

**C9** GT40 POWER RESERVE  
LIMITED EDITION

OWNER'S HANDBOOK

**CHR. WARD**  
L O N D O N

## TIME ON YOUR SIDE...

Your Christopher Ward watch has been designed and engineered by highly talented craftspeople to ensure not only accurate and precise timekeeping but also to bring a real pride of ownership that only luxury items of the highest quality can ever hope to deliver.

You have made an investment, a good one, and the aim of this handbook is to help you make the most of that investment during what I hope will be a lifetime of ownership.



Christopher Ward

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## THE QUEST FOR LE MANS

It was early in the 1960s, and the American, Henry Ford II, heir to the mighty US motoring empire, developed his insatiable desire for Ford to enter, and win, the world-famous 24 Hours of Le Mans endurance race.

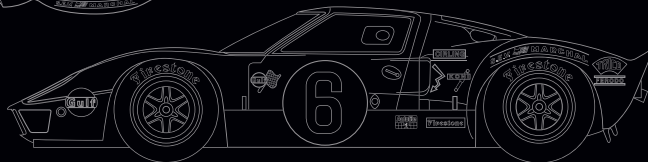
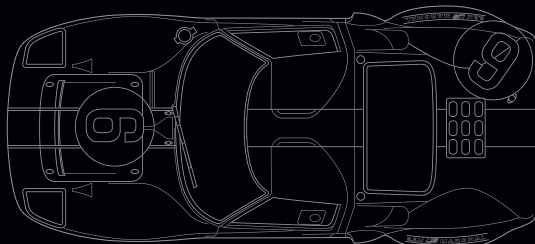
Desperate to win at all costs and to usurp the six-times winning Italian Ferrari team, Ford struck a deal with Enzo Ferrari that would bring the requisite skill base under the Ford aegis – but there was disagreement between the two titans over continuing ownership of the vital Ferrari motorsport division.

The deal collapsed, and the fit of pique that ensued gave Ford the impetus to back the creation of a car which would go on to be an icon, and a winner – the Ford GT40.

### WHAT'S IN A NAME?

The 'Grand Touring' name (40 refers to the car's height in inches – the required height at the windscreen, under racing rules) was Ford's pet project – a dual quest to prepare cars fit for the endurance racing circuit, and his personal mission to win the great 24 Hours of Le Mans race.





## AMERICAN BRAWN, BRITISH BRAINS

After his disappointment in the Italian deal, the US magnate looked to England for engineering prowess and, more specifically, to the successful Aston Martin racing team, whose lead engineer John Wyer was chosen to lead the new division, Ford Advanced Vehicles Ltd, based out of Slough, UK, with parts and manufacturing by Bromley-based company Lola.

The new team began immediately, producing an innovative monocoque chassis for the GT40 (a term which describes a structural technique where weight is borne by a structure's skin –

like an eggshell), just one among many technical innovations. Possessed of a brilliant engineering brain and a cool wit, Wyer was a deadly competitor – commenting, on hearing of a rival driver's engine trouble, "Nothing trivial, I trust."

When Ford closed the project in 1967 following two crushing losses with the GT40 MK II and IV in '66 and '67, Wyer and his Gulf Oil-sponsored team JW Automotive acquired the Ford racing programme and continued racing under the now familiar pale blue and orange Gulf Oil livery.



Top: The 1969 Le Mans race, GT40 MK I driven by Jacky Ickx (BEL) and Jackie Oliver (GB) heads to victory.

Middle L-R: The #9 Ford GT40 (Chassis 1075) driven to victory by Lucien Bianchi/Pedro Rodriguez in the 1968 race.

Bottom L-R: Drivers run to their cars at the start of the race, the last true Le Mans start, 1969

Jacky Ickx and Jackie Oliver held onto their short lead ahead of Porsche to secure Ford's fourth win at Le Mans in four years.

Jackie Oliver after winning the 1969 Le Mans 24h race.



## **TRIUMPH OVER ADVERSITY**

With limitations on engine capacity imposed by the FIA for Le Mans in 1968, reducing the later-developed MK II, III and IV to obsolescence, Wyer saw the potential in the old GT40 MK I and modified the engine to give it the greatest possible power under 5000cc. The 4.7 litres engine was drilled and bored by Wyer and his Slough-based team, to give it 4.9 litres – delivering superior power on the fast track of Le Mans – and, as it turned out, providing the winning edge, as evidenced by #P-1075 in the 24 Hours of Le Mans races in '68 and '69.

