


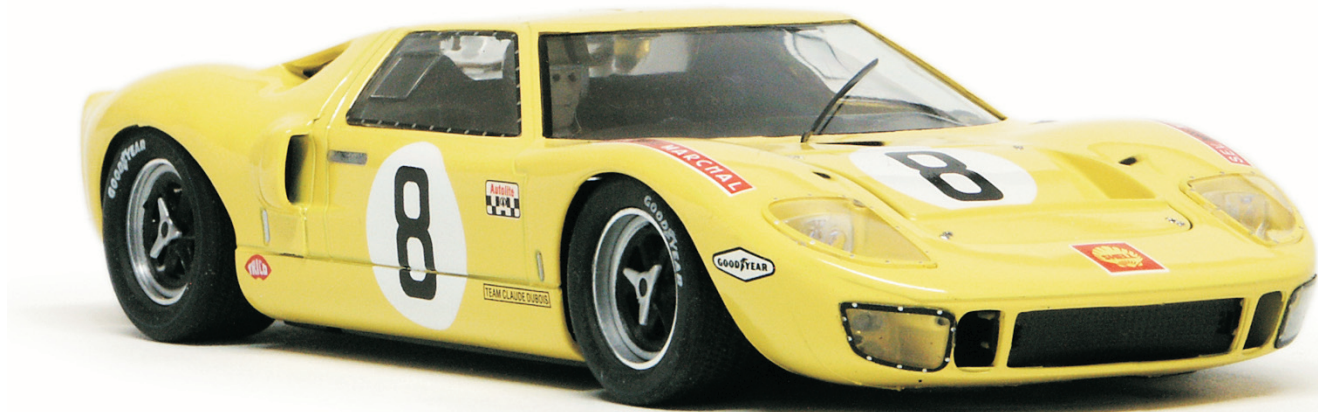
Ford GT40

EV06 chassis
New motor mount
Lighter body: 14.9 g
New cockpit and pick-up

Ford GT40

#8 Le Mans 1968










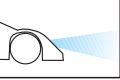

 W. Mairesse - J. Blaton "Beurlys"



CA18b

↔ 133mm ↓ 30mm ● ↔ 75mm ↔ 60mm ▲ 62gr

1:32

	Inline reverse	Inline	Sidewinder	Inline Boxer	Anglewinder	Setup	ND Magnet	Race Magnet	Suspension	Light	Digital
Motor mount											
STANDARD	X	X	○	X	X	●	●	○	○	○	○
OFFSET	X	X	● 0.5mm	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 Hours 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.

The Mk I was a race car, but also a road car; the name "GT40" comes from the height from ground, which is 40 inches.

This model had a second youth since 1968; a 3-liters limit was introduced for the displacement of prototypes, thus excluding the big units of Mk II and Mk IV.

The GT40 was engaged among the "Sport" cars, with a road homologation and a limit of 5 liters for displacement. The chassis was a steel semi-monocoque, the body was made of fiberglass.

On the 1968 version, the rear wheels were enlarged to 14 inches. Engine was an atmospheric V8, with 4.7 liters displacement.

The Belgian Team Claude Dubois run the 1968 Le Mans 24 Hours with a Ford GT40 and the number 8; the chassis number was 1079; the owner was Jean Blaton "Beurlys", who was also one of the drivers, together with Willy Mairesse.

