

# Ford GT40 Paper Car.jpg

John Allen

**Ford GT** Larry Edsall, 2004 35 years after winning at Le Mans, Ford have decided to put the limited edition GT into production. This book explores both the development and design of the GT, as well as the race history of the car that inspired it - the original GT40.

**The Ford GT** SAE International, 2004-03-08 In the 1960's very little science and engineering had been applied to the art of motor racing. As a result, there was no general agreement about the best technical approach to generating speed on a road racing track. Each car maker viewed the problem through the lenses of their own history and capabilities. The cars on the starting grid demonstrated how varied these histories were. When Ford first assaulted Le Mans in 1964, the company followed a similarly casual approach by initially purchasing a race car design from the English firm Lola. This car's numerous shortcomings soon led Ford to apply its considerable engineering and developmental resources to the project, and the result was the one-two-three finish in 1966. First place finishes followed in 1967, 1968 and 1969. It is the fabulous victories by Ford in the 1960's that inspired the new 2005 Ford GT. Based on a concept car the new production car embodies the characteristic proportions and styling elements of the original GT. Under its skin, however, it has little in common with the original other than its mid-engine layout. The 2005 Ford GT must function as a street car, with a climate control system, moderate interior noise levels, a reasonable ride, and the ability to operate in extremes of hot and cold. The seven original SAE papers from the 1960's contained in this book provide a wonderful insight into the development of the original Ford GT, during what many consider to be the technically most interesting period of sports car

racing. The 11 SAE papers about the new GT included in this volume explain how Ford engineers managed to meet numerous modern-day requirements while staying true to the spirit of the original.

*Ford GT* Preston Lerner, 2015-11-09 Celebrate the 50th anniversary of Ford's iconic 1966 victory and get the detailed back story leading to that historic win--including the parts played by Enzo Ferrari, Henry Ford II, and Carroll Shelby.

*The Ford GT40: Prototypes and Sports Cars* David W. Hodges, 1970-01-01

Shelby GT40 Dave Friedman, Official Shelby American team photographer, Dave Friedman, presents rare color photos that chronicle the entire unknown story of the development, production, and racing of Carroll Shelby's famous Ford GT40. From Shelby's California shop and early test sessions to the victory stand at Le Mans, it's all here in historical photographs and the words of race legends such as Carroll Shelby, Dan Gurney, Bruce McLaren, A.J. Foyt, Bob Bondurant, Mario Andretti, Chris Amon, Carroll Smith and more. You did a hell of a job with this book, Carroll Shelby. I loved it, - Carroll Smith.

Ford GT40 Trevor Legate, 2002-01 A definitive history of Ford's Ferrari-beating GT40 sports racing car.

Kar-Kraft Charlie Henry, 2017-06-15 The story of Kar-Kraft began, as did many others in the automotive industry, with an axe to grind. In 1963, Ford was seriously interested in purchasing Ferrari. Ferrari was a legendary brand with considerable success in racing, and Ford saw the acquisition as a great way to be instantly successful in the racing arena. When Enzo Ferrari realized that Ford would not give him complete control of the racing program, he backed out of the deal late in the process. Ford had spent millions in vetting and audits, which then set in motion a vengeful response against Ferrari. The result

was the unthinkable: Ford beat Ferrari at Le Mans. Ford wanted to become competitive quickly, but it did not have the race history or resources in house. To remedy the situation, Ford searched the U.K. for an independent company to help accelerate its race car development. It first settled on Lola Cars and set up Ford Advanced Vehicles. Later, Ford brought its LeMans effort to the U.S. and the Kar-Kraft relationship was established. Although Kar-Kraft was technically an independent company, it really only had one customer: Ford Special Vehicles. Kar-Kraft's story doesn't begin and end with the GT 40 that took the win away from Ferrari at Le Mans. Ford expanded upon the program and organized an all-out assault on racing in general. Cars were prepared for Trans-Am, NASCAR, NHRA, and Can-Am competition. Street versions of the Boss 429 were assembled under its roof. And fabled prototypes including the LID Mustang, Boss 302 Maverick, and Mach 2C were all assembled in Ford's contracted race shop. And then, out of the blue, its doors closed for good on a cold day in 1970. History tells us that Ford won Le Mans, the Daytona 500, and the Trans-Am championship. But it doesn't tell us how this was accomplished. Author Charlie Henry (a former Kar-Kraft employee) has enlisted the help of many of his former co-workers to bring you the very first book ever published on Ford's all-encompassing special projects facility, Kar-Kraft. p.p1 {margin: 0.0px 0.0px 0.0px 0.0px; font: 12.0px Arial}

