

# Mysterious Ford GT40 Mk II

By Osvaldo Pace & Pierre Rossetti

**Y**ou may have read our article on Super Shells slot cars, which was published in the June 2006 issue, volume 26, N° 291. This is our second article for the NSCC Journal and we are very pleased with this new opportunity. Just for the record, an acquaintance of ours introduced me to Pierre eleven years ago. The link? Slot cars, obviously! What else could it be? I saw, at a slot track in São Paulo, some cars he had built for friends of his, and I was impressed with the quality of his work and craftsmanship. He is an aficionado and knows a lot about slot cars. Since we met, he has gradually restored many of my vintage models. In addition, he also scratch-built some others. Have a look at my site on the internet, if you haven't yet. Pierre lives most of the time in São Paulo, Brazil, and occasionally in Lausanne, Switzerland, his motherland. The slot car, subject of the article that you are about to read, has a unique story. Check it for yourselves. He tells it.

*Osvaldo*

## A chance meeting

In the mid seventies, I used to work for a Brazilian movie lab as a researcher in new and economically viable means of protection against *fungi* in organic gelatine for motion picture film, microfilm, and COM microfiche –computer output microfilm. My first contact with Bell & Howell, a well-known company established in Chicago, Illinois, manufacturer of some very innovative microfilming equipment, occurred at that time. This is why I used to travel a lot to the USA, mainly Los Angeles, Chicago and New York.

Some years after, I was hired as a consultant and troubleshooter by MicroGraphix, a São Paulo based company specialising in micro-filming services. Incidentally, they represented

Bell & Howell in Brazil. So, this second job in the photosensitive business was, once again, the reason for my frequent travelling to the USA.

A long time ago, while on business in St Paul, Minnesota, and being finished with my work for the day, I was chatting with someone at the hotel bar - some lone guy also travelling for his company. By one of these odd coincidences that sometimes occur in a lifetime, this fellow also happened to be an “old slot cars” addict. Suddenly, a vast subject of conversation had just been established. I described to him how I discovered ‘Table Top Racing’, as it was still called in those days (yes, I know, I’m getting old!). While travelling with my parents, I bought my very first slot car set in New York, in 1964, at America’s Hobby Centre. It was a Strombecker Home Set - no big deal, really! Like most kids, I had opted for quantity instead of quality. What a mistake! Anyway, we went on talking about all the great marques of that nostalgic era, and I told him how one day in Lausanne (I was attending college there), I found by sheer luck in a hobby shop an old stock of vintage slot cars, all mint-in-box kits. I bought all the stock. It was 1971. Nobody was interested in slot cars any more. The bubble had burst. Then he said to me, “You know, years ago, while in New York on business, I was introduced to José Rodriguez. The conversation with him lasted, what? 10 minutes, tops. He was very kind and polite, but I guess these constant introductions to strangers must have been a bore to him. I was overwhelmed, really. After all, he was a living myth, an icon of the mid sixties. He scratch-built slot cars, and wrote for the coolest magazines!” Later on, before leaving, he said to me, “Since you like so much classic old stuff, you should meet a fellow who lives in Mexico City”, and gave me a name. Robert, the guy from the hotel bar (I forget his last name after all these years)



wrote the name of this Mexican fellow on a napkin: José Maria Gomez de Jesus. I remember very well his first name, but I'm not sure about his last name. It was such a long time ago. This was the first and only time I spoke to this 'St Paul hotel bar person'. Time went by. Never met him again.

