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To: To Whom It May Concern

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FORD GT40 P/1027

A STATEMENT OF SUMMARY HISTORY

I have been asked to write this summary history of Ford GT40 P/1027 in my long acknowledged capacity as the world's leading authority on the Ford GT40, with specific reference to my ability – courtesy of the depths of my research – to not only be able to tell genuine from reproduction, but genuine from genuine, by which I mean that thanks to the depth of my research, on top of the unique way each and every GT40 chassis was welded together by man, and not by machine, I have been able to identify unique features in the construction of every GT40 IO have ever examined which has allowed me to be able to tell different original cars apart, supposedly they were presented to me as stripped bare chassis, and I have been able to identify GT40s in photographs when still as bare chassis under construction when new, which has always brought a smile to my face.

In that capacity, I hereby summarise GT40 P/1027.

GT40 P/1027 was completed new to unusual specifications. It was basically completed as per the race version GT40, but was also finished off as a show car and painted special Belgian Racing Yellow for display from new at the Brussels Motor Show in February 1966. Only GT40 P/1027, GT40 P/1018 and GT40 P/1020 were built new with this dual 'identity' set up. GT40 P/1027 was built specifically for display at the Brussels show, and that seems, by all accounts, to have been the end of its use as a show car. A change of career beckoned.

That change was for the car to be re-prepared for Ford Division to supply the car to M.G.M. so that it could be used as a camera car for their filming of their movie 'Grand Prix' which would go down in the annals as one of the best motor racing movies ever. For supply to M.G.M. the car was repainted in white with a black centre stripe and dark blue sill lines. Filming with the car was conducted at Monaco, Brands Hatch, Watkins Glen and Sebring among others. Known drivers include F1 World Champions Phil Hill and Jack Brabham, as well as Bob Bondurant. The car was also displayed in December 1966 at Los Angeles' Motorama show.

Its M.G.M. duties behind it, GT40 P/1027 was sold off to Marshall Motors in California, before moving on to Charles Sechan in Pennsylvania, who is apparently the responsible person for its repaint in maroon with gold sill lines, and was its first registered owner.

From Sechan GT40 P/1027 next moved to engineer Jim Toensing in Minnesota. Jim returned the car to yellow paint (though he might not actually have known that to have been its original colour) and applied triple black centre stripes and sill lines. He also removed the 289 Hi-Performance engine and substituted an Indy engine which required the exhaust system to run along the top-centre of the engine instead of out along the sides as on the 289, and Jim eventually ran the car without the window on the tail, as the heat of the exhausts kept melting the plastic.

Jim displayed the car for many years in the Briggs Cunningham Museum, before finally selling it on to another Jim, Jim Ladwig, of Chicago. Jim number two switched the Indy engine out for a 302cid unit as he was going to historic race the car. Unfortunately during a race at Road America Jim had the memorable experience of putting GT40 P/1027 into the Armco barrier. During the night in hospital Jim technically died briefly, but it takes more than that to kill a car enthusiast's passion, and next day he was back at the track, albeit now only as a spectator!

With Jim well on the mend, it was GT40 P/1027's turn, and with the car never having had a complete restoration (which every GT40 will need at some time, thanks to the unavoidable rusting of the steel panels of the chassis) Jim chose to have GT40 P/1027 repaired and restored by Racing Icons in Georgia, the one man proprietor of which was, and arguably still is, the best in the GT40 restoration business.

Jim retained the restored GT40 P/1027 until 1999, when it was bought at auction by Chip Connor, whom I met at Quail Lodge in 2011, and found to be several inches taller than my own 6 foot 3 inches. My first question to him was

to ask if he had actually sat in a GT40 before he had bought GT40 P/1027, and he had not! Despite this, Chip retained the car until himself auctioning it in 2001.

The buyer was Sir Anthony Bamford in England, the 'B' of Bamford being the 'B' of the mighty JCB excavator construction company. Bamford had the car race prepared by Gelscoe, and ran the car primarily for racer and long-term friend Willie Green to drive for the next four years.

It was then bought by Lord Laidlaw, who had the car repainted in his team colours, coincidentally that body colour being again maroon, but with broad silver striping. He only raced the car a few times over the next three years.

Carlos Monteverde then stepped in as owner, running the car at the Le Mans Classic in 2010. By then it was yellow again, but with twin green stripes instead of black. It got black stripes again for its next race.

Around 2012 GT40 P/1027 was bought through Marc Devis by its current owner. He entered and drove the car, with various co-drivers, in a handful of races each year from 2013 to 2016, before allowing GT40 P/1027 to enjoy a break from stretching its legs.

Having begun life as a show car, and next used as a camera car for M.G.M., GT40 P/1027 has become a well known competitor in the European historic racing scene.

The history and ownership of GT40 P/1027 is known from day one. No gaps. No surprises.

Many photos of the car from its M.G.M. filming days accompany this summary.

I am happy to make myself available for any questions by any interested parties.

RONNIE SPAIN