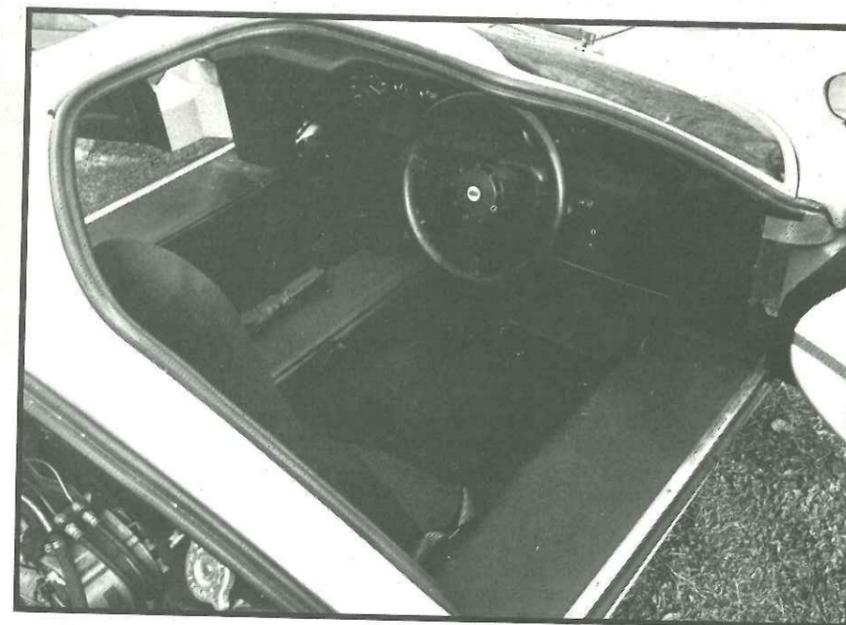
With a huge stores supply also on the premises, Phoenix are able to help every customer who passes through their door, and it is with this most professional approach and wealth of

subjected to rigorous tests and is so designed to include all the modern safety requirements. For example, in case of a side shunt, the sills, which are 10" wide, are braced to give extra protection and rigidity, plus the centre section is strengthened by an integral roll-over bar which also forms the backbone of the stainless steel firewall.

SUSPENSION AND DRIVETRAIN

The front suspension assembly is a Ford Cortina MK3 or Mk4 item which is used complete with the ventilated brake discs. This unit is easily mounted using just four high-tensile steel bolts which the chassis is pre-drilled to take. The steering rack is also a Cortina item and the column has been shortened and broken twice with the use of two universal joints which change the angle and rake of the shaft.

On the rear, the suspension is located by wishbones which in turn hold the Granada hub carriers and Spax adjustable coil/dampers in position. Drive shafts and inboard discs are Jaguar and mount to the Citroen SM five-speed gearbox as used in the Lotus Esprit.



The interior of the Phoenix follows the original GT40 very closely. Note the way in which the doorline extends into the roof section for easy entry. Everything is beautifully finished.

experience that the company has taken on the selling of the KVA GT40.

THE DEMONSTRATOR

It must be emphasised at this point that Phoenix only purchase the body and chassis from KVA, and from there on the car is entirely built up using Phoenix's own methods of construction and choice of drivetrains. Thus a KVA and a Phoenix GT40 are only similar in their concept, design, and front suspension/steering mechanisms.

Support for the car comes in the form of a strong steel tubular spaceframe chassis which has been heavily

A wide variety of engines can be fitted, but to tie in with the car's sporty looks, it is recommended that a small-block Ford V8, a Ford V6, or a Rover V8 be installed to produce the essential amount of horsepower required. Fitted to the demonstrator was a brand new Ford 2.8 V6 Ford unit which pumps out around 130 bhp at the flywheel. To mate this combination of engine and Citroen gearbox together, Phoenix supply their own adaptor kit which comprises of a counterplate to match up the bellhouse with the engine block, a spacerplate which pushes out the flywheel, and a conversion plate to resite the starter