Years later, while in Los Angeles on business and since I was ahead of my schedule, I decided to make a detour via Mexico City on my way back to Brazil. It took me more time than I had planned. Actually, it took me a few days to finally meet José Maria. But I did, and what a finding! He must have been some ten years older than me, Mexican by his mother, Spanish by his father - as he told me - very kind and polite, and extremely well educated, a true gentleman. He was living in the San Angel neighbourhood, and I remember myself in Oyoacán, looking at the city map and telling myself, "That's not so far, I can walk". Well, that was far away! Walking took me a while, but it was worth it. From what I could understand, once I arrived at his place, things, life I mean, had been quite tough on him in the last years. He was selling all of his personal things, slot stuff, die-cast cars, old magazines, books, antiques, paintings, sculptures and even his house. I should have bought more items, definitely, but I was so (stupidly?!) focused on one thing only that I did not pay much attention to the rest. Anyway, I bought many slot cars. A lot of them! All in 1/32<sup>nd</sup> scale. Of course, all of them were assembled and had seen a little use, but were mostly in perfect condition. I was in heaven; all the great marques and stuff I wanted badly since I was a kid.

Having set aside all the cars I intended to buy, I started rummaging about in the vast amount of boxes full of bits and pieces, parts and bodies waiting to be finished some day, or perhaps, restored. In fact, I was looking for some chassis, motors, wheels, that kind of stuff, when a curious body caught my attention. I have never been a fan of the larger scale, which Americans praise so much, but, exceptionally, I picked up a 1/24<sup>th</sup> scale car body because it was a... Ford GT40 MkII, one of my all time favourite race cars. Deeply intrigued, I asked

José Maria what it was, where did it come from, which brand, et al. He simply answered me, "I really don't know what it is. I bought it for peanuts, a very long time ago, with a lot of other things from a guy who lived just outside Los Angeles. In fact, if you like it, I'll give it to you". As a youngster, I have always deeply regretted that the only MkII ever made in 1/32<sup>nd</sup> scale was a vacuum-formed clear body produced by Lancer for COX. I kept wondering why no big company such as COX itself, Monogram, Revell, AMT, Airfix or any other ever produced the MkII as a polystyrene injected body. The shape of this particular 1/24<sup>th</sup> body did not seem quite right, at least not as I recalled it so well, but after all, it was a MkII, and I did not have one. I thought "I can use it as a pattern to make a copy in 1/32<sup>nd</sup> scale..." Never did. A lot of years passed by and all this was forgotten.

### Rediscovery

Then, some months ago, Osvaldo mentioned this COX Ford GT40 MkII described in a slot blog on the net, and the polemic it was causing all over the world. Out of curiosity, I read the articles and comments (I'm not a regular surfer on the web and was not aware at all of this matter). Looking at the pictures, I told myself "this is strange, COX never engraved any of their bodies. Why would this one have the logo moulded on the inside of the front section?" Suddenly, something started tickling in my head. I went for my scrap parts and kit bashing boxes, looked in all of them, you know, these boxes full of that kind of old stuff one does not throw away because "... well, one day, I'll make something out of this". I did not find the right one at first, because it was one of these never attended boxes containing second rate remains, bits and parts from larger static kits. Finally, in one of them, I found "the" body I got so many years ago in Mexico. The shape of the rear panel resembled perfectly a COX body, but the front end was so different. So, on a weekend at Osvaldo's cottage - a delightful resting place where he pampers and cherishes his collection - I showed it to him. He immediately took out a huge pile of old slot magazines, fumbled =>

# HERE COMES THE FORD MARK II!



Count on Cox for great goodies. Here's their latest, a 1/24 scale Ford GT Mark II.

Here's the real 1/1 car, the Ford Mark II, at speed in a recent run.

**T**HE FORD GT is deservedly a world-famous car and, as good as it is, Ford has already come out with the improved version, the Mark II.

Keeping right in step, Cox has just released a 1/24 scale slot racer of the car, molded in high-impact styrene with all the details of the prototype. Decals are even included for the top and side stripes and authentic numbers.

The Mark II differs from the earlier GT in some respects. The new one has a second set of side scoops, in addition to the lower pair carried by the original. There's also a hood scoop and a lower, longer nose. The kit includes these changes, of course, as well as full windows and injectors under the back window.

Other prominent features of the kit include three-point knockoffs, diecast mag wheels, full interior with seat, floor and instrumented dash. There's a driver too, so with a little paint you can have that late, great pilot Ken Miles at the wheel of your bomb.