**GT40 Photo Archive** Brian Winer, Wallace A. Wyss, 1997 Fascinating photo archives for vintage car and truck enthusiasts

**Ford GT40 Mk II** Mark Cole, 2018-04-17 This book tells the story of Ford GT40 Mark II, chassis no. P/1016, one of the trio of cars that crossed the finishing line together at Le Mans in 1966 to score Ford's first

victory in the 24 Hour race. The Mark II was a development of the original Ford GT with a monstrous 7 litre V8 engine. 1016 made its racing debut at Daytona in January 1966 and was entered at Le Mans by Holman & Moody with a distinctive gold and pink color scheme. Driven by Ronnie Bucknum and Dick Hutcherson, it finished in third place behind the similar cars of Bruce McLaren and Chris Amon and Ken Miles and Denny Hulme.

Ford Total Performance Martyn L. Schorr, 2015-09-10 Follow Ford's leap into the 1960s and the performance era--on the streets and on the track! In the early 1960s, Ford Motor Company underwent a dramatic change in corporate philosophy. Previously, under Ford's young chairman, Henry Ford II (the Deuce) safety, not performance, was the goal. But by 1962, even the chairman realized his philosophy needed to change. Ford was nearly invisible to car-crazy baby boomers. Lee Iacocca convinced Ford that he needed to act decisively or risk losing the emerging youth market to the competition. Thus began Ford's Total Performance program. Ford Total Performance is all about Ford's prime racing era from 1961 through 1971. In addition to purpose-built race cars, it also covers production performance cars, specialty models, and unique concepts such as lightweight drag race cars. The book explores the 427 Fairlane Thunderbolt; Mercury Comet; unique V-8 Falcons that competed in the 1963 and 1964 Monte Carlo Rallies; Dick Brannan's 427 A/FX drag car; Ford Indy 500 winning race cars; 427 Overhead Cam SOHC 427 engines as used in A/FX and fuel race cars; Boss 302 and 429 Mustangs for street, drag racing, and Trans-Am; and many more. The Ford-Ferrari war that led to the creation of the legendary GT40 Le Mans race cars isn't forgotten. Featuring unpublished period photographs, plus photos and artwork from Ford designers, Ford

Total Performance covers all of Ford's classic race and street cars, including Cobras and Shelby Mustangs. It's a must-have book for any fan of classic American performance cars!

**GT 40** Ronnie Spain, 2003-07 In the 1960s the Ford Motor Company decided to enter the arena of sports car racing and challenge the European manufacturers, specifically Ferrari, for supremacy. The result was the GT40, and by the mid-1960s the car was posting victories at the most prestigious sports car endurance racing events around the world. In this comprehensive history of Ford's GT40, Ronnie Spain describes the development of the marque and features chassis records and photos of each and every car built. Comprehensive race records provide a year-by-year account, from the GT40's first ventures in 1964 through 1970. Original 1986 hardcover edition ISBN 1-85532-268-4

**Ford GT40** David Hodges, 1997-11-26 Many argue that the Ford GT40 is the classic racing car of its era, conceived to rewrite the rulebook at LeMans by taking on -- and beating -- the hitherto all-dominant Ferraris. In this expanded edition, the author recalls the GT40's six epic seasons of racing and the legacy that it left on international motorsports. All-new contemporary color photography is complemented by painstakingly researched GT40 documentation, including: -- Ownership and identification records for each individual car -- A race record listing the fate of all GT40s entered in major events -- Technical specifications for the six main variants of the GT40 theme -- A chronicle of GT40s built and kitted out to be driven on the road -- models which are today among the most valuable of exotic sports cars The GT40 represents a significant chapter in what many race fans consider the golden age of postwar auto racing. This is the GT40's story of fierce competition, dedication, tragedy, and, ultimately, of complete and repeated

success.

