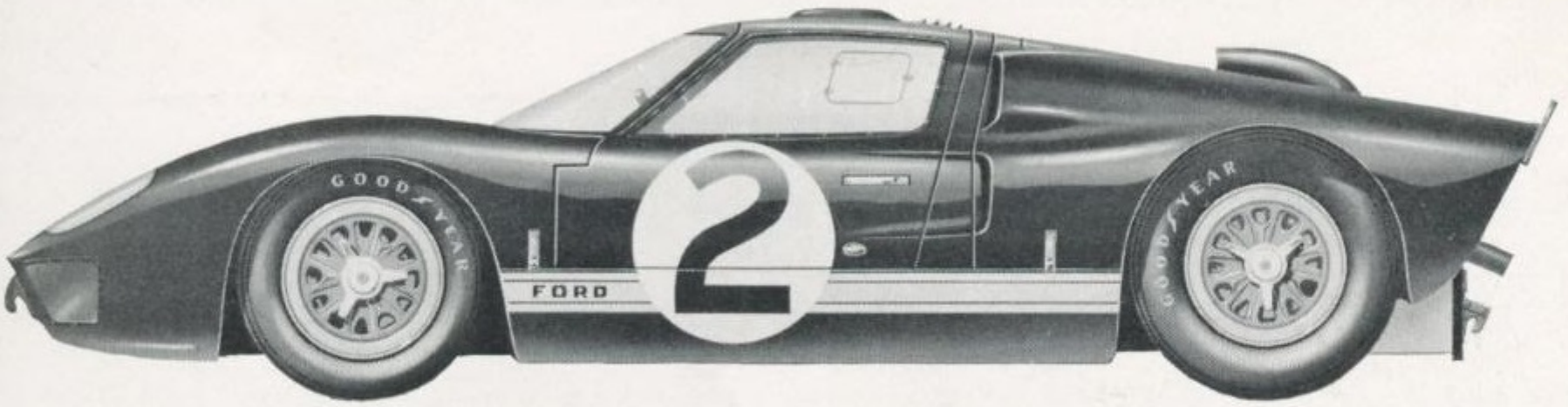
The Ford GT



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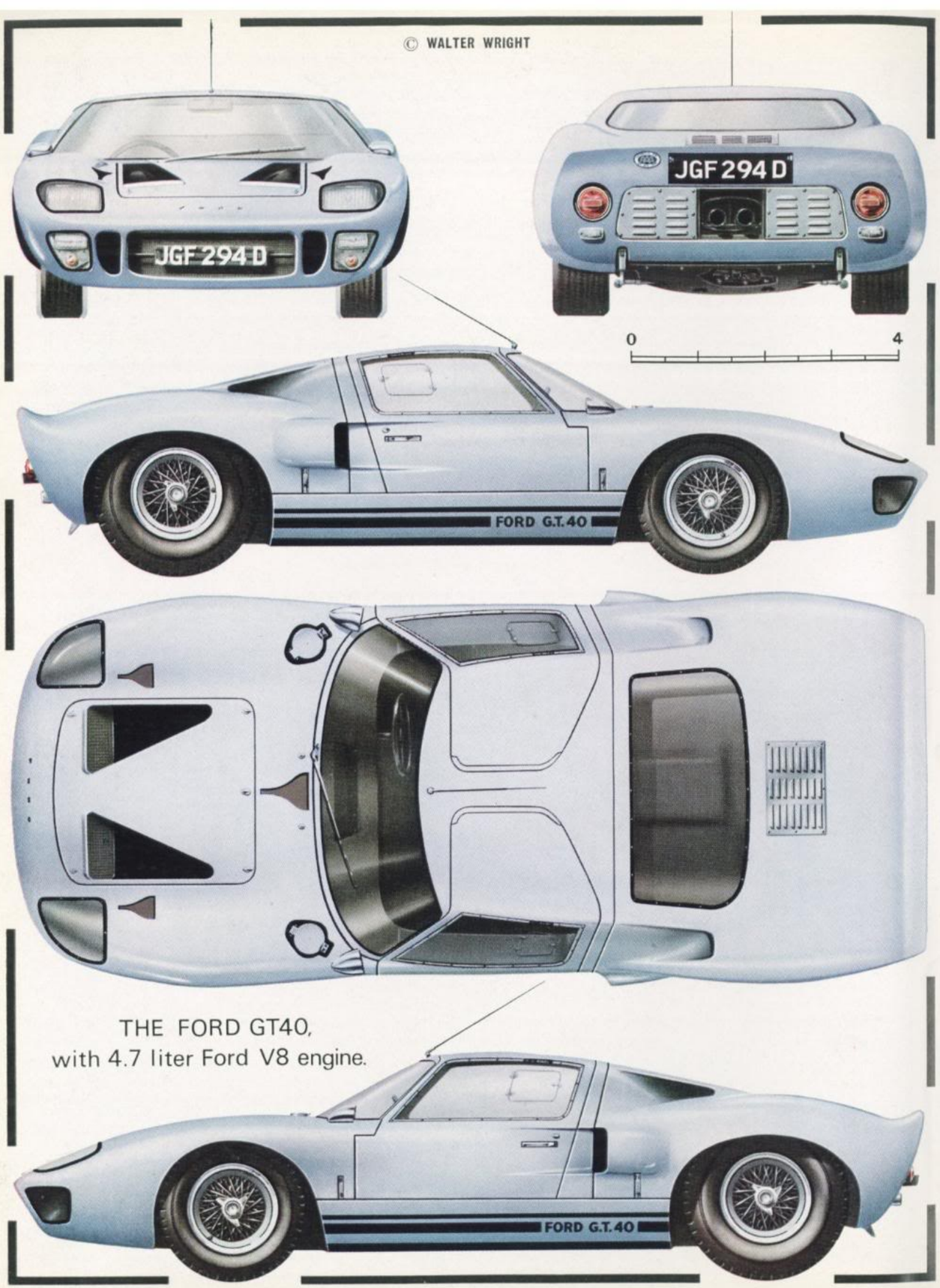


THE FORD GT40,
with 4.7 liter Ford V8 engine.

'Street' version of the GT40. At around $20,000, it offered two seats, eight cylinders and 165 m.p.h. top speed!
(Photo courtesy Vintage Car Store, Nyack, N.Y.)

The Ford GT

by William S. Stone

No estimate of the amount of money poured into the Ford GT program is available. Obviously, millions and millions of dollars were spent. But to write off Ford's 1966 victory at Le Mans as the result of mere money would be unthinkable. Immense quantities of determination and skill were also clearly involved.

The roster of racing manpower employed by Ford was impressive. Eric Broadley, John Wyer, Roy Lunn, Carroll Shelby, Holman-Moody and Alan Mann were all involved in the project. A list of the drivers who spent time testing or racing the car reads like an international racing *Who's Who:* Ken Miles, Roy Salvadori, Phil Hill, Bruce McLaren, Chris Amon, Denis Hulme, Dan Gurney, Richie Ginther, and many more.

The length of time from the project's beginning to its successful culmination at Le Mans can be fixed at about three years—a remarkably short time by motor racing standards. (The Ferraris, it might be noted, had been racing at Le Mans for 18 years when the Ford hurricane overtook them.)

