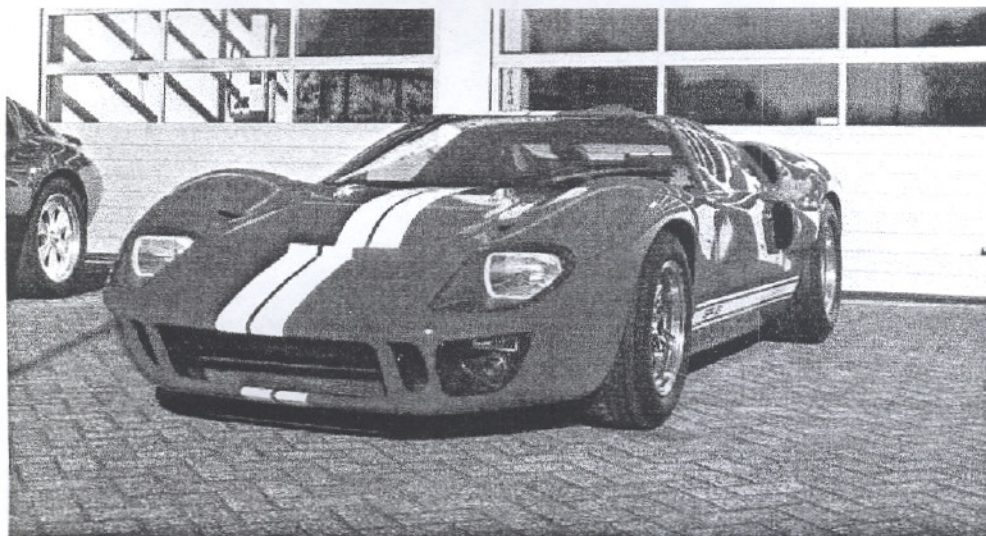


Superformance



Superformance GT40

First in the Superformance GT40 line up is the MKII A, a quality re-creation of the original that beat the Ferrari and finished in the top three positions at Le Mans in 1966. In developing the exhilarating SPF GT40, engineers went to great lengths to ensure authenticity. So authentic, that we can legally use the name "GT40".

Our engineers are proud of their results in creating this authentic replica of the GT 40 Mk II that finished first, second, and third in the grueling 24 Hours at Le Mans in 1966. After four years in development, production on this exclusive model began, with careful attention to detail incorporating an original style monocoque chassis and a pressed steel roof. The GT is an exact replica of the road going version of the original, with more than 90% of the vehicle's parts being interchangeable with the original car and chassis. The first in the production line was crated and flown off to its first public showing on May 18, 2005 in Carlisle, Pa. joining the parade later in 2006 are the MKI and FIA versions.

Add your choice of power (big or small block) with a ZF/RBT transaxle, and prepare yourself for extreme satisfaction, performance and the ultimate in styling.

OLTHOFF RACING, INC

SUPERFORMANCE® SPF-GT ORDER FORM

Name Date

Address Tel: B (.....).....
..... H (.....).....
..... Cell: (.....).....
..... Fax: (.....).....
..... E-mail

| Color | Base Price | \$ 69,600.00 |
|---|-------------|--------------|
| Twin Stripes color | \$ 650.00 | \$..... |
| Stripe Deviation | \$ 750.00 | \$..... |
| Gulf Pattern | \$ 1,000.00 | \$..... |
| Roundels (each) | \$ 350.00 | \$..... |
| Special Color: PPG # | \$ 850.00 | \$..... |
| Gurney Bubble | \$ 650.00 | \$..... |
| Ceramic Silver Headers | \$ 850.00 | \$..... |
| Ceramic Black Headers | \$ 850.00 | \$..... |
| Transcooler MK II | \$ 1,300.00 | \$..... |
| Chrome Fire Extinguisher | \$ 150.00 | \$..... |
| Custom Car Cover | \$ 200.00 | \$..... |
| Custom Carpets | \$ 140.00 | \$..... |
| Stone guard tape on front (5 year warranty) | \$ 625.00 | \$..... |

Options Sub Total..... \$.....

N.C. Sales Tax on Options..... \$.....