Ford GT Adrian Streater, 2006 Starting in 1956 when Ford officially entered motor racing, this book takes the reader on a journey of how and why things happened the way they did. Who were the personalities behind the all the different Ford GT development programs, old and new.

Ford That Beat Ferrari John S. Allen, 1985-08-01

**The Ford that Beat Ferrari** John Allen, Gordon Jones, 2019-12-03 After Ford unsuccessfully attempted to buy Ferrari, in 1963, the American car giant instead embarked on its own racing programme in a bid to beat the famous Italian marque at the world's most prestigious race, the Le Mans 24 Hours, as told in the forthcoming Hollywood movie Ford v. Ferrari. This updated edition of The Ford that Beat Ferrari tells the story of how that mission was eventually accomplished. Development of the GT40: how the prototype Ford GT emerged in 1964 from the previous year's Lola GT programme. The works teams and the GT40: the car's racing exploits in its earlier years, first with Ford Advanced Vehicles (1964), then Shelby American (1965) and Alan Mann Racing (1966). The big ones: this section of the book covers the GT40's evolution into the 7-litre monsters that brought enormous success, including the first two Le Mans victories with the Mark II (1966) and Mark IV (1967), before becoming outlawed by new restrictions on engine size. The Gulf years: against all expectations, the venerable GT40, now back to 5-litre power, raced on with John Wyer's crack JW Automotive Engineering outfit in the iconic blue and orange colours of Gulf, successes including two further Le Mans wins (1968 and 1969). The production line racer: the stories of the 68 privateers, big and small, who raced GT40s. Chassis and drivers: a data section giving resumés of type

designations, chassis histories and all drivers who raced GT40s. The magic lives on: the book's concluding sections show surviving cars at differing stages in their later life and bring the story up to date with developments since the 2005 edition.

**Ford GT40 Anthology** John Allen, Colin Graham Endeacott, 2021-09-21 Ford GT40 Anthology is a new and unique compilation of feature articles about the iconic GT40, all accompanied by a host of old and new photographs. While not a history of the GT40, each individual story will give the reader new insights into the car's design and development, as well as some fascinating racing tales and previously well-kept secrets. Chapters include an explanation of the mysteries of Appendix J and its impact on the design of the Mirage and MkIV GT40; a detailed scrutineering report on GT40P/1075 at Le Mans; some untold truths behind the 2005 name controversy; and the unrecorded engine swap which enabled a GT40 to race - and finish - at the Le Mans 24 hours. The book contains information which at last shows that Ford did really install the Indy 4-cam engine in a development of the GT40. It explains in detail how GT40-builder JWAE was structured, and what its accounts looked like: the fascinating facts concerning the financial aspects of the GT40-building business are revealed. These two highly knowledgeable and experienced authors have collaborated to bring you this great collection of GT40 stories, some of which had previously been published in magazines many years ago, but have now been reworked, and some of which are totally new. None are currently available in any other book. A must have for any GT40 enthusiast to keep at their bedside or on the coffee table to dip in and out of as they please.

**Ford That Beat Ferrari** John Allen, 2006-01 When Ford's attempt to buy Ferrari fell through, the US



car giant embarked on a program to beat the famous Italian marque at the world's most prestigious race, the Le Mans 24 Hours. It was quite a battle. Ford's challenger was the GT40, which placed 1-2-3 at Le Mans in 1966 and won the next three consecutive years. This classic book about the GT40 fastest sports racing car of its day has been redesigned, expanded and updated to meet pent-up demand that has pushed the value of the original 1985 edition higher and higher.

**Ford GT** Tracy Maurer,2007-08-01 Discover The Ford Motor Company And The Car Originally Designed To Beat The Italians At The 24 Hours Of Le Mans Endurance Race.