In the summer of 1962, Ford announced its intention of officially re-entering motor racing. Of the many forms of auto sport open to it, Ford was quick to choose those types for which its background best fitted it: stock car (saloon) racing and drag racing. A win at the Indianapolis 500 (a race that excites more Americans and generates more publicity in the U.S. than any other) was also a Ford target; a target only narrowly missed in May of 1963 when Jim Clark was placed second in a Ford-powered car. Perhaps Clark's near-win encouraged Ford along another racing path—a path it had already decided to follow. For early in 1963, Ford had decided to extend its participation in racing to the GT category.

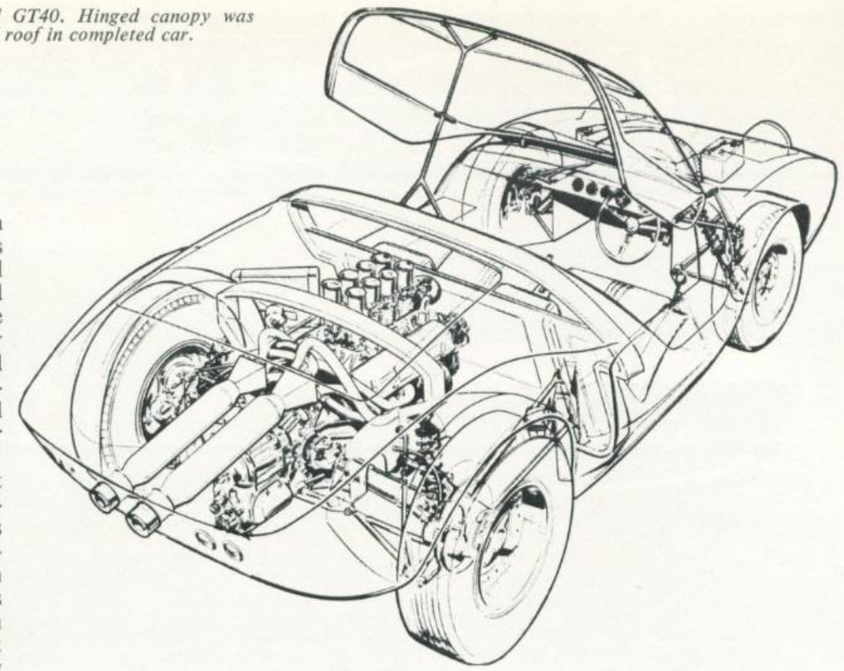
FORD ENTERS GT RACING

It seemed a peculiar decision for Ford to take. GT racing enjoys relatively little prestige in the U.S., attracts relatively little interest there. But Ford boldly gambled that the news of a GT win at Le Mans *would* filter back down to Main Street, U.S.A. As events proved, they were right.

Ford's plan was to develop a car which could be built around an existing Ford racing engine: the 4·2 liter 1963 Indianapolis pushrod unit. But looking ahead, it was also decided to make provision to accommodate the double o.h.c. Ford unit which was then under development for the 1964 Indianapolis event.

Ford's preliminary plans for the new car were to make it the very model of a modern GT car design. It was to be a mid-engined coupé with extremely careful attention paid to its aerodynamic qualities. (Speeds at Le Mans were then approaching 200 m.p.h. —speeds at which aerodynamic qualities become overwhelmingly important.) A ⅜ size model of the car was built, and extensively tested at the University of Maryland wind tunnel. These tests were made principally to determine the optimum body configuration for lift and drag. At the same time, a full-scale fiberglass model of the car was built, with all

Original concept sketch of Ford GT40. Hinged canopy was abandoned in favor of rigid roof in completed car.



air inlets and outlets in position. This model was tested in Ford's wind tunnel at Dearborn, Michigan. Ford wanted to determine the internal airflow patterns for engine cooling, engine and interior compartment ventilation, engine air intake, and brake and shock absorber cooling.

Chassis design also got under way. A steel semi-monocoque construction was chosen, for reasons of lightness, simplicity of fabrication and similarity to the materials and techniques employed in Ford's production cars. Front suspension was to be by double A-arms, while at the rear, a complicated combination of double trailing arms, transverse links and an inverted lower A-frame was chosen.

Power transmission was to be through a Colotti Type 37 four-speed non-synchronized transaxle—not ideal, but a tested unit believed to be equal to the job of transmitting the necessary power.

Packing all of the components into a sophisticated GT car was an incredibly complicated task. For comparison, it is interesting to note that the finished Ford GT had approximately the same length and wheelbase as a Volkswagen, yet was 17 in. lower!

THE LOLA GT

Ford's plans for their GT bore strong resemblences to the Lola GT designed by Eric Broadley, first exhibited at the London Racing Car Show in January of 1963.

Broadley too had seen the potential of the Ford V-8 as a GT racing engine, and incorporated a stock 4,262 c.c. version in his car. The engine was located midships, and also employed the Colotti Type 37 transaxle.

It is certainly reasonable to suppose that many of Ford's ideas were translations of Broadley's. Yet which car was chicken and which car was egg cannot be precisely determined. But there were many components common to both: basic engine, gearbox, steel semi-monocoque construction, elongated fuel tanks beneath the door sills, and so on. Particularly interesting was the height of the Lola GT. It stood 40 in. high. So did the completed Ford GT. It was from this 40 in. height that the Ford GT received its appellation of GT40.

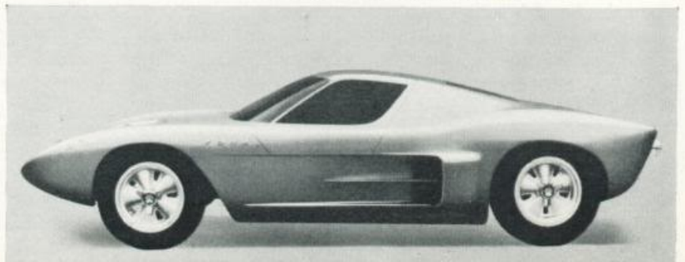
At any rate, in the summer of 1963, Ford and Broadley joined forces. The object: design and production of the Ford GT. Ford purchased two Lola GTs to use as test beds for their components. By August 1963 two evaluations of the Lola design had been completed by Ford: one on the Goodwood track, another at Ford headquarters in Dearborn, Michigan. Also in August, Ford hired John Wyer, general manager of Aston Martin, to manage the program in England. New facilities were set up at Slough, since Broadley's workshop at Bromley was inadequate for a project as large as that contemplated by Ford. In charge of the whole project was Roy Lunn, formerly of Jowett (see Car Profile No. 16), Aston Martin and English Ford.

By November 1963 testing of components was ended. By the 1st April 1964 the first GT40 prototype was completed—only eleven months after the design had been started in Dearborn. A second car was finished less than two weeks later. Both cars were hurried to Le Mans for test day on 16th April. With practically no test time on either car, it was not surprising that both cars came to grief on the wet Le Mans circuit. Driver Jo Schlesser crashed in one, Roy Salvadori in the other. Neither driver was hurt, but the cars were so badly bent as to lose any further chance of gaining invaluable Le Mans test time on them.

