

Classic

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# Ford GT40

12h Sebring 19676

#19 - N. Vaccarella, U. Maglioli





# 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, raced the 12 Hours of Sebring in 1967, driven by N. Vaccarella and U. Maglioli.











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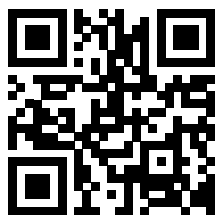
Firestone



La Ford GT40 è una delle auto di maggior successo della storia, avendo vinto 4 volte consecutive la 24h di Le Mans, nel 1966 come Mk II, nel 1967 come Mk IV, nel 1968 e 1969 con la prima versione, la Mk I. Fu costruita per competere contro la Ferrari, che aveva vinto a Le Mans 6 volte di fila, dal 1960 al 1965. Lo sviluppo della 'Mk I' fu svolto principalmente dalla Ford Advanced Vehicle in Inghilterra, a cui si aggiunse Carroll Shelby nel 1965. Fu un'auto da competizione, ma anche stradale, da cui il nome di 'GT40', dove '40' sta per l'altezza dell'auto misurata in pollici. Il telaio era una semi-monoscocca in acciaio, con carrozzeria in fibra di vetro. Il motore derivava da quello utilizzato sulle AC Cobra, con testa e blocco in ghisa: V8 cilindri aspirato, cilindrata 4.7 litri, due valvole per cilindro, distribuzione ad aste e bilancieri; era accoppiato ad un cambio ZF a 5 marce. I freni erano dotati di dischi ventilati su tutte e quattro le ruote. Questa Ford GT40, partecipò alla 12h Sebring del 1967 con alla guida N. Vaccarella e U. Maglioli.








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## Ford GT40


**12h Sebring 1967**

#19 - N. Vaccarella, U. Maglioli

 133 mm

 30 mm

 94 mm

 60 mm

 63 g

 SIDEWINDER

MOTOR: V12/4 23K

PINION/  
GEAR: 11/32

FRONT  
RIMS/  
TYRES: 15.8x8.2x1.5  
1121C1

REAR  
RIMS/  
TYRES: 15.8x8.2x1.5  
1120C1