


S AREA
UNDER
OUR VIDEO
SURVEILLANCE





WHITE KNIGHT

THE OWNER OF THIS
FORD GT RIDES ON 809
THOROUGHBRED HORSES

STORY DUSTIN A. WOODS PHOTOS JOOST DEMUYNCK



"THIS IS THE ULTIMATE

he Ford GT is an unlikely feather in the cap of the perpetually struggling blue oval. It looks menacingly fast even when standing still, the design is just as visually captivating as it was 40 years ago and is loud enough to make your neighbors think the world is coming to an end when you fire it up. That is precisely what this car's owner, who wishes to be referred to by his GT Forum handle Krazy Psi, was banking on – and he certainly wasn't disappointed.

Psi, as he will be referred to herein, currently owns or has owned many of the great exotics of our time but grew up a loyal Mustang man. It is only fitting that he buy the best possible car with a Ford badge on it. "I have always been a Ford guy at heart. Even though it may be a Ford, there is still exclusivity because of its design, performance prowess and limited production," exclaims Psi. Although he immediately loved the original style and performance attributes

of the GT, he wanted to make it divergent and distinctly his.

Every altered aspect of this GT was completed without drilling one hole or making any permanent impressions, so that when he passes the car along to his son Jordan, he can return the car to stock condition if he wishes. With that in mind, nothing was completed during this project that could not be undone.

This plan to ensure that this rare piece of Americana is able to eventually return to its original state was conceived when Jordan was born two years ago. Yes, you read that correctly. While many fortunate children have financial accounts for post-secondary education set up for them at a young age, two-year-old Jordan has an 809 hp trust fund waiting for him when he turns 16. (I am starting to understand where my parents went wrong).



EXOTIC MUSCLECAR

Do not be deceived by the reversibility of the build, however, this car has still had its fair share of work done. Psi explains the painstaking fortitude and patience needed during such a build. "This car has been in and out of the shop so much that this is only my second time even driving it. I am not complaining though, it was well worth the wait."

Andrew Revai, the Owner/Founder of Toronto-based Exoticare is a perfectionist who deals exclusively with affluent clients and their high-end toys. He is responsible for much of the detail work on this grand GT. He believes that if anything is worth doing, it is worth doing right and it certainly shows from top to bottom on this project. The suede ceiling, custom Ford GT emblazoned floor mats and painted valve covers all look as good as, or even better than stock. The same goes for the immaculate engine bay which gives

off a bright blue glow. Revai installed an engine illumination kit much like the optional system on the upcoming Audi R8, which matches the painted HRE rims and exterior GT stripe kit. Psi is so happy with the way that the project turned out that he insisted Revai drive the car during the photo shoot so he didn't have to take his eyes off it.

Sometimes the smallest details can make the biggest differences. Revai has given this car the once over with subtle additions that don't scream out at you – which is exactly the point.

Claiming that drilling a front license plate into such a car is criminal, but conceding that it is in fact the law, Psi asked Revai to rig something up to solve this dilemma. Demonstrating MacGyver-worthy ingenuity, Revai conceived and constructed an adjustable hidden mechanism that allows the plate to sit lawfully in place or cunningly be concealed under the front fascia. Other subtle

"I CAN DRIVE IT IN TRAFFIC BECAUSE IT HAS GREAT ROAD MANNERS, BUT WHEN I TROMP ON IT, THE CAR IS A MONSTER!"

WHAT'S IN A NAME?



Although the Ford GT has larger proportions, increased power and the benefit of modern technology, it is still clearly based upon its legendary predecessor, the GT40. So why the distinction? We're glad you asked.

The original '40' number was chosen because the roofline was 40-inches off the ground. The superior size of the new project would mean that to be truly accurate it would have to be called the GT43. However, there is far more to the story.

Ford claims that the revamped version of the legendary supercar wears the moniker GT to evoke Ford's legendary first-second-third victory in the 24 hours of Le Mans in 1966. What they failed to voluntarily advertise however, is that they could not utilize the name GT40 because they no longer own the rights to it. After the production of GT40s finally ceased, the excess parts, tooling and design along with the GT40 trademark were bought by a British company and then sold to Safir GT40 Spares. The Ohio-based company produces replacement parts for the existing vehicles and can build complete cars to original spec upon request.

During a fascinating and educational interview, Safir owner Rob Wood explained that the long and sullied story has often been erroneously recounted. Ford was given permission to use the much storied moniker for the prototypes, as was Hot Wheels for a diecast model of the car, but the actual production vehicles were not given such clearance. Although there has been much speculation over figures, Wood clarified that Ford never put a formal proposal in writing after rejecting his company's offer. The figure used in the offer, which Ford thought outrageous, was says Wood, based upon a previously used formula, which incorporates a percentage for each vehicle sold.

To make matters even more frustrating, an undisclosed private party owns the rights to the website www.gt40.com. Who knew that a simple name game could be so convoluted and confusing?

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