



**692HP ATW**

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BIG-SINGLE GT40

# GT-FLOOR-T

LADIES AND GENTLEMEN, WELCOME TO ONE OF THE MOST HARDCORE CARS  
WE'VE EVER SEEN – PERIOD

KEYSTROKES: PAUL TORONY CAMERAS: DEAN SUMMERS



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## BIG-SINGLE GT40



### WITH OVER 900HP AT THE CRANKSHAFT, BOB IS ALWAYS ONLY ONE BLIP AWAY FROM UNLEASHING HELL THROUGH THE RIGHT FOOT AT ANY GIVEN TIME

On the brink of selling the empire he had created, Enzo Ferrari froze like a stunned mullet when the time came to sign the dotted line. Months of time and millions of dollars had been invested into auditing Ferrari's Maranello headquarters by the Ford motor company, and Henry was one enraged individual to say the least. He flew back to Detroit plotting a way to defeat Ferrari at its own game, but since it was the early '60s, picking up a mobile phone to confide in someone about his plan was not an option.

Once on home soil, Henry directed his racing division to find a company that could build a Ferrari-beater on the world endurance racing circuit. Not long after, a legend named GT40 was born, winning the Le Mans 24-hour race four years in a row from 1966 to 1969. It was a case of 'mission accomplished' for Henry, putting an end to Ferrari's reign of six consecutive wins.

#### BORN TO PERFORM

The GT40 was originally armed with a mid-mounted 4.7L (289ci) V8, replaced by a thumping 7L (460ci) big-block monster in the Mk II. Since the '60s,

there have been many replicas around the globe hosting impressive set-ups such as stroked, multiple throttle-body injection engines. An extremely low mass of around a tonne allows a recipe for awesome power-to-weight ratios – until 'awesome' was redefined by the monster before your eyes.

Just a few months ago, 33-year-old Bob Kocoski called Zoom headquarters to tell me about his own example that had been in the build for quite a while. Following standard procedure, I told him to send some pics in of the car, but since it was only a few days off completion (and Bob wanted an excuse to drive it), he offered to show me personally.





Don't worry, we were just as shocked when this 900-hp monster was revealed



## BIG-SINGLE GT40

# WE'RE NOT TALKING BIG STEREOS, BECAUSE THE ONLY ONE THAT BOB CARES ABOUT IS THE SELF PROCLAIMED '32-VALVE SYMPHONY' SITTING ABOUT A FOOT BEHIND HIM

Forever keen to look at fast cars, there certainly was no objection on my behalf, and on that Friday lunchtime, upon hearing the smooth-as-silk idle of the ex-2001 Mustang Cobra 32-valve Ford Modular V8, I knew something was up.

Aside from being gob-smacked by the fact that I was actually seeing an aesthetically pleasing GT40, I instantly noticed the heat-exchanger for the extensive intercooler set-up. Peering through the 18in ROH Stradas resulted in being met by some monstrous AP Racing calipers and DBA rotors along with a second set of PBR calipers on the rear discs for the handbrake.

After owning an 11sec Galant VR-4, the chances of Bob owning something that wasn't packing boost were slim, so after meeting and greeting he enthusiastically popped the lid to set the record straight.

By this stage, a mass of journalists from the other magazine titles had gathered around to witness what some may describe as mental, insane or just plain remarkable. You see, folks, not only does Bob's crazy ride play host to a modern, high-revving multi-valve engine; it has a punishing 1000hp Garrett T51R snail strapped to it as well.

Such an existence is made possible due to a sea of tuned-length runners forming a pair of handmade exhaust manifolds. They were created by Stuart from Racer's Choice, who had the lot, along with many items in the engine bay, ceramic coated. The exhaust manifold coincides with Turbosmart 48mm wastegate and an F40-spec screamer pipe out the back on track days.

Under the watchful eye of Jake from Bain Racing Engines, Bob built the engine himself, which included fitting forged components to the Italian Texid alloy block. Mahle pistons 20thou' over in size and Scat H-Beam rods were selected to complement the six-bolt mains and aluminium block. Although the stock

heads and four factory cams remain for now, a pair of Fel-pro MLS (Multi Layer Steel) gaskets were ordered to seal the deal and are welcoming to a foreign thing called boost – 19psi of it, in fact!

At this point, a multitude of ARP head and main studs have shown no signs of stretching and would be capable of much more punishment, but where do you draw the line? After all, Adam from JEM (Just Engine Management) has so far tweaked the Haltech E11v2 to produce a phenomenal figure of 692hp ATW on pump fuel.

Understandably, the throttle needs to be fed on ever so slightly to avoid dusting the tyres, so a 10lb wastegate spring will be in place during the planned track days for the future. However, it's the larger one that will remain in place on the day that Bob takes the '40 to WSID. Along with Bob, we're predicting traction to be an issue, but in the perfect world, the Moroso ET calculator points to this wild streeter packing the goods to run an 8.9sec quarter-mile time at a mind-numbing 152mph.