..... \$.....

Total \$.....

Check # Less Deposit \$.....

Balance Due \$.....

Signature: For Superformance®.....

Approximate delivery date.....

All prices and specifications are subject to change without prior notice.

SPF GT40 Standard Equipment:

The Superformance GT40 is precision crafted, factory assembled and sold minus an engine and transaxle.

- Original style monocoque chassis
- Pressed steel roof
- Suspension same as original
- Paint: Base and clear coat in a variety of colors
- Left-hand drive
- Shifter & Handbrake located in center of tunnel
- Tunnel offset as the original
- Original style seats with silver rivets
- High capacity air-conditioning included
- Wilwood super light brakes
- Adjustable pedal box
- Adjustable steering as original. Wheel removable.
- Original style "Hartswell" door latches and catches
- Windows: Front glass, side lexan with vents
- Cross flow radiator
- Original style "Bundle of Snakes" exhaust
- Instrument Panel fitted with Smith gauges
- Wheels: "Halibrand" style (MKII), "BRM" style (MKI)
- Headers for small and big block engines
- Engine oil pan
- MKI and MKII models available

Dimensions, Capacities, and Specifications:

Compared with Original GT40

| | 1966 Ford GT 40 Mk IIA Le Mans Winner | Superformance GT Mk II |
|--------------------------------------|--|-----------------------------------|
| GENERAL | | |
| Weight, lb | 2682 | 2400 |
| Weight Distribution front/rear, % | 38/62 | 40/60 |
| Wheelbase, in. | 95.0 | 95.0 |
| Track front/rear, in | 57.0/56.0 | 56/59 |
| Overall length, in | 163.0 | 163 |
| Width (over scoops), in | 70.0 | 70.5 |
| Height, in | 40.5 | 39.5-40.5 |
| Frontal area, sq.ft. | 15.8 | 15.8 |
| Fuel tank capacity, gal | 42 | 22.5 |
| ENGINE | | |
| Family | Ford FE | Ford 351W |
| N. cyl & type | V8 | V8 |
| Bore x stroke, in | 4.232 x 3.784 | 4.125 x 4.000 |
| Displacement, cu.in. | 427 | 427 |
| Compression ratio | 10.5 | 10.25 |
| Bhp @ rpm | 485 @ 6200 | 550 @ 5600 |
| Torque @ rpm, lb.ft. | 475 @ 4000 | 535 @ 5200 |
| Carburation | 1 x 4 bbl | 1 x 4 bbl, or EFI |

CALCULATED DATA

| | | |
|-----------------------|------|------|
| Engine rpm @ 60 mph | 1905 | 1811 |
| Lb / hp (with driver) | 5.8 | 4.6 |

SPEED IN GEARS

| | | |
|-----------|------------|------------|
| mph @ rpm | | |
| 1st | 89 @ 6200 | 53 @ 6400 |
| 2nd | 140 @ 6200 | 85 @ 6400 |
| 3rd | 170 @ 6200 | 120 @ 6400 |
| 4th | 205 @ 6200 | 161 @ 6400 |
| 5th | | 207 @ 6230 |

ACCELERATION

Time to speed

| | | |
|----------------|------|------|
| 0-40 mph, sec | 2.8 | 2.1 |
| 0-60 mph, sec | 4.2 | 3.7 |
| 0-80 mph, sec | 5.6 | 4.8 |
| 0-100 mph, sec | 8.2 | 6.9 |
| 0-120 mph, sec | 10.8 | 9.2 |
| 0-140 mph, sec | 14.0 | 11.8 |
| 0-160 mph, sec | 19.1 | 15.3 |
| 0-180 mph, sec | 27.0 | 21.7 |

Time to distance

| | | |
|-------------------------|------------|------------|
| Quarter mile, sec @ mph | 12.0 @ 129 | 11.2 @ 135 |
|-------------------------|------------|------------|