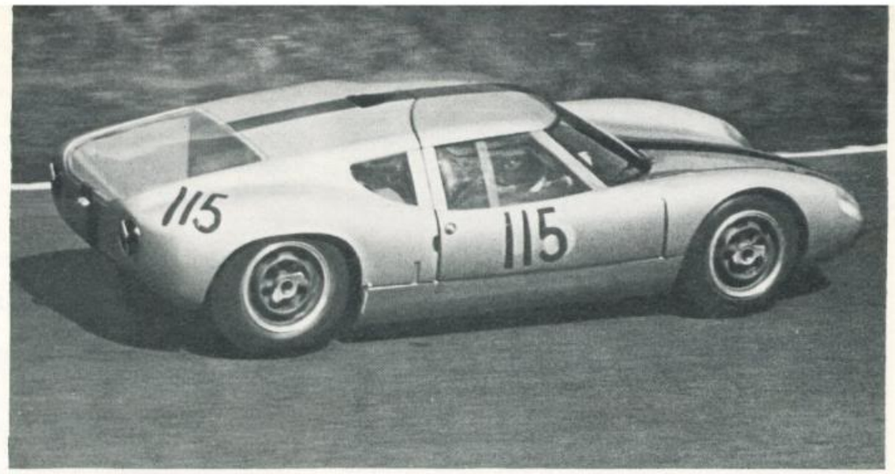
THE FIRST GT40s

These original GT40s were powered by a 4·2 liter Ford V-8 with five main bearings. Both block and heads were of aluminum. Lubrication was by dry sump, and the valves were pushrod operated. Four 48 mm. dual-throat Weber carburetors sat atop the engine. Compression was 12·5 to 1.

First clay concept model of the GT40.



The Lola GT, first exhibited at the London Racing Car Show in January 1963, competed in the Nürburgring 1,000 Kilometer race later in the year. Similarity to GT40 is obvious.
(Photo: Geoffrey Goddard)



Basically, this was the engine developed for the 1963 Indianapolis race, but detuned for road racing, to accommodate pump fuel (rather than the more exotic fuel permitted at Indianapolis). Full-sized electrical equipment had to be added: alternator and starter, and various other minor modifications were required to adapt the engine to road-racing's greater range of engine demands. As installed in the GT40, the engine developed about 350 b.h.p. at 7,200 r.p.m.

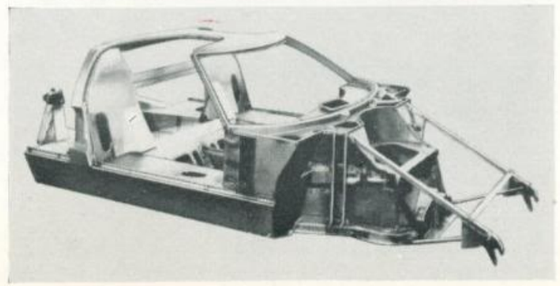
Behind the engine lay an 8½ in. twin plate clutch and the Colotti transaxle. Although the Colotti box had lony four speeds and was non-synchronized, it was the only unit available at the time thought capable of handling the engine's output with any degree of reliability. Unfortunately, the gearbox proved a rather constant source of trouble.

Driveshafts originally carried single Cardan universal joints outboard, simple pot joints inboard. The pot joints were later replaced with rubber couplings to smooth out harshness and absorb drive train shock.

The monocoque chassis was constructed of thin sheet steel (·024 in.–·028 in.). The load-bearing members consisted of a unitized underbody with torque box side sills to house the two fuel cells (holding a total of 42 gallons). Two main bulkheads, a roof section and end structures to carry suspension mountings completed the main members of the chassis. Front and rear substructures were added to support body, spare wheel, radiator, battery, etc.

Doors were cut high into the roof to allow quick entry—at least the GT40s would be early off the mark at Le Mans! Doors, front and rear body sections and rocker panels were fabricated of fiberglass. All fittings were carefully designed to fit flush with the body panels. Glass was attached by adhesive rather than by conventional means. The whole structure was exceedingly stiff—having a torsional rigidity of over 10,000 ft./lb. per degree.

Partially-completed chassis of the GT40 prototype.



Front suspension was by double A-frame, with a cast magnesium upright supporting the live wheel spindle and the aluminum brake caliper. At the rear, an A-frame supported a magnesium upright casting from the bottom with double trailing links doing the job at the top. Rack-and-pinion steering with a ratio of 16·1 was selected. Overall steering ratio was 2¼ turns of the steering wheel from lock to lock. Girling disc brakes were at all four wheels, operated by a dual master cylinder and adjustable by a balancing device for front and rear braking distribution. The 11½ in. cast iron discs were ½ in. thick. Wire wheels (Borrani) with aluminum rims carried Dunlop tires—5.50 × 15 at the front, 7·25 × 15 at the rear.

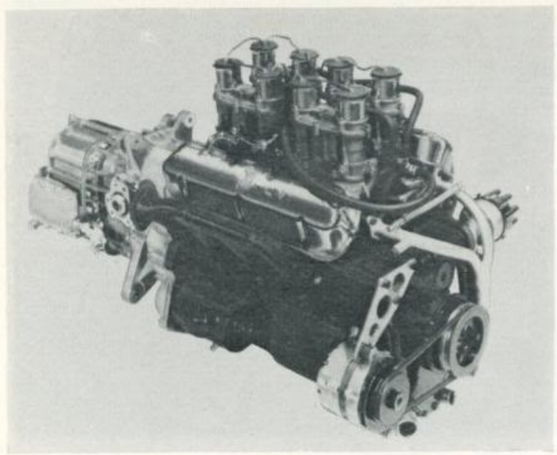
The interior, as might be expected, was extremely functional. It was designed with an eye to the driver comfort necessary for long-distance road racing. Seat supports were of nylon netting, covered with a pad. Seats were non-adjustable. But to accommodate various sized drivers, an adjustable pedal mechanism was installed—an idea which had earlier appeared in a Ford show car called the Mustang I.

After the discouraging crashes at Le Mans practice, further attention was given to the car's aerodynamics. The major addition to the car was a spoiler at the rear end. It was found to reduce drag, increase directional stability and adhesion of the rear wheels.

THE GT40s 1964 SEASON

One of the cars so modified was entered in the 1,000-Kilometer Nürburgring race on 31st May 1964. This was the car's first race. Phil Hill qualified the blue and white coupé with a time of 9·04·7—second only to Surtees in a Ferrari 275P. This was a startling indication of the car's potential. In the race itself, first Hill and then co-driver Bruce McLaren kept the car well up in the top five places for the first third of the race, retiring after about 2½ hours with a broken rear suspension bracket.

Le Mans in mid-June was next. Three cars were entered, weighing in at 1,960 pounds, without fuel or driver. Drivers were Attwood/Schlesser, Ginther/Gregory and P. Hill/McLaren. Again, the cars performed amazingly well for newcomers. Ginther



4·2 liter dry-sump V8 and Colotti transaxle . . . the power train used in the first GT40's (1964 season). With Weber carburetion, this engine developed about 350 b.h.p.

had a lead of three-quarters of a minute at the end of the first hour, retiring in the fifth hour with a broken gearbox. The Attwood/Schlesser car lasted until the fifth hour, running in the top ten until a broken fuel line set it afire and halted it. The most remarkable performance was put up by P. Hill and McLaren. They retired with gearbox troubles after 13½ hours, having lasted better than half the race. In the later hours they were actually sixth, fifth and fourth. The car ran strongly, and on the 187th lap, Hill was able to set a new race record of 3:49·4 (131·7 m.p.h.)

The final major event entered by the GT40s in 1964 was at Rheims on 5th July. Again, three cars were entered, with hopes that the gearbox troubles which had plagued them were cured. Unfortunately, they were not. The GT40s were first or second in the early hours of the race and established new lap records. But all retired—gearbox trouble again—after five hours. Rheims pointed up another major weakness of the cars: the brakes. The straights were not long enough to allow adequate cooling of the discs—and hence the discs ran red-hot throughout much of their time on the course.

