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IMMEDIATE RELEASE

FORD GT MARK IV -- GENERAL DESCRIPTION

The Ford GT Mark IV is a sports prototype designed and built by the Ford Motor Company in Dearborn, Michigan, in accordance with the Federation Internationale de la Automobile (F.I.A.) Group Six, Appendix J regulations.

The idea for the new car was conceived by Ford Division's Advanced Concepts Department in early September of 1965. Design work was begun a month later by stylists at the Corporate Projects Studio and the car was given its shakedown runs at the Dearborn Proving Grounds in March, 1966.

The car is built on a 95-inch wheelbase, just as the Ford GT40 (Mark I) and the Mark II. However, the Mark IV is essentially a completely new vehicle designed to run as a sports prototype in line with new F.I.A. rules that permit revised vehicle dimensions.

Power for the Mark IV is provided by a Ford production 427-cubic-inch wedge engine with either one or two four-barrel carburetors set amidship. Power is transmitted to the rear wheels through a Ford four speed manual transmission.

The Mark IV was built to make use of the experience gained in the development of the Mark I and Mark II vehicles and to comply to the new Group Six, Appendix J regulations. It utilizes new concepts in shape, structure, methods of assembly and mechanical units.

Body and Frame -- A unitized construction process employing aluminum honeycomb is used in the Mark IV with the entire structure including the brackets on the chassis held together with heat-cured modern adhesives. The process is similar to that used in aircraft construction.

Front and rear hinged panels and the doors are made of reinforced fiberglass. The door on the driver side opens into the roof for easier entrance and exit. Seats are contour-shaped and are an integral part of the chassis. Fuel and oil tanks are part of the structure.