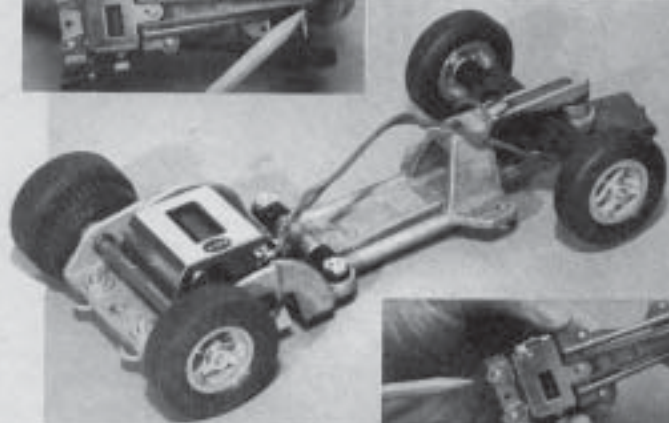
From underneath, some exciting ideas comes into view. First and most important is a completely new feature, first of its kind to be found in a kit car. The motor mount is adjustable to accommodate gearing from 2.63:1 to 4.8:1, a range which should enable any kit buyer to obtain maximum performance no matter what kind of track he's running on.

The chassis itself is magnesium and has a lengthened swing arm. The stainless steel rear axle turns in Nylatron bearings and has tapered ends for perfect alignment. The front axle is also stainless steel, and allows the front wheels to rotate independently of each other.

A rubber band is attached to the end of the guide, making it self-centering. The tension isn't great enough to effect the car's handling, but there's enough there to speed things up in putting the car back on the track, in the event of a flip. The guide, made of Nylatron like the rear axle bearings, has quick change brushes.

The power plant in this fine kit is the X-250 motor, and a 16-tooth sintered brass pinion is affixed to it. The spur gear shown in one of the photographs is a 46-tooth Nylatron gear with an aluminum hub.

Cox knows how to make 'em, all right. This is a beauty! ▲



The one-page article on this future launching by COX.

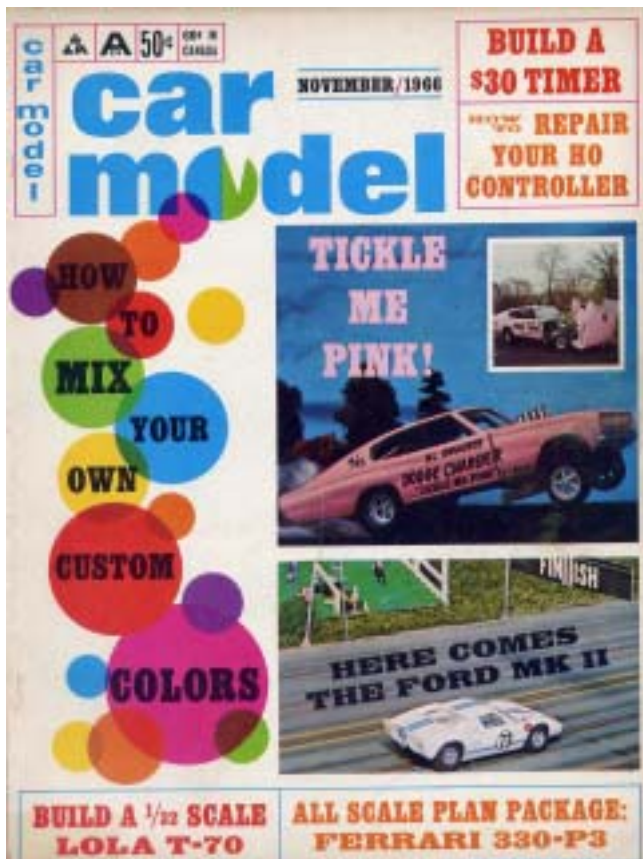


about, picked the right one and showed it to me; an article entitled “Here comes the Ford MkII” in the November 1966 *Car Model* issue describing the COX Ford GT40 MkII. The resemblance was stunning. Then, he picked out a 1/24<sup>th</sup> magnesium COX chassis in a drawer full of new and old slot parts and stuff. What a surprise, it fitted the body and the mounting posts perfectly.