FUEL ECONOMY

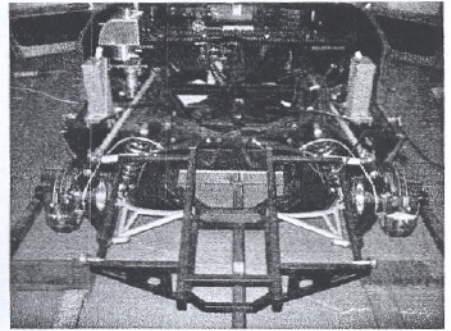
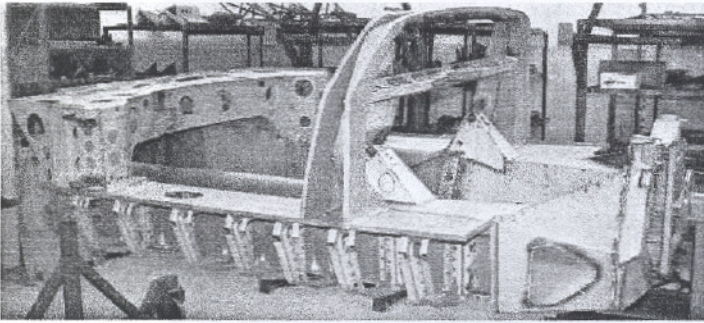
steady state mpg in top gear

| | | |
|---------|------|------|
| 70 mph | 16.5 | 16.0 |
| 100 mph | 15.7 | 15.1 |
| 150 mph | 10.1 | 9.62 |
| 200 mph | 6.2 | 5.9 |

Notes:

1. Data for 1966 Ford GT40 from:
Road & Track, Oct 1966, Portrait of the Le Mans Winner, Technical Analysis
2. Data for Superformance GT40 Mk II from:
Dimensions measured from GT 001
Weights from factory data for GT 002
Production drive train ratios from factory data
Engine specs from Roush data
3. Superformance GT40 right height depends on tire size and settings.
4. Superformance GT40 is lighter, primarily because of lighter engine.
5. Difference in tread measurement is due primarily to differences in tire sizes.
6. Acceleration and fuel economy data from performance simulator.
7. Ford GT40 initial acceleration hampered by tall first gear.

Monocoque Chassis:



Advantages of Monocoque Design:

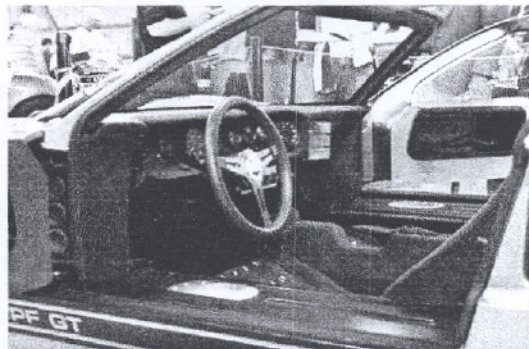
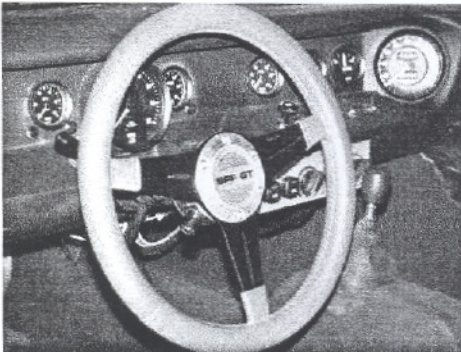
- Low weight.
- Chassis can be part of the bodywork.
- Greater rigidity when compared to space frame of similar weight.

Disadvantages of Monocoque Design:

- Design is difficult to analyze using traditional methods.
- Greater material cost.
- Specialized construction methods.

INTERIOR:

- Left Hand Drive
- Shifter & handbrake located on center tunnel
- Original style seats.
- Driver's seat 3" wider than original.
- Air Conditioning.
- Removable Steering Wheel
- Instrument Panel equipped with "Smith" gauges.
- Optional Gurney Bubble – allows extra headroom.