## **AN HISTORIC DOUBLE VICTORY**

#P-1075, whose wheel-spinner gave us the aluminium to create our C9 GT40 watch, remains one of the only cars to have won Le Mans in two consecutive years on the same chassis, a testament to the integrity of Wyer's engineering.

It was the Belgian/British victory of drivers Jacky Ickx and Jackie Oliver in #P-1075 in 1969 – where, against the odds, the combination of relaxed driving by both drivers and the heroic (and timely) actions of Le Mans rookie Ickx, brought the GT40 MK I to its second consecutive triumph – which inspired us to capture the spirit of this icon of the track in the C9 GT40 Chronometer.

## **LADIES AND GENTLEMEN...FASTEN YOUR SEATBELTS PLEASE**

1969 was the race's last ever 'Le Mans start', where drivers ran to their cars and strapped themselves in (using newly developed safety-belts) to start the race. Foreseeing the foolhardiness of the act, the Belgian GT40 driver, Ickx, refused to participate and instead walked slowly to his car, purposefully

starting the race well behind his competitors. Even before the first lap was complete, British gentleman driver John Woolfe, who likely sacrificed his safety belt to gain a better start, was killed at Maison Blanche, leading to the 'Le Mans start' being abolished for good the following year. In a further twist, the full fuel tank of Woolfe's Porsche 917, which dislodged in the fatal crash, rolled into the track and exploded under the wheels of Kiwi Chris Amon's Ferrari 312P, causing his retirement and the race to be paused while the resulting mess was cleared from the track.

## **A PHOTO FINISH**

A couple of hours later, and back on the tarmac once more, the drama continued in the final lap as GT40 #P-1075 driver Ickx tussled for victory with a Porsche 908 driven by the German, Hans Hermann. Head to head, they flew into the famous Mulsanne Straight – at that time open to fields, trees and neighboring houses – unprotected by the crash barriers familiar to us today. Toward the end of the straight, Ickx eased off – feigning fuel shortage – and Hermann nosed ahead. Using the Porsche's considerable slipstream, Ickx regained the lead in the final few feet of the straight, winning the race by just a few seconds – practically photo finish, for a 24h race – claiming a second consecutive victory for the GT40, and assuring the team's place in motorsport history.

Following your own path, pursuing a personal mission, prevailing over adversity, and securing the ultimate prize – triumph – all these make the evocative story of #P-1075 a fertile source of inspiration when we looked to design the C9 GT40 in the spirit of British motor racing.

## C9 GT40 POWER RESERVE LIMITED EDITION



Few stories set the pulse racing like that of GT40 #P-1075's double victory in the world-famous 24 Hours of Le Mans races of 1968 and 1969.

One of only 107 GT40s produced between 1964 and '69, #P-1075, with its innovative monocoque chassis and distinctive pale blue and orange Gulf Oil livery, was an engineering triumph – where British modifications fine-tuned an American automotive powerhouse to create a legend of the endurance racing circuit. And the fact it is still one of the very few cars to have twice won the world-renowned 24 Hours of Le Mans race, makes it a true 'holy grail' artefact of not only British, but global, motorsport.

A laser-cut disc of aluminium from the wheel-spinner of GT40 #P-1075 itself is precious material, then, to be fitted within the backplate of our latest paean to motorsport in watchmaking, the C9 GT40.

Details of the car are replicated in fine detail, with a faithful representation of the rev counter evident in each cue of the dial, from the needle hands to the authentic indexes and the bold blaze of the red zone, not to mention the "fuel gauge" power reserve indicator driven by the powerful ETA Valgranges A07.161 movement.

The repurposed C9 case, which is usually to be found housing CW's finest dress watches, is fitted with a plate bearing the #P-1075 chassis number of the double Le Mans winning car.

Each piece of the 40-piece Limited Edition is assembled by hand in Switzerland by master watchmaker Johannes Jahnke, with the ETA Valgranges A07.161 power reserve movement delivering a 46 hour power reserve as well as supreme accuracy.





