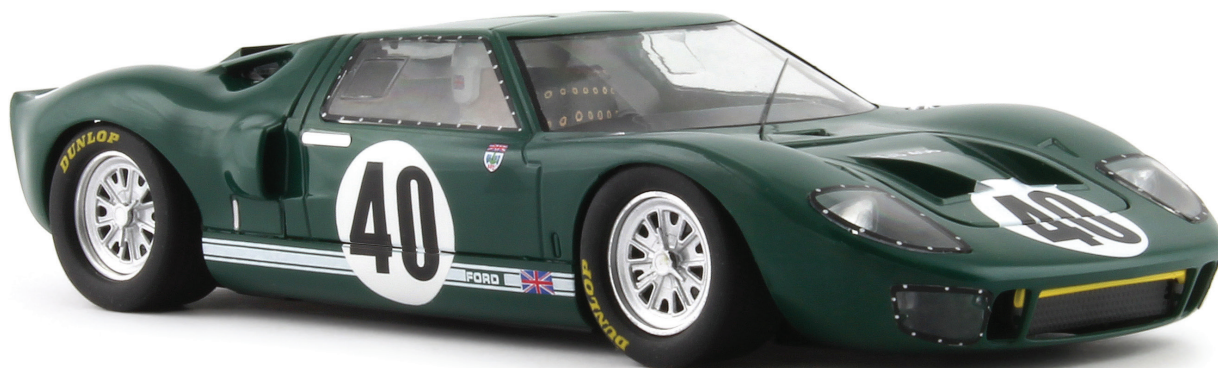


Ford GT40

**Shifted up pickup
to improve cornering**



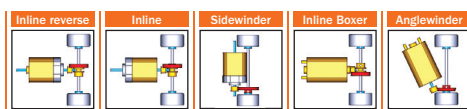
Ford GT40

#40 Spa-Francorchamps 1966

B. Redman - P. Sutcliffe

CA18c				
133mm	30mm	75mm	60mm	62gr

Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres	Scale
V12/3 21.500 rpm	11/32	15,8x8,2 PT1121C1	15,8x8,2 PT1120C1	1:32



Motor mount	X	X	● [1]	X	X
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Setup	ND Magnet	Race Magnet	Suspension	Light	Digital
●	●	○	○	○	○

- Standard
- Compatible
- X Not Compatible

[1] box stock standard: offset 0,5 mm



Ford GT40



The Ford GT40 is one of the most famous cars in Le Mans history, having won the 24-Hour race four times in a row. In 1966 it was with the Mk II version, in 1967 with the Mk IV, in 1968 and 1969 with the first one, Mk I. It was built to compete against Ferrari, who had won Le Mans six times in a row from 1960 to 1965.



The development of 'Mk I' was carried mainly by Ford Advanced Vehicle in England, joined in 1965 by Carroll Shelby. It was a car built for racing, but also for road circulation; the name 'GT40' comes from the height from ground, which is 40 inches.

The chassis was a steel semi-monocoque, the body was made of fiberglass.



The engine came from the one used on the AC Cobra, with cast-iron block and head: naturally aspirated V8, 4.7 litres displacement, 2 valves per cylinder operated by a central camshaft with push-rod; it was coupled with a ZF 5 speeds gearbox.

Brakes were provided with vented discs on all the four wheels.

The green GT40 that ran the 1966 Spa 1000 km with number 40 was owned by the British team Peter Sutcliffe Limited; its chassis number was 1009, registered in Johannesburg with number TJ3 406. The car was driven by Peter Sutcliffe himself and Brian Redman.