*Shelby American 60 Years of High Performance* Colin Comer,Richard J. Kopec,2023-01-03 Six Decades of Shelby performance—from the first Shelby AC Cobra to today's Mustang Shelby GT500! A bad heart forced Carroll Shelby, one of the top racing drivers of all time, to retire in 1960. But that didn't stop the lanky Texan from continuing to make history. He launched Shelby American in 1962 with the creation of the brilliant Ford-powered AC Cobra, soon to dominate both U.S. and international sports car racing. Shelby's winning ways soon led to Ford seeking Shelby's team of "hot rodders" help to make the Ford GT program a success. It worked. Shelby and Ford soon stunned the motorsports world by winning Le Mans and dominating other venues from 1966 to 1969 with the GT40. Fifty-three years later the legendary first Le Mans win of 1966 would form the basis for the acclaimed film Ford Versus Ferrari. As if the Cobra, Daytona Coupe, and GT40 were not enough, this small team of hot rodders, fabricators, and race mechanics also created the Shelby Mustang GT350 in 1965, and the GT500 two years later. Shelby American was nothing short of lightning in a bottle from 1962-1970. Shelby American 60 Years of High Performance

covers all of these early triumphs, following the proceedings from a small shop in Venice, California, to sprawling digs at LAX all the while developing new road cars, running a top race team, and giving privateer racers the cars they needed to win. Get to know Shelby, as well as the innovators who surrounded him, including designer Peter Brock, genius engineer Phil Remington, “Mr. GT350” Chuck Cantwell, and a roster of top drivers that included Ken Miles, Bob Bondurant, Dan Gurney, Bruce McLaren, Denny Hulme, A.J. Foyt, Mario Andretti, and more. Authors Colin Comer and Rick Kopec, leading Shelby historians, follow the Shelby story through Carroll’s post-Ford relationship with Dodge, including his roles in the giant-killing, pocket-rocket Shelby Charger, GLH (“Goes Like Hell”), and GLH-S cars along with a slew of other Shelby-ized machines including his role in the birth and development of the menacing Dodge Viper. The story of the late Carroll Shelby and the company he founded is a classic tale of ingenuity, grit, and perseverance. Illustrated throughout with rare period imagery and modern color photography, *Shelby American 60 Years of High Performance* is the ultimate tribute to Shelby American and the team that made it all happen.

*Ford GT40* Ray Hutton, 2018-02-06 This sumptuous book tells the story of one of the world’s most important racing cars. Always raced in Gulf’s iconic blue-and- orange colours, this Ford GT40, known by its chassis number ‘1075’, won the Le Mans 24 Hours not just once but twice, in 1968 and 1969, and the second victory came after the closest fight ever seen at the finish of this great endurance race. Four other championship wins – at Brands Hatch, Spa, Watkins Glen and Sebring – add to this GT40’s distinction as the very best of its breed, driven by ‘greats’ such as Jacky Ickx, Pedro Rodríguez and Brian Redman. The car’s

entire competition life is covered in fascinating detail, together with biographies of its drivers and insights into John Wyer's crack team that ran it, all supported by a fine collection of period photographs.

### Adopting the Melody of Phrase: An Emotional Symphony within **Ford GT40 Paper Car.jpg**

In a world eaten by monitors and the ceaseless chatter of immediate interaction, the melodic elegance and psychological symphony developed by the published term usually disappear in to the backdrop, eclipsed by the constant noise and distractions that permeate our lives. However, located within the pages of **Ford GT40 Paper Car.jpg** a wonderful fictional treasure filled with raw feelings, lies an immersive symphony waiting to be embraced. Constructed by a wonderful composer of language, this interesting masterpiece conducts visitors on a psychological trip, well unraveling the concealed tunes and profound affect resonating within each cautiously crafted phrase. Within the depths of this moving examination, we shall discover the book is key harmonies, analyze its enthralling publishing design, and submit ourselves to the profound resonance that echoes in the depths of readers souls.

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