

The Last GT40

There's value in picking your own line and casting your own shadow, just like the characters behind the GT40 did

by JIM PICKERING

S/N: P/1085

\$3,478,485

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WHENEVER I SEE a GT40 in the flesh, I'm always surprised by how small it actually is. These cars cast a long shadow, maybe because of the characters that were behind them, from Enzo Ferrari and Hank the Deuce to Carroll Shelby and Ken Miles. Spite powered excellence beyond just the panels and roundels of the GT40, and that excellence is the true driver of price when a legit example comes to market.

However, what I find most interesting about P/1085 doesn't come from the typical places. With this car, it's not about the shadows of history or a weathered condition. This is a forward-looking relic.

This car wasn't there at Le Mans or for any of the other legendary moments that made the GT40 the star it is today. It was delivered as a production racing coupe in chassis-only form in 1969, well after il Commendatore sauntered away from the Circuit de la Sarthe pits as three of the Ford team's creations crossed the line together.



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Performance and Preservation

In addition to being a late build from '69, it was also never completed by its owner — at least not until 2007. The Shelby World Registry points out that it was destined to be a donor chassis for P/1009, which had crashed at Kyalami after a long history that included outings at Spa, the Nürburgring, Silverstone, Reims, Brands Hatch, Montlhéry, Monza, Daytona and others. But instead of meshing in with the history of 1009, this car sat unused.

Final construction in 2007 makes this the final GT40 numbered and built, and even without period antics in the file, it does seem to reach into the past to bring Ford's Total Performance doctrine into the current day. It looks as if it's ready to go out and set the world on fire — like it was built to do — but the world is already well aware of its capabilities.

But just because this car sat adjacent to history doesn't change what it is — it's just a different experience than a car with race history, and it should be valued as such.

Track Weapon

The Gooding & Company estimate range on this car was \$2.5m to \$3.05m (£1.8m to £2.2m,) which was on the lower end of the spectrum for a GT40, but deservedly so for a lack of competition history. Still, this is a GT40, basically new in the box and

ready for use, and that makes it a weapons-grade driver. Yes, it's a real example, and yes, it's on the button. It straddles the line between the power of an original example — which it is — and the usability of a high-quality replica, and that's a rare place to be. Desirable, even, for a certain type of driver.

This car's 1968 5.0L V8 with aluminum Weslake heads and quad Webers makes 479 hp, and all of that streams through a original-spec ZF 5-speed transaxle. It's filled with original parts, making it period correct in every way that's important. It also came with extra front and rear body panels, two sets of spare wheels, doors and a set of magnesium GT40 rims.

The price paid here was on the money for a GT40 in today's market — which is on the upswing thanks to rising tides for blue-chip cars and an increased focus on the GT40 program that lingers from Hollywood's foray into the story in 2019. Winning history adds more value in other examples, but only in terms of cash on the front-end.

The value here is in heat, vibration, wafting fuel and venturi hiss as you pick a line through a corner with a red Ferrari filling your mirror. This experience will be as close as it gets to what the original GT40 drivers felt, but free from other historical ballast, and the new owner will be able to run it at any vintage racing event he or she chooses to enter.

\$3.48m to create your own shadow makes perfect sense to me. ∞