While the 1964 season was a most unsuccessful one for the Ford GT, it had nonetheless fully proved the car's potential. Speed and handling were more than adequate. Reliability—particularly in the brakes and gearbox—was what was needed.

The rest of 1964 was devoted to improving these areas. Two GT40s did make a brief appearance during the Nassau Speed Week in December of 1964 (Phil Hill and McLaren driving), but broken front suspensions quickly forced them out of the race. At the end of the year, the cars were handed over to the Shelby-American team, of Cobra fame (see Car Profile No. 60), who were to race them during the 1965 season. A total of ten cars had then been built or were nearing completion.

SHELBY AND THE COBRA ENGINE

By the end of February 1965 a number of significant changes had been made in the car, under the direction of Carroll Shelby, Phil Remington (Shelby's chief engineer), and Ken Miles (Shelby's test driver and competition advisor).

First, the 4·2 liter dry-sump Indianapolis engine was replaced with a wet-sump 4·7 liter. This was the famous Ford 289 cu. in. V-8 which powered the Cobras, developing approximately 385 b.h.p. in its 'Cobra-ized' version. It was somewhat heavier than the 4·2, but its greater torque was an advantage with the four-speed box still in use in the car. Transaxle troubles were attacked by replacing some of the Colotti straight-cut gears with Ford-made helical gears.

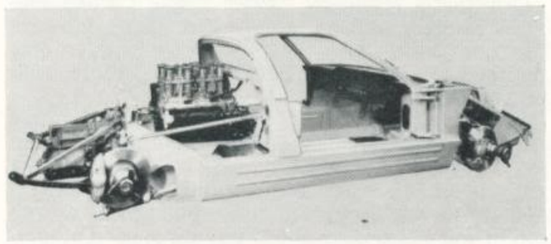
Further attention was paid to ducting and aerodynamics. The flow of cooling air to brakes, engine and gearbox was increased. The wire wheels gave way to cast alloy wheels, now 8 in. at the front, 9½ in. at the rear. Wider Goodyear racing tires replaced the Dunlops. Other detail changes were made in the drive shafts, the fuel feed system and the clutch.

UPTURN IN 1965

The 2,000-Kilometer Daytona Continental Race on 28th February 1965 was the first race entered by the re-worked GT40. It proved to be a handsome maiden victory for the car. A GT40 driven by Lloyd Ruby and Ken Miles finished first overall; a second car, with Bob Bondurant and Richie Ginther at the wheel, finished third. Although Ferrari did not contest the race in an 'official' capacity, the 4-liter Ferraris entered by the North American Racing Team and driven by Surtees/Rodriguez/Hill and Hansgen/Piper were but thinly-disguised factory cars. Nonetheless, they were decisively defeated by the Fords.

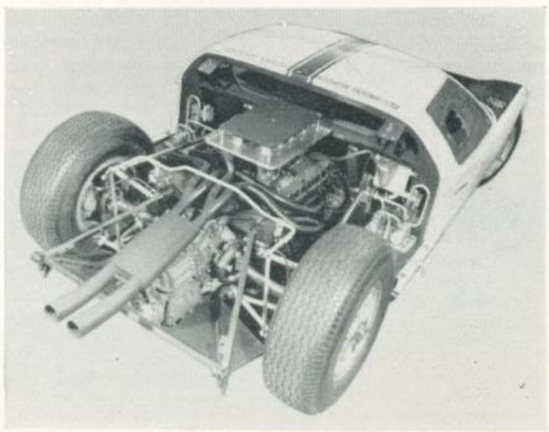
Almost as fine a triumph was scored by the GT40s at the Twelve Hours of Sebring on 27th March, when a car driven by Miles and McLaren finished second overall (to the American Chaparral) and first in the Prototype class.

The remainder of the 1965 season was far less successful. The lone GT40 at the Targa Florio in May



Above: *4·2 engine installed in GT40 chassis. Enormous disc brakes with single calipers can also be seen.*

Below: *Engine compartment of the original GT40s.*



(a roadster) crashed on the ninth lap. Le Mans saw all of the six Fords entered fail to finish, although Phil Hill set both a new practice lap record of 141·4 m.p.h. and a new race lap record of 138·4 m.p.h. Hill's car was one of the two equipped with pushrod 7-litre V-8s. Streaking along the Mulsanne Straight at close to 220 m.p.h., the race was a clear portent of Ford's overwhelming victory the following year. At the Nürburgring on 1st August, only one Ford of the four entered finished. Driven by Amon/Bucknum and McLaren/P. Hill (their car had retired early with transmission trouble), it placed eighth overall, and third in class.

In mid-1965, Ford decided that the GT40 had reached a sufficiently advanced state of design to manufacture the car in 'quantity'. Accordingly, plans were laid to produce fifty of these cars to qualify them for the Production Sports Car category. These GT40s were completed, and from among them came the cars which won the World Championship for Production Sports Cars in 1966. Others were tuned and finished as 'road' cars—an example of which, number GT40P—1044, is illustrated in color on page 2.

THE MARK II

As early as the winter of 1964, it became increasingly clear to Roy Lunn and others involved in the GT project that the GT40 was not a car which, even if fully developed, could long remain competitive in the GT Prototype category. Work was therefore started on a new prototype design—reflecting much of the GT40, but powered by the enormous 7-liter Ford V-8 with which Ford had already competed very successfully in American saloon car racing. Early in the spring of 1965, work on two of these cars was started at a new Ford racing subsidiary in Detroit, Kar Kraft, under Lunn's direction.

The seven liter V-8 is an unusual choice for modern GT racing. Unquestionably, it has the necessary power —some 475 b.h.p. But those horses are generated in a unit, which by modern racing standards, is relatively unsophisticated. The valves are pushrod operated, rather than by overhead cams. A single four-barrel carburetor is used, rather than the traditional cluster of multiple Webers on individual manifolds. The major concessions to racing engine practice are dry sump lubrication and aluminum cylinder heads. By racing standards, the unit's efficiency is low—about 70 b.h.p. per liter, in an era when 100 b.h.p. per liter is common. It is heavy, weighing close to 600 pounds with manifolds.

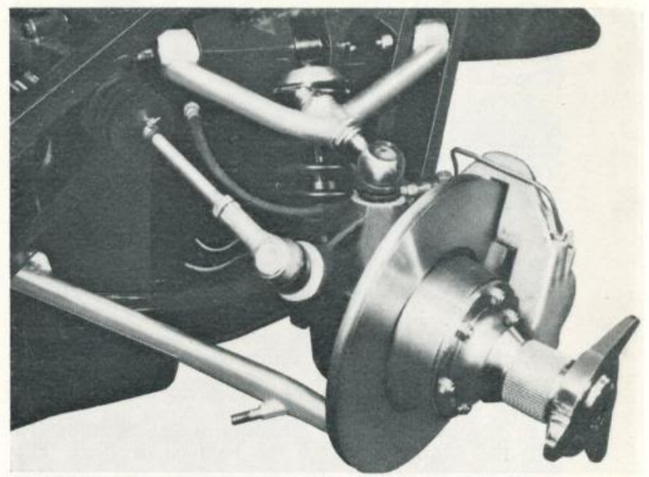
Its advantages are obvious, however. It is an extremely reliable unit—developing its maximum output at only 6,200 r.p.m. It produces tremendous torque—some 475 lb./ft. at only 4,000 r.p.m.—providing the driver with a wide useful power band with which to work, and reducing the need for a transmission with more than four speeds. Finally, since Ford had been successfully using the engine in saloon racing for several years, it was an engine with which they had wide experience and in which they had complete confidence.