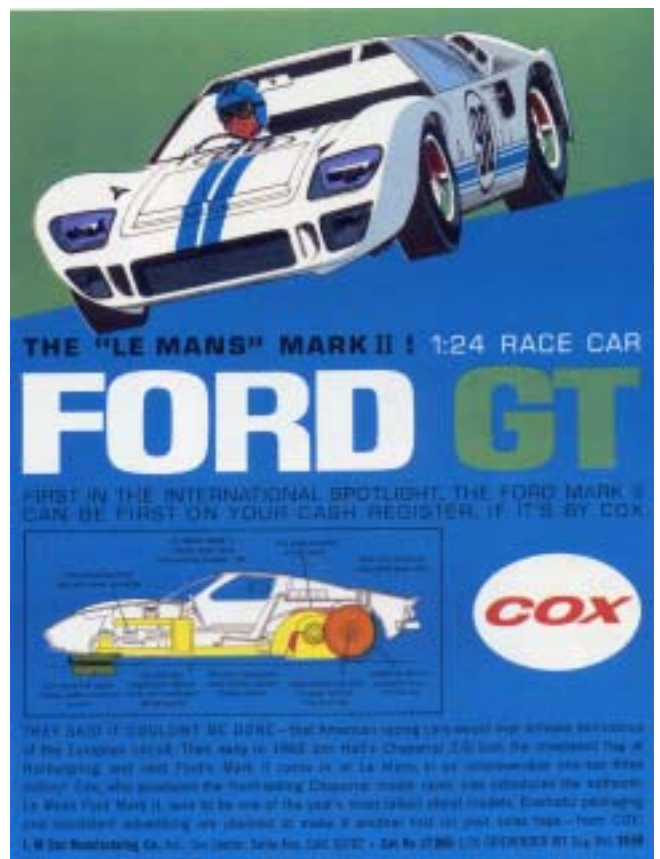
Magnified picture of the featured car.

The body was still in good condition after all these years, white paint being somewhat yellowish due to age, which is normal. There were some minor glue marks on the window edges, right door window was missing, rear one had a small crack, headlight covers were there and OK, one fog light was missing, no decal stripes along the body, and just plain numbers on the doors. The cockpit had been cut as if to make room for an in-line low profile motor, such as a 16D. This was exciting, indeed. We decided it deserved to be restored. So I asked Osvaldo to buy a Fujimi Ford GT40 MkII static kit, which I intended to use as a donor for the glass area. I guessed that very few modifications would be needed. As soon as the kit was delivered, we →



Car Model magazine, November 1966 issue.

Although the *Car Model* article stated that the car was “moulded in high-impact styrene”, it is common knowledge now that this model never made production. Philippe de Lespinay says eight prototypes were made, of which only three remain, and that Japanese collectors believed it had actually been produced. We guess, as most people interested in this slot-car-micro-cosmos do, that COX must have commissioned two, three or maybe more skilled modellers in those days to come up with what would be a “prototype” for future mould making and possible production. This would also explain some probable differences in body styles and shapes, inherent to different interpretations by each modeller.



Cox Flyer for retailers



Body, cockpit and chassis

picked the beautifully moulded glass area tree and, to our increasing surprise, the windows did not fit the body at all, neither the windshield nor the side windows. The side ones, for instance, are longer and quite different in format due to a more raked windshield on the Fujimi kit. Comparing the two bodies, shape differences were obvious. So, out of curiosity, I took a battered *COX* shell lying among lots of other used left over parts – one of those scrap parts bodies, carefully removed the windshield, and wow! it fitted the windshield contour perfectly. What was this body? Fact is, we decided this mysterious car somehow deserved all the needed new parts from a mint unassembled *COX* Ford GT40 kit, as well as a chassis. This would have to be a Chaparral 2D unit with adjustable gear ratio, since it was the chassis that had been originally planned for the MkII, as pictured in the *Car Model* article.

