



# WHITE KNIGHT

THE OWNER OF THIS  
FORD GT RIDES ON 809  
THOROUGHBRED HORSES

STORY DUSTINA A. WOODS PHOTOS JOOST DEMUYNCK



THIS AREA  
IS UNDER  
24-HOUR VIDEO  
SURVEILLANCE



## 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 Reval, 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. Reval 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 Reval 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. Reval 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 Reval to rig something up to solve this dilemma. Demonstrating MacGyver-worthy ingenuity, Reval 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 Saftir 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, Saftir 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](http://www.gt40.com). Who knew that a simple name game could be so convoluted and confusing?

## SOURCEBOX

**EXOTICARE**  
North York, Ontario  
T: 416-837-7450  
W: [www.exoticare.ca](http://www.exoticare.ca)

**WHIPPLE SUPERCHARGERS**  
3292 N. Weber  
Fresno, CA 93722  
T: 559-442-1261  
W: [www.whipplesuperchargers.com](http://www.whipplesuperchargers.com)

**DISCOVERY AUTOMOTIVE**  
AREA 51 Performance Shop  
Placerville, Ca  
T: 886-365-0920  
W: [www.discovery-automotive.com](http://www.discovery-automotive.com)





additions included 3M film protection, Autobrill paint sealant and upgraded cross-drilled brake rotors. These upgraded brakes sit behind the custom fabricated HRE wheels that have been color matched with a chrome lip and measure 19-inches in the front and 20-inches in the rear and reside inside Michelin Pilot Sport tires. These custom rollers fit snugly in the wheel wells, especially due to the custom adjustable collogers that have brought the car down a couple of inches.

The performance upgrades made were applied with the intention of retaining civil drivability but also with the capacity to unleash a fury of power at the drop of a hat, or in this case – the throttle. Psi explains, "I can drive it in traffic because it has great road manners, but when I tromp on it, the car is a monster!" This is precisely Psi's reason for buying the car and adding the upgrades he did. Mike Hocking who specializes in fast Fords at Polito Ford in Lindsay, ON rolled up his sleeves to install the numerous performance upgrades on Psi's GT. The B&M short shifter kit transfers driver inputs to the stock tranny that has been fitted with a Ford Racing transaxle cooler kit. The 5.4L engine then got ported and polished heads, an Accufab 75mm throttle body and a Whipple Supercharger kit with some heavy breathing capabilities. The kit, which includes a new pulley, generates additional horsepower thanks to a much larger air capacity – 3.4L versus the stock 2.3L.

While the dyno tuning was performed at DaSilva Racing in Toronto, the actual software was designed by Tony at HP Performance. Rather than opt for the Diablo Predator flash unit that comes with the Whipple blower, Tony's custom software was flashed using an SCT flashloader.

The noteworthy exhalation duties are tackled by a Borla catback exhaust system. The final result is a bright white

GT that puts out 809 horses and 770 ft-lbs of torque at the wheels. In the unlikely and unfortunate event that this powerplant were to get a little too hot under the collar, the engine compartment was fitted with an unobtrusive fire suppression system designed to extinguish the fire, not the life of the engine. The system discharges flame combating agents if the engine compartment surpasses 350 degrees Fahrenheit.

The system was installed by Hocking and designed by 'Shadowman' (another forum alias) from Discovery Automotive. Psi wanted to give him credit for his extreme attention to detail that is borderline obsessive. "There were plenty of hiccups along the way that Shadowman cured for us, ensuring that the outcome was impeccable."

Shadowman, who legally goes by the name of William Knobloch, also acted as a consultant for Psi, making sure he was put in touch with the right people for each of the GT's demanding details. He even created the aluminum tooling mold to form the carbon fiber pieces that will soon be added to accent the interior of the car.

For this particular photoshoot, we used one of my personal vehicles as a chase car so our photographer Joost could take some fast moving action shots. To give you an idea of how this car hums, the deep, throaty and slightly modified growl of my Mustang GT convertible sounded like the high pitched yelp of a Chihuahua while running alongside this brooding GT.

While most new parents create a calm, soothing environment for their bundle of joy, Jordan's toddler entertainment as a passenger is a kick-ass surround sound entertainment experience. The heart of the beast is a JVC - NX5000 head unit with navigation, Bluetooth, DVD, MP3 and satellite radio capabilities. Juicing up the Alpine Type-R SPR-13S component two-way speakers is the Alpine MRP-F450 amp. Pumping up the



IT IS LOUD ENOUGH TO MAKE  
YOUR NEIGHBORS THINK THE  
WORLD IS COMING TO AN END  
WHEN YOU FIRE IT UP.



## THEN & NOW



### 1966 FORD GT40 (MKI/MKII)

#### POWERTRAIN

Engine: OHV pushrod V8 (two valves per cylinder)

Displacement: 4.7L (289 cid)/ 7.0L (427 cid)

Horsepower: 385 hp/485 hp

Torque: 312 ft-lbs/475 ft-lbs

#### DIMENSIONS

Wheelbase: 95-Inches

Length: 158.6-Inches

Width: 70-Inches

Height: 40.5-Inches

Weight: 2,340 lbs/2,000 lbs



### 2006 FORD GT

#### POWERTRAIN

Engine: DOHC Supercharged V8 (four valves per cylinder)

Displacement: 5.4L (330 cid)

Horsepower: 550 hp

Torque: 500 ft-lbs

#### DIMENSIONS

Wheelbase: 106.7-Inches

Length: 182.8-Inches

Width: 76.9-Inches

Height: 44.5-Inches

Weight: 3,469 lbs

## SPECIFICATIONS/DETAILS

### 2006 FORD GT

#### ENGINE

Ford Supercharged 5.4L V8

#### ENGINE MODIFICATIONS

Whipple Supercharger with 3.4L capacity, Accufab 75mm throttle body, ported and polished heads, pulley upgrade, Borla exhaust, fire suppression system, Ford Racing transaxle cooler kit

#### ENGINE MANAGEMENT

SCT Flashloader with HP Performance software

#### NUMBERS (AT THE WHEELS)

Horsepower: 809 hp

Torque: 770 ft-lbs

#### CHASSIS, BODY

3M film protection, Autobrill Paint Sealant, custom retractable license plate

#### WHEELS, TIRES, BRAKES

(f) 19x9.5-inch HRE custom wheels with 255/35/19 Michelin Pilot Sport tires and 14-inch cross-drilled rotors; (r) 20x12-inch HRE custom wheels, 335/30/20 Michelin Pilot Sport tires and 13.2-inch cross-drilled rotors

#### SUSPENSION

Custom coilover system

#### INTERIOR

Custom Leather E-brake boot to replace factory rubber boot, suede headliner, custom embroidered floor mats, carbon fiber center console and door inserts (on order)

#### I.C.E.

JVC-NX5000 head unit, with navigation, Bluetooth, DVD/MP3 and satellite radio capabilities, Alpine MRP-F450 amp, Alpine Type-R SPR-13S two-way speakers, JL Audio six-inch subwoofer



bass is a JL Audio six-inch subwoofer in a custom made enclosure with embossed Ford GT logos. The Exoticare installed LCD screen for the head unit also supports the Pioneer BC-ND2 back up camera.

Krazy Psi really hit the nail on the head when he described this treasured family keepsake. "This is the ultimate exotic musclecar!" That pretty much sums it up right there, doesn't it? Although Psi could keep the car pristine and untouched in a climate controlled garage until Jordan is old enough to receive the privileged endowment, he decided that it would be a better idea to keep the seat warm for him instead. That sure doesn't sound crazy to me. 