Off boost, it purrs like a kitten, with a solid range of torque available at any low part of the rev range, but with over 900hp at the crankshaft, Bob is always only one blip away from unleashing hell through the right foot at any given time. It emits a wail similar to a hyperactive Ferrari on boost thanks to an ultra-short bend off the turbo into a catalytic converter and muffler.

### ALL THE GEAR

Preventing the push for more power so far has been the limit of the Siemens 660cc injectors, but Bob's in no hurry at this point. If you can blaze the tyres at 180km/h, there probably isn't much point. Besides, Bob gets bigger kicks from driving it than watching it on the rollers.

You may have noticed there are two fuel-filler caps just near the bottom of the

The extent of this intercooler system is mind blowing



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**DID YOU KNOW?**  
The GT40's name is gained from 'Grand Turismo' (GT) and 40 due to it being 40in from the ground to the windshield.  
There were two block manufacturers of the Ford modular V8; one in the Ford plant in Windsor, which produced the WAP block (Windsor Aluminium Plant), and the other was by Fiat in Italy, known as the Teksid. The Italian-stallion block was the stronger of the two and also appeared in the Koenigsegg CCR, once the world's fastest super-car prior to the Bugatti Veyron.



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## SPEC CHECK

Ford GT40 replica

### ENGINE

Ford Modular 4.6L (281ci) 32-valve V8 Teksid block

### POWER OUTPUT

692.7hp ATW on 19psi and pump fuel

### INDUCTION

Garrett T51R turbocharger on custom tuned-length ceramic-coated manifold, custom water-to-air intercooler using Garrett core, front-mounted heat exchanger, custom chiller box with incorporated air-conditioning evaporator, heavy-duty brass-body water pump, Turbosmart 48mm external wastegate, Bain Racing blow-off valve, K&N air filter, 2001 Mustang Cobra ported and ceramic-coated inlet manifold and twin throttle-bodies, Ford SVT high-volume water pump, high-volume oil pump, custom PWR radiator with header tank, custom oil surge tank, custom-baffled aluminium sump with trap doors

### FUELLING

Twin 44L tanks, twin 6L surge tanks, twin Holley lift pumps, twin Bosch 044 fuel pumps, Siemens 660cc injectors, custom polished fuel rails, Magnafuel fuel-pressure regulators

### MANAGEMENT

Haltech E11V2, Haltech electronic boost controller, M&W Pro 14CDI

### EXHAUST

Ceramic-coated 4in dump pipe into Catco 5in catalytic converter, custom muffler with twin 3in tips, separate screamer pipe (track)

### DRIVETRAIN

Getrag six-speed transaxle, custom ceramic clutch, Quaife differential with 3.89:1 final drive ratio, custom-made drive-shafts

### BRAKES AND SUSPENSION

AP Racing six-pot calipers with custom brackets, DBA slotted rotors (f), AP Racing four-pot calipers plus PBR floating calipers using custom brackets and DBA slotted rotors (r), Ferodo Formula pads, custom stainless steel pedal box with Tilton master cylinder and balance bar, Tilton brake fluid reservoirs, custom Koni 8200 series adjustable shocks, King progressive-rate springs, custom front swaybar

### WHEELS AND TYRES

ROH Strada 18x8.5in wheels with Advan A048 225/40/R18 rubber (f), ROH Strada 18x11in wheels with Bridgestone Potenza RE55S 295/35/R18 rubber (r)

### INTERIOR

Custom-moulded race seats re-trimmed in black leather, custom right-hand shift, Mota Lita steering wheel, Smith gauges with electronic internals, Lucas toggle switches, MSD Laser boost gauge

### EXTERIOR

Black with silver stripes



front screen that lead to two separate 44L tanks. Each bank has its own fuel system consisting of a Bosch 044 pump and surge tank, with a balance pipe and Magnaflow fuel-pressure regulator ensuring that everything swings like a pendulum.

A custom ceramic clutch absorbs the abuse before relaying the power to a hard-arse Getrag six-speed. It's a box that is used in various Porsche models and the masses of eight- and nine-second bad-boy Supras in the USA.

Bob fitted a Quaife LSD and a final drive ratio of 3.89:1, which is capable of taking him to approximately 368km/h at 6500rpm in top gear, but would like to see over 400km/h with a bit more sweep on the tacho. The whole under-body is flat as a tack thanks to sheet aluminium, and Bob reports that he will have the '40 tested in a wind tunnel before attempting any land-speed records.

Like any thoroughbred racer, a firm ride quality must be set in place to battle the twisties, and believe us when we say Bob's GT40 has the hardware.

Koni 8200 shocks are adjustable on both the bound and rebound so they can be finetuned precisely to meet his style

(or aggression). It was King progressive-rate springs that were seen fit for the task, but slamming suspension doesn't have to be considered when you're already sitting lower than the door handles of surrounding road users.