### Comparison

Now, once I had the Fujimi and *COX* shells at hand, a thorough comparison between them, and a close examination of the pictures published on the slotblog as well as those in the *Car Model* article was a natural consequence, “the” inevitable thing to do, would it be merely

out of curiosity. This comparison, indeed, revealed many differences, as follows. Side, or door windows: on the *COX* shell, lower front corner, near the base of the windshield, is rounded, which is actually an error, because the real GT40 had an angular, sharp corner, the inside part of the door being rounded. I guess this was the solution *COX* found to create the optical illusion, since the inside door panel is very wide, which would have resulted in an intricate part of the mould in order to reproduce this characteristic of the GT40. Fujimi, in 1/24<sup>th</sup>, and Scalextric and *FLY* in 1/32<sup>nd</sup> opted to reproduce the side windows with their correct angular corner, which was feasible since they also moulded an accurate full cockpit with correct wide door panels. Also, side windows on the *COX* shell are shorter than those on the Fujimi.

Second detail, front valance, or front skirt: the car pictured on the blog presents exactly the same shape as the underside of the Fujimi MkII kit, that is, sharp, angled corners. Why would *COX* produce such an underside, since there was no need to match a (plastic) chassis? Third detail, rear deck louvres: this is a characteristic of the early, first generation Ford GT40. *COX* faithfully reproduced them on their bodies, in





Three quarter rear view

1/24<sup>th</sup> as well as 1/32<sup>nd</sup>. Looking closely at the pictures in the *Car Model* article, one can see them on the featured car, underneath the rear deck stripes, even though they should not be there on a MkII body. This is yet another element confirming that the featured model was a production *COX* body altered to resemble the newer MkII version. The car pictured on the blog does not have these louvres. Looks like the recess that exists in lieu of the louvres on the Fujimi body has been filled with putty and then smoothly sanded. Fifth detail, rear spoiler: the Ford GT40 presented to the press, in New York, in April 1964, had no rear spoiler. At the Monza test sessions in 1964, drivers reported rear-end instability. A rear spoiler was quickly added. For its coming 1<sup>st</sup> race –Nürburgring 1964, car-chassis # 102, driven by Phil Hill– this aerodynamical modification was integrated into the rear deck, giving the Ford GT40 its first generation body rear profile, which is such a characteristic of its own. Later, when Ford moved to the 7-litre engine –the car being then renamed MkII – the rear section of the body was drastically modified. It became much more angular, had straight lines when viewed from the side, and the spoiler now was a mere upright blade. Once again, looking at the *Car Model* article, one can see that the rear spoiler on the featured car is the first generation one –a smooth, rounded transition between deck and spoiler– as opposed to the spoiler shape on the car pictured on the blog. In addition, the top of the rear air intakes form a straight line on the latter when, in fact, it is slightly curved on the car featured in the article. Also, the *COX* prototype did not have the additional pair of rear air scoops. Sixth detail, headlight covers: these, on the blog car, are absolutely correct, when, in fact, they are not on the pictures of the

car featured in the period *Car Model* article. Why? Most certainly because these were modified items from the already existing *COX* parts, factory instructions to modellers at that time probably being “do what you can with the lesser modifications to the mould”. Seventh detail, NACA ducts on the front hood: although the development team at Shelby introduced them on the MkII, the *COX* ‘prototype’ shown in the article did not sport them. The Fujimi shell does have them. Eighth detail, front width: the first generation Ford GT40 designed by Eric Broadley (of Lola Cars) had a rather narrow front end. It was then believed it would be aerodynamically better. When Halibrand magnesium wheels and wider *Good Year* tyres were fitted instead of the original narrower wire-wheels, front end had to be widened. Again, looking at the pictures on the *Car Model* article, one can see that the front end is more on the narrow side, while Fujimi’s is much wider, and correct. Also, another unique characteristic of the Ford GT40 MkII is its kind of “powerboat” or “racing-boat-hull shape”, I mean, from the waistline down, the sides bend very much inwards. This is correct on the Fujimi shell, but not on the featured *COX* MkII, because it must have been made from the already existing body, and its original upper front shape would not allow so great a modification. Ninth detail, fog light cowls: due to the above mentioned shape of the real MkII body, these have a pronounced trapezoidal sectional shape, correctly reproduced on the Fujimi shell, but almost square on the *COX* version. And finally, tenth and last detail: the wheelbase on the Fujimi shell is 3.5mm longer than the *COX* one. ⇒