Introducing the big V-8 into the already tightly-packed GT chassis was not as difficult as might be imagined. But the seating position had to be modified, as did the rear bulkhead members.

The major problem generated was the need for a transaxle unit which would handle the tremendous power and torque of the engine, as well as the car's extra weight. Kar Kraft solved the problem with a light-alloy casing enclosing gears and shafts from the big Ford 'Galaxie' saloon. This was both heavier and less efficient than a four-speed racing unit developed 'from the ground up', but it had the virtues of using components already largely proved.

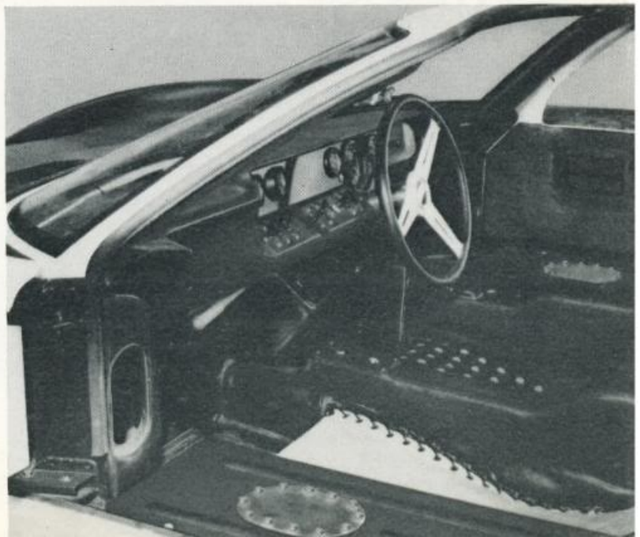
Suspension units remained basically unchanged. However, wider cast magnesium wheels were fitted: 8 in. at the front, 9½ in. at the rear. A new front end arrangement was developed to accommodate the larger spare. A remote oil tank was fitted into the new front, as was a larger radiator. Front and rear body structures had to be revised, as did new body shells.

The first of the prototype Mark IIs was completed in April of 1965, and was quickly put through its paces at Ford's proving ground in Michigan. With only a bit of tuning, the car was able to lap the circuit at 201·5 m.p.h., and top 210 m.p.h. on the



Above: *Front suspension, GT40. Solid disc shown here was eventually replaced with ventilated disc.*

Below: *GT40 interior, with passenger-side seat pads removed to show nylon net support. Despite American manufacture, car has right-hand drive to suit clockwise European circuits.*



Left: *The GT40's first win: Daytona, 1965, with Ken Miles and Lloyd Ruby driving. Obvious differences between this car and the prototype include nose ducting, rear spoiler lip.*

Below: *The first GT40 prototype-completed in April 1964.*

straights. The car was then taken to Riverside Raceway in California where it completed a 24-hour reliability run with no mechanical problems.

From these tests, Ford calculated that the new Mark II could lap Le Mans at times of between 3:30 and 3:35. (The fastest record lap time in the '64 race was Hill's 3:49) And the Mark II could attain those times without exceeding 6,200 r.p.m. (The engine was considered safe at over 7,000 r.p.m.)

Wisely or unwisely, the rush to Le Mans—now less than two months away—began. A second car was hurriedly built, and both were shipped to France. It was this second car—which had never run a mile before arriving at Le Mans—in which Phil Hill was almost immediately able to set the new lap record of 3:33 (141·4 m.p.h.) mentioned earlier!

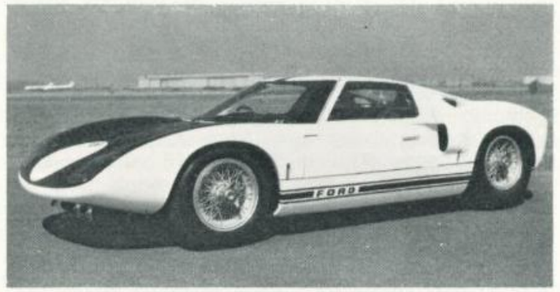
The results of the '65 Le Mans race have already been described. The failure of any Ford to finish was a heavy public relations blow for the company. But the race had proved clearly that the Mark II was the car on which future development should proceed. The remainder of 1965 was largely devoted to that development.

A number of detail changes were incorporated into the Mark II during the balance of 1965. The nose was shortened, to save weight and improve air flow. Scoops were added to cool the rear brakes. Ducting to carburetor and radiators was improved, and the radiators themselves made more efficient. Ventilated brake discs were added. But because problems with disc cracking still could not be totally solved, a quick-change brake disc was designed which could be changed almost as quickly as a pair of pads. Chassis brackets were strengthened.

1966: THE MARK II SWEEP

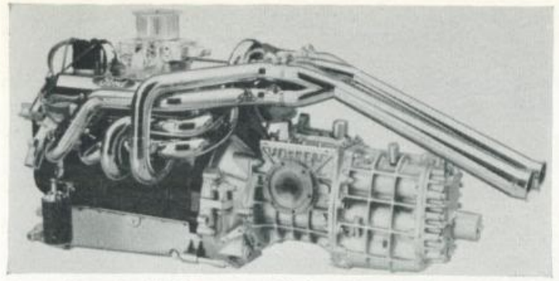
The results of all these refinements was made dramatically apparent in the revised Mark II's first big time outing: the Daytona 24-hour Race in February of 1966. Mark IIs finished one, two, three—leading the race almost every mile of the way! The Ken Miles/Lloyd Ruby car finished first, followed by one driven by Dan Gurney and Jerry Grant. Third was a Mark II driven by Walt Hansgen (later killed at the wheel of a Mark II in the April Le Mans trials) and Mark Donohue. Particularly remarkable is the fact that much of the race was run at average speeds almost 10 m.p.h. higher than those of the previous year. Here was clear proof of Ford's wisdom in believing that the GT40 would soon be outclassed in Prototype racing.

Daytona was no fluke. In March, Miles and Ruby drove a Mark II to an overall victory at the 12-Hours of Sebring, setting new lap and distance records.



'Street' version of the GT40. Entire tail is hinged at the rear for engine compartment accessibility. Nose panel lifts off after twisting five fasteners. Entire nose can also be removed quickly. Power is by 4·7 liter Ford V8.
(Photo: courtesy Vintage Car Store, Nyack, N.Y.

Front suspension of 'street' GT40. Suspension is like that o, racing version, but somewhat softened for touring comfort. Tires are racing Goodyears.
(Photo: courtesy Vintage Car Store, Nyack, N.Y.)



Seven liter Ford V8, as installed in the Mark II. Complex light-alloy transaxle casting houses gears and shafts from Ford saloons.

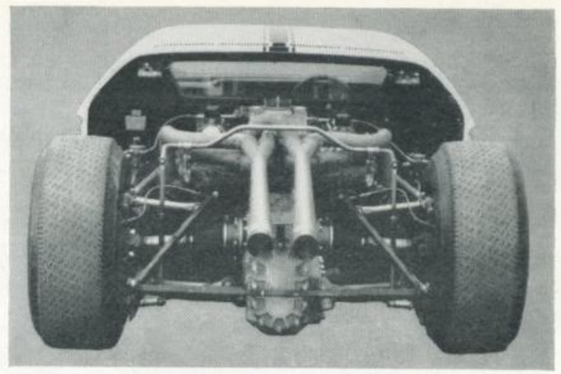
They drove a roadster version of the car dubbed the XI. Second overall was the Hansgen/Donohue pair in a Mark II coupé. In May, a single Mark II was entered at Spa in the 1,000-kilometer race and finished second, driven by Sir John Whitmore and Frank Gardner. The size of the Ford entry at Spa made it clear that Ford was saving its Mark IIs for an all-out Le Mans effort.