DRIVE TRAIN

| | | |
|--------------------------------------|-------------|--------------|
| Transaxle | Ford T-44 | RBT |
| Speeds | 4 | 5 |
| Gear ratios, transmission/overall | | |
| 1st | 2.22 / 6.18 | 2.58 / 9.73 |
| 2nd | 1.43 / 3.96 | 1.61 / 6.07 |
| 3rd | 1.19 / 3.30 | 1.14 / 4.30 |
| 4th | 1.00 / 2.77 | 0.846 / 3.19 |
| 5th | | 0.642 / 2.42 |
| Differential ratio | 3.09 | 3.77 |
| Transfer gear ratio | 0.899 | |

CHASSIS & SUSPENSION

| | | |
|------------------|--|--|
| Frame type | Semi-monocoque, sheet steel | Semi-monocoque, sheet steel |
| Brake type | Vented disc, single caliper | Vented disc, single caliper |
| Tires | Goodyear "A" | Yokohama Avid |
| Front | 9.75-15 (250/60-15 approx) | 225/60R15 (test) 225/50R15 (opt) |
| Rear | 12.8-15 (325/60-15 approx) | 275/60R15 (test) 295/50R15 (opt) |
| Wheels | | |
| Front | | 15x8 |
| Rear | | 15x10 |
| Steering type | Rack and pinion | Rack and pinion |
| Front suspension | Independent with unequal length A- arms, coil springs, tube shocks, anti- roll bar | Independent with unequal length A- arms, coil springs, tube shocks, anti-roll bar |
| Rear suspension | Independent with trailing arms, unequal length lateral arms, coil springs, tube shocks, anti-roll bar | Independent with trailing arms, unequal length lateral arms, coil springs, tube shocks, anti-roll bar |

INSTRUMENTATION:

| | | |
|----------------|---|--|
| Instruments | 7000 rpm tach oil temperature water temperature fuel pressure ammeter gearbox oil temperature | oil pressure 8000 rpm tach water temperature oil temperature fuel level ammeter 200 mph speedometer |
| Warning lights | differential oil pressure engine oil pressure | high beam alternator turn signal radiator cooling fans |

Roush Performance Engines

Roush Performance is extending our product offering to include Roush-engineered, Ford-based street performance engines.

- All engines are built to Roush's exacting tolerances and all AL and R series engines (Competition excluded) carry a 2-year / 24,000-mile warranty.
- All engines are hot-tested and verified for power on a dynamometer. Dyno sheets are included with each R series engine.
- All engines come with the exclusive "powered by Roush" engraved plaques.
- The engines are built from the highest quality parts; sourced with "performance" and "reliability" in mind. In most cases, they carry the ROUSH brand to ensure "you're getting the best".
- Our engines are built complete from carburetor to oil pan and include many parts that you've had to "add-on" in the past.
- Engine packages are available with "full-polished" components to finish your project with just the right look. (Check availability and lead time.) Roush can custom paint blocks, oil pans, timing covers, etc.
- Short-block, long-block and custom engine builds are available.

| Model | Cubic Inch | Base Engine | Horsepower | Torque | Price (Estimate) |
|--------------------------------|------------|---------------------|--------------|--------------|------------------|
| 402SR | 402 cu.in. | 5.8L 4 bolt main | 430 HP | 480 ft. lbs. | \$12,100.00 |
| 402R | 402 cu.in. | 5.8L 4 bolt main | 515 HP | 500 ft. lbs. | \$12,100.00 |
| 402IR 8-Stack fuel injected | 402 cu.in. | 5.8L 4 bolt main | 500 HP | 500 ft. lbs. | \$20,500.00 |
| 427SR | 427 cu.in. | 5.8L 4 bolt main | 510 - 520 HP | 530 ft. lbs. | \$14,050.00 |
| 427R | 427 cu.in. | 5.8L 4 bolt main | 550 HP | 535 ft. lbs. | \$14,050.00 |
| 427IR 8-Stack fuel injected | 427 cu.in. | 5.8L 4 bolt main | 550 HP | 535 ft. lbs. | \$22,500.00 |

* Add upgrade C (clutch, pressure plate, T.B.) at \$450.00

* Add Freight at \$250.00

For information or nearest dealer,

Call 800-59-ROUSH

Or visit us at www.roushperf.com

* Size specifications may vary.
Stated horsepowers are averaged
and can vary + 5%. Details available