Rear air intakes. *COX* original windows fit this body perfectly

## Restoration

Examination being done, careful restoration was started. As said earlier, the body was in good shape. In addition to the yellowish paint stains, there were some small scratches. Luckily, all the parts had been very cleanly epoxy-glued, which made the disassembly task a lot easier. After everything had been unglued, I wet-sanded the body lightly with 2000 grit wet/dry sandpaper. Then I polished it carefully. I was afraid it might reach too deeply into the plastic which being so old could later react with current stronger chemicals. While doing this, I noticed some putty had been very thinly and sparingly applied on some junctions and that the body had been firstly primed in grey, and then painted in white. I noticed, on some spots where the paint was gone after sanding, that the plastic was blue, and the grafted parts were white, of what seemed to be undoubtedly white polystyrene sheet. Due to the age of this body, we don't know if it had been originally painted in pure, racing "off" white or maybe some warmer tone, like ivory for instance. We opted for an intermediate shade of white. Two thin coats of light grey primer were applied, followed by the white paint.



Measurements made with callipers prior to painting showed that plastic thickness is constant across the body, with only very small variations, whether taken at the rear hood air intakes or hot air extractor on front hood.

This is no aesthetic modification merely obtained by adding putty to the outside of the body

Since the headlight covers were OK, they were just lightly polished and re-glued in place. Out of curiosity, I checked them on the recessed area of the battered body we examined at first

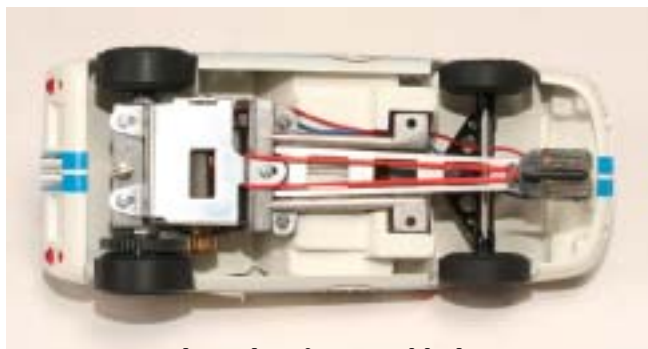


Front hood detail and hot air extractor

(when we found out that the windshield for this particular body had to be a *COX* one) and I saw that the upper contour of these headlight covers fitted exactly the existing original recesses on the body, so it seems that they have been cut exactly where they start to bend downwards, and shaped to fit the new front edge recesses. If *COX* had produced this body, we guess they would have made thinner units which would fit more accurately the "new" shape. One can see these headlight covers were obtained by modification of the original ones. Fitting the rest of the clear parts – windscreen, side and rear windows, lightly glued with epoxy, was a cinch. All parts fit properly. Since the original cockpit had been cut (someone must have tried, at one time, to adapt a more performing in line chassis) the donor car part was used. It has been painted as it was originally, i.e., all white with flat black seats. There was no driver, so in went the NOS one. Finally, Gary's nice repro decals were applied. A *COX* Chaparral 2D chassis with a set of Ford GT40 cast magnesium wheels were fitted to the body. Chassis was slightly used, dirty and somewhat corroded, but otherwise sound. It had to be well cleaned, hence the shinier aspect. The pick up drop arm was modified to resemble the one pictured in the *Car Model* article: in this way, it also allows screwing the front end without dismantling the drop arm mechanism. Characteristically of magnesium, it will darken very quickly.