Finally, Le Mans arrived: 18th/19th June 1966. Ford arrived in force with no fewer than eight Mark IIs. Dan Gurney set a new practice lap record in a Mark II of 3:30·6—something over 143 m.p.h.! This was a portent of Ford's complete domination of the race itself. The most serious threats to Ford were two works Ferrari 4-liter P3 coupés and a Ferrari P3 4-liter roadster, plus a number of privately entered Ferrari 4·4-liter P2s and a single Chaparral. A horde of two-liter Porsche Carrera Sixes were ready to take over should the big cars falter, but barring that, they stood no chance of an overall win.

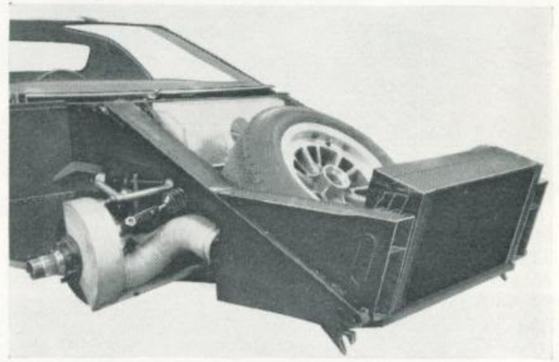
LE MANS '66. THE ULTIMATE VICTORY

Much has been made of Ford's overwhelming numbers at the 1966 Le Mans race. But in point of fact, Ferrari and Ford each had over a dozen cars on the starting line. Those figures include a number of GT40s on Ford's part and a quantity of Ferrari GTBs and an LM.

The race was a clean sweep for the Mark IIs.



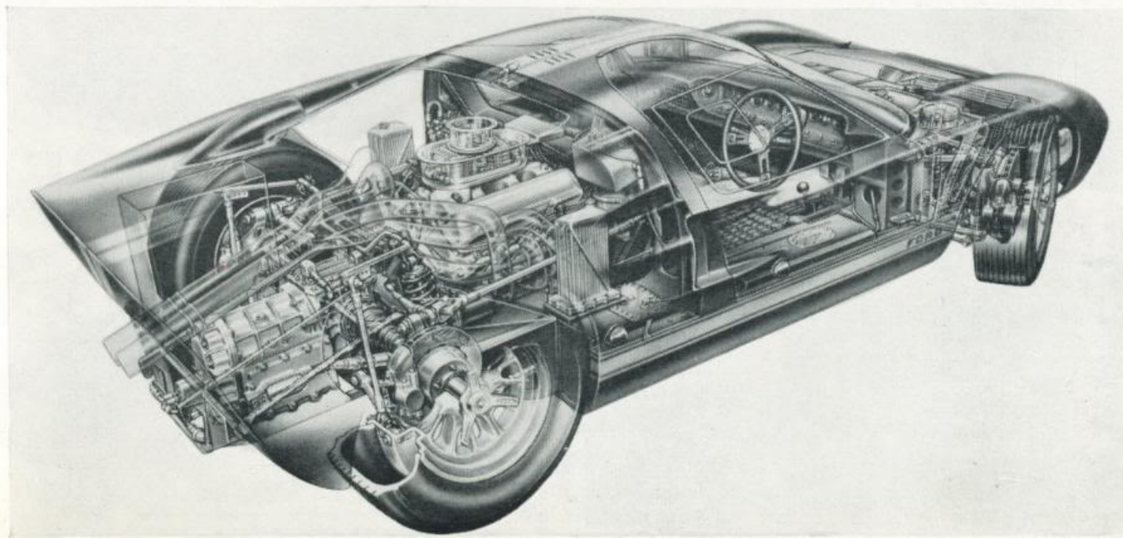
Engine compartment of the Mark II.

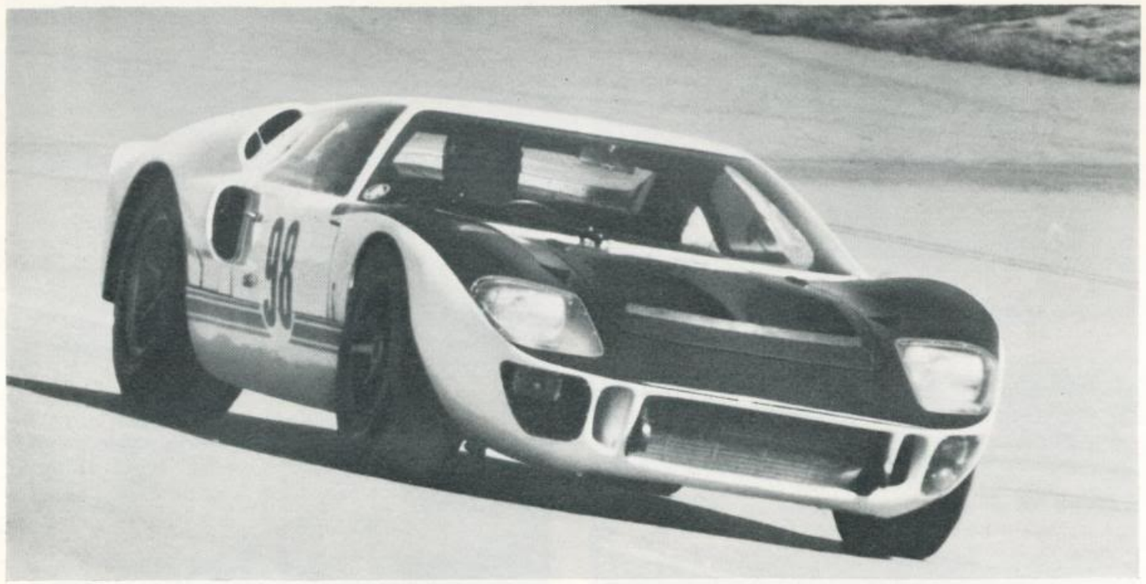


Nose layout of the Mark II. Ducting to front brake aids brake cooling.

Before dawn, all of the Ferraris with a chance of beating the Fords were out—the victims of various mechanical difficulties. Ford too had suffered—only four Mark IIs were still circulating. One of these, the Dan Gurney/Jerry Grant car, soon expired from overheating. But three Mark IIs remained, crossing the finish line in a tight little group to finish first, second and third.

Final layout of the components of the Mark II GT. Note ventilated discs, single four-barrel carburetor. Transaxle is four-speed, made by Ford.





Winning Mark II at the 24-hour Daytona race, 1966.