# TECHNICAL INFORMATION

## FEATURES

- Swiss made
- Special limited edition of only 40 pieces
- 24 jewel automatic movement with a disc of Le Mans winning GT40 precious metal with 'wheel' cut-out embedded into exhibition backplate
- 46 hour power reserve with indicator at 6 o'clock
- Museum grade anti-reflective sapphire crystal
- Original GT40 inspired dial with SuperLuminova® markings
- Marine-grade stainless steel case with enamel logo crown
- Premium quality Italian leather strap with Bader deployment
- Unique engraved individual serial number
- Beautiful presentation case and owner's handbook and Certificate of Provenance

## TECHNICAL INFORMATION

Diameter:	43mm
Height:	15.1mm
Weight:	80g
Calibre:	ETA Valgranges A07.161
Case:	316L stainless steel
Vibrations:	28,800 per hour
Timing Tolerance:	+20 / -20 seconds per day
Water Resistance:	3 BAR / 30 metres
Strap:	22mm Leather



## HOW TO OPERATE YOUR C9 GT40

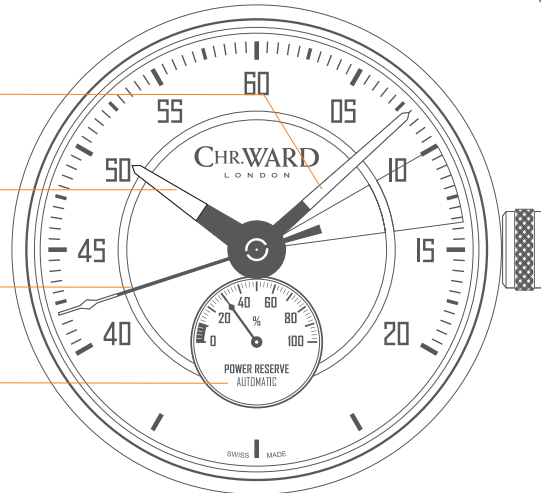
Your C9 GT40 Power Reserve has a maximum power reserve of 46 hours when fully wound. To re-power the watch after a period of non-use, simply wind the crown in a clockwise direction until the power reserve indicator shows a charge of between 50% and 55%. Normal wearing will very quickly allow the rotor to start re-powering the watch over time after putting it on your wrist.

### DISPLAY ELEMENTS

- Minute hand
- Hour hand
- Second hand
- Power reserve indicator

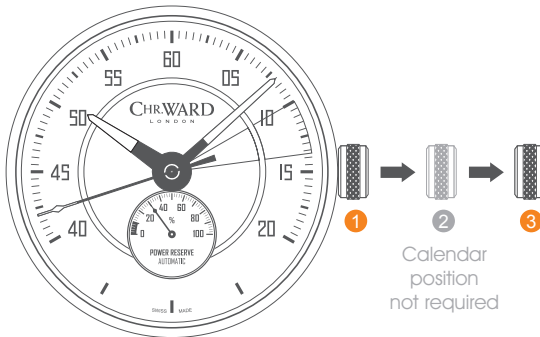
### CONTROL BUTTONS

Crown



## SETTING THE TIME

- To set the time pull out the crown gently into position ③. This position is used for handsetting, and stopping of the second hand. Turn the crown until you reach the correct time e.g. **10.08 hr.**
- Push the crown back into position ① and the crown should sit flush to the case.



## THE POWER RESERVE FUNCTION

The power reserve indicator shows the winding status of the main spring.

- When the hand is in position **A**, the movement is close to stopping. The watch should therefore be worn or wound manually to obtain a maximum power reserve.
- When the hand is in position **B**, the watch is at its maximum winding position and has an operating interval of 46 hours if it is not worn.





## WATER RESISTANCE

Although your watch has been through vigorous static pressure testing, it is worth remembering that there are many variables that can affect the water resistance of your watch.

For instance, arm movements during swimming and the sudden impact of diving and water sports will drastically increase the pressure the watch is under. Wearing your watch in the bath, shower, or sauna can also have an effect as a rapid increase in temperature can cause seals to expand and in extreme cases, malfunction or create condensation.