When looking closely at this body, especially on the inside, it is surprising to see the "fusion between new and old", I mean, one can see clearly it is basically a *COX* body, with all its





**Underside of assembled car**

moulding-on ribs –the thin raised plastic lines that run across the inside– and all the other details, like front mounting post, the cockpit itself, etc. On the other hand, the transition from the original *COX* Ford GT40 shape –this is the car that raced only one time, driven by Phil Hill and DNF at Nürburgring in 1964. For the next race, Le Mans, the water cap was moved to a centre location, between the two air extractors– to a MkII shape is not noticeable. Everything is very smooth and nicely done. One could think this is some kind of a pattern body, which could originate an injection mould. The underside open portion of the front valance is wider than the one of the original body –which had a separate part to be glued, and is just slightly curved towards the inside. Moulding techniques and mould extraction procedures in 1966 were already allowing to produce one piece injected bodies. When lightly wet-sanded, some spots showed the unmistakable *COX* blue plastic colour shade as well as the white plastic where the shape has been altered. This is, undoubtedly, the work of a very skilful modeller. Has it been done by a professional modeller at that time, under instructions given by *COX*, or simply by someone who really wanted to have a MkII in his “racing” stable? We don’t know.

Injection moulds for polystyrene in the 60s were extremely expensive and time consuming to make, and demanded very skilful craftsmen, as opposed to present time when everything is computer-made. These moulds had a very long life span and had to be paid off. It was rather common practice to alter or modify them, since they were usually made of various separate parts. I’ll give an example: the Revell 1/32<sup>nd</sup>

scale *Cobra Roadster*. In its first issue –the one with the aluminium chassis– body to chassis mounting posts were an integral part of the body. On the second version –the one with the more powerful can drive motor named SP80 and two-part brass chassis– the mounting posts are moulded on the interior plate. Looking carefully at this “new body”, one can see three small round marks where the original posts used to be. The mould was still the same one, it had just been slightly modified for the new chassis.



The rear, flat section of the cockpit –where the intake pipes are located– rests on the same raised “platforms” moulded into the body, only difference being that these are shorter than the original ones. The moulded raised lines are exactly the same as the ones found on the original *COX* blue body. Yet another clue showing this prototype was originally made from a *COX* shell

Bearing this in mind, one can naturally deduce that *COX* would not create a totally new mould or heavily modify the existing one just to make a newer version of a car that was still a great seller. The cost would have been too high. The “new” car was announced in the magazine but, instead, a new series of shells were offered, the *Chaparral 2D* being the first to sport the chassis featured in the article. Marketing staff may have concluded that, “Well, this will only be another Ford GT40”. Offering totally new bodies must have seemed more logical, viable, and profitable. One can also guess that there was somehow a feeling that the slot racing fad was already starting to lose its impetus. ➡

## Colour Scheme

Now, here is some additional info that may cast some light on the colour scheme adopted by *COX*. The famous Pete Brock designed striping, actually inspired from the Cunningham race cars –white with a pair of blue stripes, became sort of a Shelby trademark and turned out to be extremely popular with the Mustang Shelby GT350. On the other hand, the cars actually raced by the Shelby American organization were blue with white stripes. The first GT40s, raced in 1964 at the Nürburgring and Le Mans, which they did not win, were white with midnight blue front hood –actually, most people think it is flat black. These were Ford's racing colours.

Ford, having had no success during the first season, handed the GT40 project to Carroll Shelby –Kar Kraft, Holman and Moody and Alan Mann Racing were also working on the continuous development of the GT. First victory for the GT40 finally came at Daytona in 1965 with car chassis # 103 driven by Ken Miles and Lloyd Ruby. The car, prepared by Shelby American, was metallic blue with two wide white stripes. Its race number was 73. This was the first version of the MkII, and the front end is slightly different from the following cars. The 1966 opening race at Daytona brought the first victory of the season, and the second one for the car. Car chassis # 1013, white with dark blue front hood –now sporting again Ford racing



Bottoms of main headlight cowls are the same as on *COX* production body. Fog light cowls are shaped upon these. Front valance shows the feasibility of mould extraction in one piece, instead of a glued-on valance, as on production MK1 body



Rear view, which is wrong on the real MKII but correct for the *COX* prototype

colours– and bearing number 98, was driven to victory once again by the fantastic Ken Miles, and Lloyd Ruby as a co-driver.