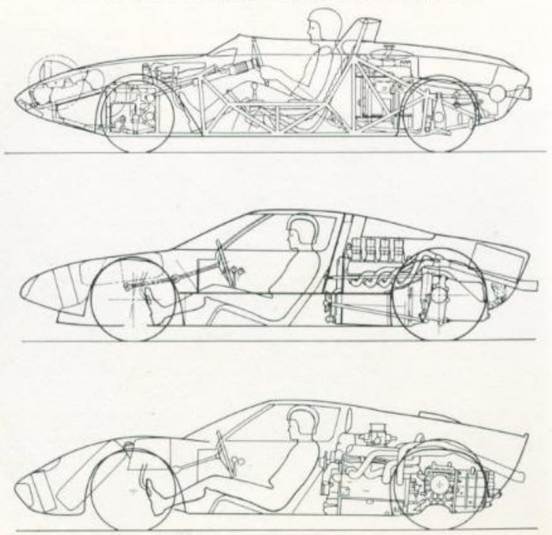
For the drivers, the victory was somewhat soured by Ford's desire for a three-abreast 'photo-finish'. The official winners were Bruce McLaren/Chris Amon, followed by Ken Miles/Denis Hulme and Ron Bucknum/Dick Hutcherson. There was no question that the Bucknum/Hutcherson car was third, since it was several laps behind the first and second cars. But in obediently permitting McLaren to come alongside him for the 'photo-finish', Miles lost his chance to rack up his third major win for the season (Daytona and Sebring were already his). French officials ruled the McLaren car the winner: since on the starting line, it had been several yards behind the Miles car. Hence it was adjudged to have actually covered more ground. This despite the fact that Miles had held a higher place during almost all of the race, and could have unquestionably beaten the McLaren car over the finish line had he tried. It was an abrasive loss for Miles and Hulme; a somewhat clouded win for McLaren and Amon.

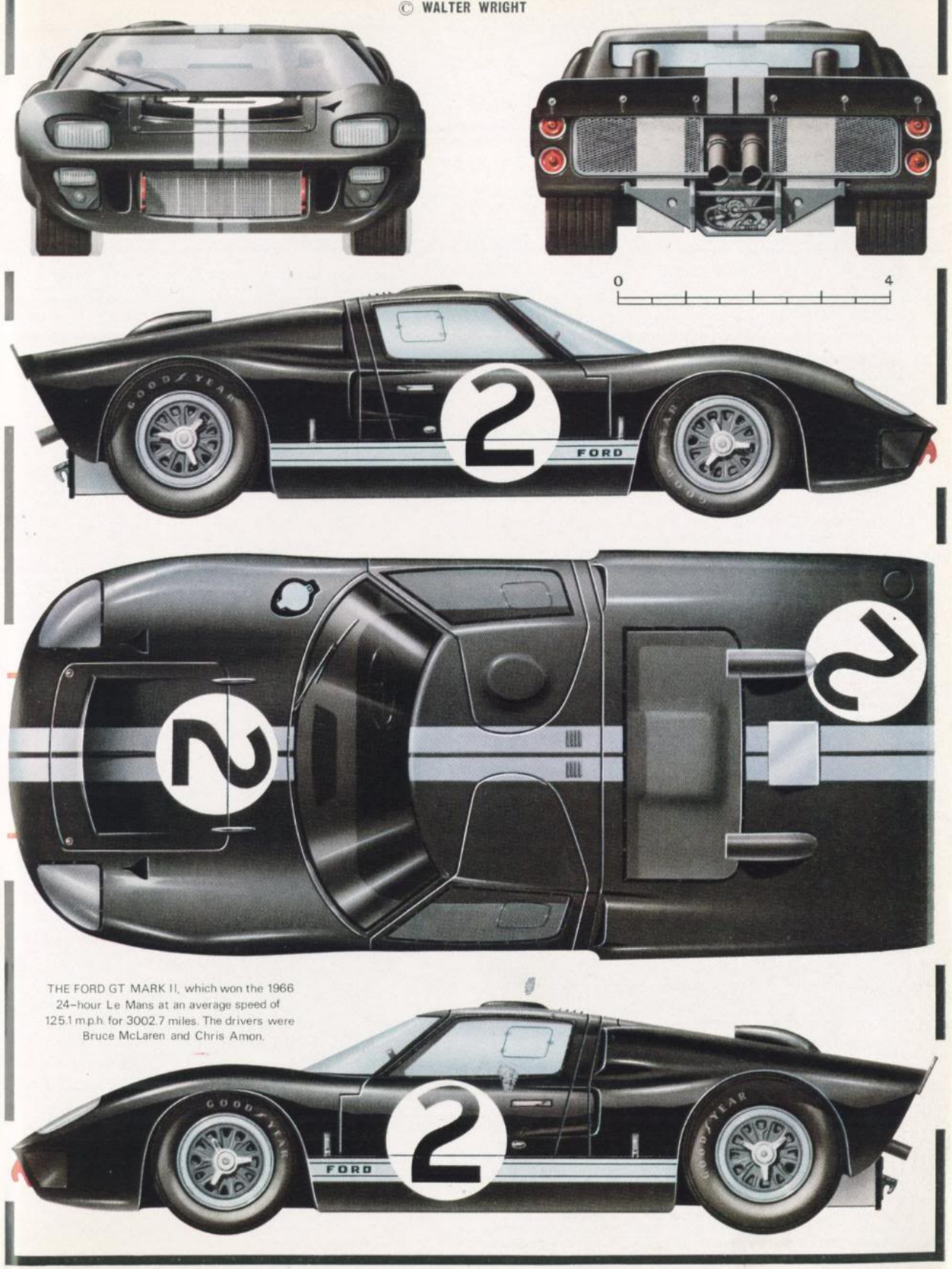
For Ford, of course, it was a richly satisfying triumph. Their three-year effort had ended more magnificently than probably even they had hoped. And the victory had strengthened the cause of international racing. Before the Fords started attacking at Le Mans, few Americans had even heard of the race. After June 1966 there were few that had not. American interest was awakened; American participation was encouraged.

Coupled with Honda participation in Formula I events in the mid-1960s and the increasingly brilliant showings of European drivers at Indianapolis from 1961 to 1966, the Ford triumph helped racing take one more giant step towards becoming truly international.