For these reasons, the water resistance rating of your watch (as shown) **should only ever be considered a guideline** and we strongly recommend they are always adhered to.



**1 BAR** (10 METRES)

Safe to wear your watch while washing your hands with tap water.



**3 BAR** (30 METRES)

Washing your car and/or general hose pipe usage.



**5 BAR** (50 METRES)

Water resistant to most household shower units.



**10 BAR** (100 METRES)

Safe to use while snorkelling in open water.



**30 BAR** (300 METRES)

Ideal for experienced divers and those practising scuba-diving.



**50 BAR** (500 METRES)

Professional divers, experiencing prolonged exposure underwater.



**100 BAR** (1000 METRES)

Professional deep sea diving.

## OUR WATCH CARE PROGRAMME

Your watch is constructed from the finest components and materials available, including one of Switzerland's finest mechanical movements. As with all watches of this quality, with the right care and attention, your new Christopher Ward watch has the potential to become an heirloom piece giving further joy to future generations. It's for this reason we have created our industry leading approach to after-sales care, starting with our famous 60|60 Guarantee which remains the most comprehensive guarantee in the world of watchmaking.

Visit our website for more details about our 60|60 Guarantee and Service and Repair Programme.

Christopher Ward's 60|60 Guarantee is designed to deliver you complete peace of mind and the best support possible throughout the lifetime of your ownership. The guarantee has two key elements and sits alongside our Servicing and Repairs Programme:

### 60|60 GUARANTEE

#### 1. 60 DAY FREE RETURNS

Our success depends on you being completely happy with your new Christopher Ward watch. You have up to 60 days to return your watch, absolutely free of charge, and receive a replacement or full refund by return – so long as it has not been worn and is returned in box-perfect condition.

#### 2. 60 MONTH MOVEMENT GUARANTEE

Your watch, at its heart, has a top quality precision engineered Swiss movement – so it's very unlikely to give you problems with the minimum amount of care and attention, including a regular service. We recommend you return your watch to us every 3/4 years for a service, so our expert technicians can keep your fine timepiece in peak condition.

### SERVICING & REPAIRS...

#### THE CHRISTOPHER WARD WAY...

Our innovative approach to servicing and repairing your Christopher Ward watch means that having your watch serviced or repaired doesn't mean months of waiting followed by an exorbitant bill – which is more or less the experience guaranteed by every other luxury watch brand. We have developed an easy, quick and affordable expert service and repairs programme that doesn't cost the earth and has your watch back where it belongs – on your wrist – in double-quick time.



## KEEPING IN TOUCH WITH CHRISTOPHER WARD

From small beginnings just a few short years ago (our first workshop was actually a refurbished chicken shed!), Christopher Ward has won a worldwide following for his eponymous watch brand and can justifiably claim to manufacture the most affordable luxury watches in the world.

For many, the philosophy behind the brand, of trying to put luxury watches within the reach of everyone, is as attractive as the watches themselves, as is the very open approach of the business which means that Chris and the team spend a lot of time communicating personally with customers – many of whom have become friends.

As the owner of a Christopher Ward watch, if ever you need to get hold of us we are at your service. We have listed some useful contact details on the back cover.

There is also always something new going on at our website at [www.christopherward.co.uk](http://www.christopherward.co.uk) and, if you haven't already discovered the independent forum dedicated to our brand at [www.christopherwardforum.com](http://www.christopherwardforum.com) we would recommend a visit. Informative and fun, it's a great place to hear the unexpurgated view of Christopher Ward of London!

# CHR. WARD

L O N D O N

## **HEAD OFFICE**

Christopher Ward (London) Limited,  
1 Park Street, Maidenhead,  
Berkshire SL6 1SL United Kingdom  
+44 (0)1628 763040

## **CUSTOMER SERVICES**

UNITED KINGDOM: +44 (0)1628 763040  
UNITED STATES OF AMERICA: +1.877.226.8224  
[customerservices@christopherward.co.uk](mailto:customerservices@christopherward.co.uk)  
[technical@christopherward.co.uk](mailto:technical@christopherward.co.uk)

## **WEBSITE**

[www.christopherward.co.uk](http://www.christopherward.co.uk)  
[www.christopherward.com](http://www.christopherward.com)