



Pathfinder Motorsports Technical Specifications

FIA HTP Period 'F' GT40 MKI

The chassis is a Superformance GT40 MKI period-correct racecar (non-street) version that has been successfully used as a replacement chassis for Period 'F' GT40s, including the original car owned and competed by Adrian Newey (which was destroyed in 2006). Pathfinder Motorsports has contracted with Superformance/Hi-Tech (South Africa) to build a purpose-built racecar identical to the Period 'F' GT40s; *these are not the more common Superformance street GT40s – they are substantially different.* Pathfinder Motorsports GT40s are recognizable by the 'R' designation: GT40/R. The 'R' designation is also found as the suffix to the continuation chassis number, ensuring distinction from the non-race, non-FIA spec Superformance GT40.

The following unique Pathfinder Motorsports finishing details will apply to each 'R' car:

- Licensed as an authentic continuation model of original GT40 by Safir GT40 Spares
- Exclusive race model continuation model VIN number: i.e., GT40P/2xxxR
- GT40P VIN number plates mounted in proper location
- Accepted for the Shelby Registry as a GT40
- Accepted for the Safir Registry as a GT40
- Recognized by John S. Allen as a race version Superformance GT40 unique to Pathfinder Motorsports
- Authentic right hand drive
- Steel monocoque chassis with a pressed steel roof built using original Kar Kraft jigs
- Authentic right hand sill rod gear shift with period correct hardware
- Quick-release original style Moto-Lita steering wheel
- Standard six-point roll cage with two side intrusion bars meeting HSR, SVRA, NASA, and SCCA safety standards
- FIA approved FT3 fuel cells
- European FIA approved fire suppression system
- Both interior and exterior operated FIA approved power cut off switches
- Six-point FIA approved seatbelts
- FIA approved tow loops mounted front and rear
- Period 'F' correct Girling two-piston brake calipers front/rear
- Period 'F' correct Girling solid rotors front/rear
- Aluminum brake ducts front and rear
- Proper 'over header' rear sway bar
- Proper front sway bar
- Period correct Lucas rear view mirror
- Period correct interior door latch release mechanism
- Period correct center console
- Correct body silhouette
- Period correct body colors and livery
- No air conditioning system components



- The only GT40 continuation race model approved and currently running in HSR, SVRA, and HMP vintage racing

Engine and transmission

- Period 'F' correct 289 "C5" code cast iron wet sump two-bolt motor
- Period 'F' correct 289 "C5" code cast iron cylinder heads
- Period 'F' correct valve train and internals
- Period correct 48 IDA Webers or Holley carburetors
- Period correct valve covers and oil catch tank
- Period correct Aviad oil pan
- Period correct Engine oil cooler
- Period correct Dual point distributor with coil ignition
- Period 'F' correct ZF trans with correct axle flanges with rubber CV joints
- Period correct shocks and springs
- Period correct natural finish AN fittings with black lines for both oil and fuel
- Correct 8x15 and 6.5x15 BRM style wheels w/ Dunlop racing tires

For More Information:

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Brian Redman inspecting Pathfinder Motorsports GT40 P/2090R at Road America