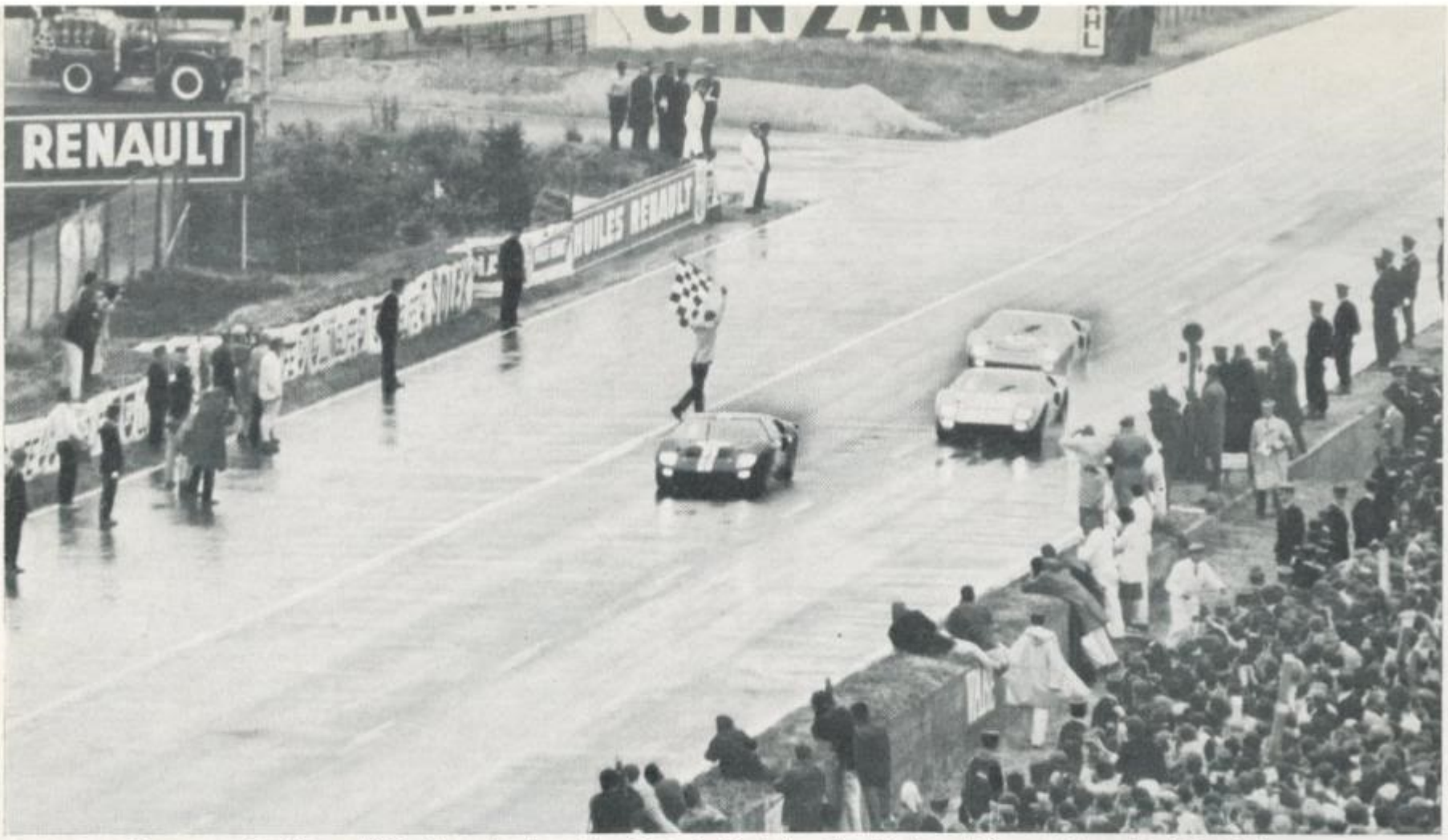
Forecast of things to come. Original two Mark IIs sweep through the Esses at Le Mans, 1965. Neither car finished, but one qualified first, setting new practice lap record.

Comparison of Mustang I (top), *GT40* (center) *and Mark II. Mustang I was sophisticated mid-engined show car built by Ford in 1962. Powered by German Ford V4, it bears no relationship to the popular Mustang production car.*





THE FORD GT MARK II, which won the 1966 24-hour Le Mans at an average speed of 125.1 m.p.h. for 3002.7 miles. The drivers were Bruce McLaren and Chris Amon.



Victory at Le Mans, 1966. The winning trio of Mark II's takes the checkered flag at the end of the 24 hours.

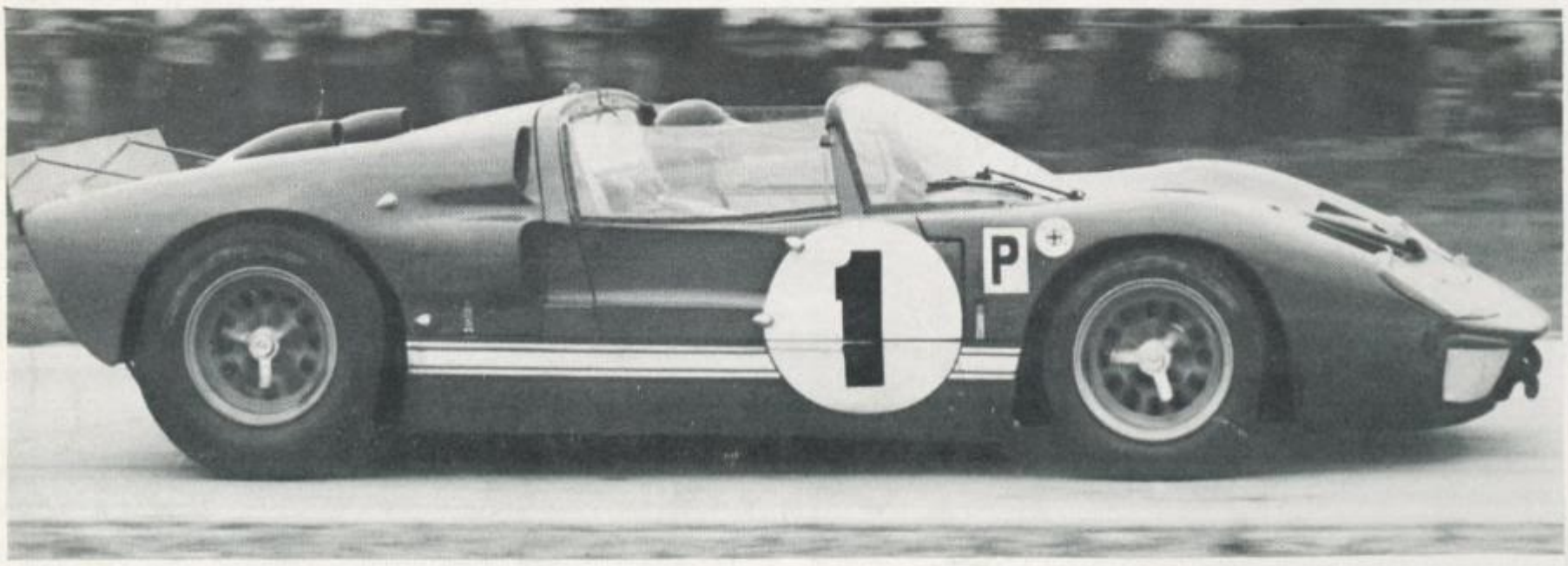
ACKNOWLEDGEMENT: *All photos and drawings not otherwise credited are reproduced by courtesy of the Ford Motor Company (U.S.). The author wishes to thank Ford, and particularly Mr. Roy Lunn, for their great assistance in preparing this Profile.*

Specifications

These specifications apply to the cars as prepared for Le Mans, June 1966. Other variations are described in the text.)

	FORD GT40 (MARK I)	FORD GT MARK II
Displacement	289 cu. in. (4,728 c.c.)	427 cu. in. (6,997 c.c.)
Bore	4·00 in. (102 mm.)	4·24 in. (108 mm.)
Stroke	2·87 in. (73 mm.)	3·78 in. (96 mm.)
Engine type	90° pushrod V-8	90° pushrod V-8
Carburetion	4 dual 48 mm. Weber	1 Holley 4-throat
Lubrication	Wet Sump	Dry Sump
Bhp.	390 at 7,000 r.p.m.	475 at 6,200 r.p.m.
Torque	app. 325 lb./ft. at 5,000 r.p.m.	app. 475 lb./ft. at 4,000 r.p.m.
Gearbox	Five-speed ZF transaxle	Four-speed Ford transaxle
Brakes	11·5 in disc, Girling calipers	
Wheels, front	6·00 × 15	8·50 × 15
Wheels, rear	9·00 × 15	9·50 × 15
Fuel capacity	37 U.S. gals.	42 U.S. gals.
Wheelbase	95 in.	95 in.
Front track	54 in.	57 in.
Rear track	54 in.	56 in.
Overall length	164·6 in.	163·0 in.
Overall height	40·5 in.	40·5 in.
Overall width	70 in. (over scoops)	70 in. (over scoops)
Min. Ground Clear.	4·8 in.	3·94 in.
Weight (no fuel)	1,835 lb.	2,350 lb.

Sebring, 1966. The winning Mark II roadster, dubbed the 'XI'.



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