Racing cars can, and usually do, change at a very fast pace. Therefore, it is quite difficult for model makers to launch an updated model on time. Nowadays, injection moulds are a lot easier to make, and are made in a much shorter time than in the sixties. This is the reason why all GT40s of the sixties bear the first generation body. My guess is they did not expect the car to change so quickly. All slot car makers issued their models based on the very first version, officially presented to the public in 1964. But this version was raced only twice, and numerous design modifications of the front end, at first, were started. By the time manufacturers had their moulds ready for production and release of their models, the real car was already quite different. We guess that, in order to seem contemporary, *COX* issued their GT40s, both in 1/32nd and 1/24<sup>th</sup> scales, in blue with white stripe decals so as to resemble the first time winner at Daytona, in 1965. Then, when *COX* decided to update their GT40 for 1966 –and this is still guessing– the logical choice must have been the season opener winner at Daytona, once again. The car was white with dark blue front hood, and bore the front end that would be retained till the end of its career. Rear portion of the body had also, by then, undergone serious modifications.

Had *COX* produced the GT40 MkII, it seems logical that they would have injected it in white to clearly set it apart from their first version. We understand this is why the model





The two cars: same central body sections, yet so different in their overall aspect.

#### First generation and what could have been their MK II

featured in the *Car Model* article was white. Concerning the livery, and in order to reproduce more faithfully the real car, a large decal for all the upper part of the front hood would be needed. We know such a large decal is difficult to apply correctly although K&B issued a 1/25<sup>th</sup> scale first series Ford GT40 moulded in white with a blue front hood decal. Second option would have been painting the hood –as in Strombecker’s first kit version of the same car– a difficult task. Not everybody had the skill to do it properly. It was a lot easier to supply a decal sheet with a set of blue stripes. In addition, it was one of Carroll Shelby’s racing colours scheme, used on the privateers GT350. So, why not?

The original Ford GT40 body designed and produced by COX – which could be retrospectively called Mk1– is almost perfect regarding body proportions and details. There are, of course, some minor errors like a shorter wheelbase and differently shaped side windows, but it is otherwise very good. Curiously enough, Ford GT40 plans published in slot related magazines were usually wrong. If one refers to the plans published in the August 1964 *Model Cars* edition (the car has a totally wrong windscreen and front end contour), and also to subsequent plans of the GT40 MkII published in the same magazine (and other publications too), one will find many errors. We guess the inaccuracy of this particular GT40 MkII body

is due to the non-availability of factory blueprints, plus the fact that modellers at that time had to keep within some limits regarding the alterations to the original mould.

Certainly, the mould was never produced – otherwise, after such an expense, COX would logically have injected the body. A presentation model had to be made, since the car had been publicly announced, and it had to be shown. Therefore, it had to be presented as a pre-production unit. It is logical to suppose that modifications were cleverly made to the existing body, which was then painted in white. It would give the illusion of injected white polystyrene.

This is it! The ubiquitous, strange, mysterious Ford GT40 MkII. Is this shell a COX prototype intended for mould updating? Is it one of the models publicly presented just before printing time of the *Car Model* article, in November 1966? Could it be one of the eight prototypes? And if so, did COX effectively make eight prototypes? After all, box and leaflet were produced for its launching, and it was advertised as a new coming model. All we know is that this particular car has some kind of a “pedigree”. That’s all. It is truly a vintage slot car, being made time ago from an original COX Ford GT40 body. But... who did it? Why was it made? Mystery. We may never know. Wild guessings up to you!

Pierre