## INTERNAL EXCELLENCE

If you're somehow still not convinced of just how hardcore Bob's beast is, then we are sure you'll change your opinion once you check out some of the amazing features of the interior. We're not talking big stereos, because the only one that Bob cares about is the self-proclaimed '32-valve symphony' sitting about a foot behind him.

A custom right-hand shifter is an amazing sight on its own, but a glance of the stainless steel pedal box surrounded by Tilton master cylinders and a balance bar will surely turn into a long stare of awe. Moulded race seats have been re-trimmed in black leather and don't exactly have room to move. Basically, if you're a tall bloke, forget it.

An extensive roll-cage surrounds the cabin and runs so tight against the pillar it takes a second look to realise its there. Bob's Ferrari inspiration led him to fit Sabelt harnesses, and with the G's this baby pulls,

it's a good thing he's strapped in tight.

On the passenger foot-well is a component that sets Bob's car even further away from the pack. No doubt you would have noticed the custom Bain Racing water-to-air intercooler in the engine bay and the previously mentioned heat-exchanger between the headlights. It gets better, though, as Bob had a custom chiller box made consisting of an enclosed air-conditioning evaporator and 26L of coolant, operational by the flick of a switch.

Custom piping runs off either end and a heavy duty brass button bodied water pump does all the hard work, which is effective enough to see below ambient intake temps, and condensation form on the engine bay mounted water-to-air intercooler!

Bob has been lapping up the keys since completion and is a firm believer that cars should be driven and enjoyed, so rest assured this '40 will never ever be a dust collector. He can't wait to attempt land-speed records, belt out some mental MPH down the quarter and cut some happy laps around a track, so stay tuned at next year's Powercruise to watch him give it hell!

Bob sends a special thanks to Jake Bain for the extensive guidance and amazing level of metal fabrication work. ■



The foot-wells are taken up by the custom chiller box and Tilton pedal. Note the extensive lines used to carry the fluid to and from the intercooler



It takes a trained eye to work out that this GT40 is not your usual suspect



## PILOT PROFILE

**I'M:** Bob Kocoski

**AGED:** 33

**WORK AS AN:** Electrician

**USED TO OWN AND THRASH:**

11.6sec Mitsubishi Galant VR-4

HAR-10T

**MY BUILD PHILOSOPHY WAS:** To

have a fun street/circuit weapon

**PEOPLE I'D LIKE TO THANK FOR**

**THEIR HELP ARE:** My wife Davone

and son Jett, Jake Bain of Bain

Racing Engines, Adam from Just

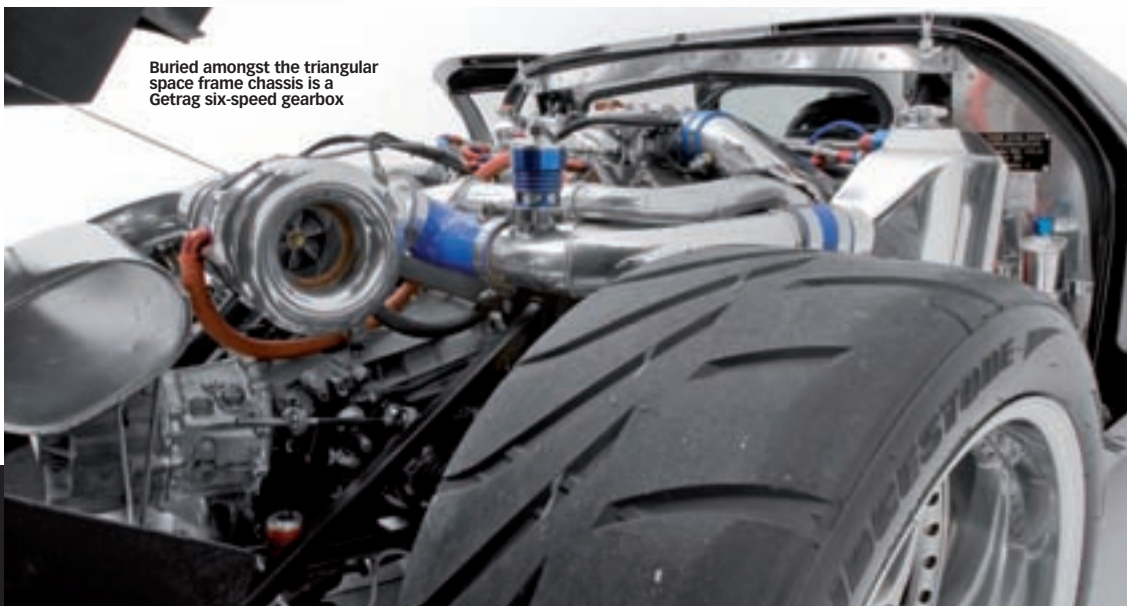
Engine Management (JEM), Paul

and Pabs, Ronnie Tarabay for the

awesome body and paintwork,

Stuart from Racer's Choice and

Roaring 40's for the chassis



Buried amongst the triangular space frame chassis is a Getrag six-speed gearbox

