


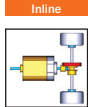

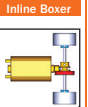


Ford GT40

Ford GT40

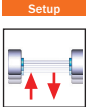


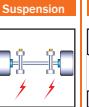
1st Sports +2.0 Class Daytona 1967



 J. Ickx - D. Thompson



Scale	CA18d	Release Date June 2015			
1:32	↔ 133mm ↓ 30mm	↔ 75mm	↔ 60mm	♣ 62gr	
					
Motor mount	X	● [1]	X	X	X

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

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

Digital	Chassis	Cockpit
	X	X
	X	X
Carrera D132	X	X

● Standard
○ Compatible
X Not Compatible

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.

This GT40, in unusual dark blue "Gulf" livery no. 11, raced and won the 1967 edition of the 24 Hours of Daytona, thanks also to a brilliant performance by Jacky Ickx. His teammate was the American driver Dick Thompson.

