

GT40 FT

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The **GT40** was a famous car sports produced by Ford from 1964 to 1969 . When seen as a rival to the Ferrari in endurance racing, he won four times in a row from 1966 to 1969 , the 24 Hours of Le Mans .

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History

After the success of the GT 40 a group of engineers of the Italian Campagnoli Projects, on behalf of the Belgian private stable AR, Cramming the chassis of the GT 40, improving performance and security. This gave rise to a prototype that took the name FT GT40 (GT40 Ford-technology).

The Italian TECNO of Bologna, European champion in those years in Formula 3 and Formula 2, did not participate directly in the project study and development and did not think it ever "own" the creation of this car. It is true that the team Bolognese provided some important and strategic parts for frames (engine cradle to start) between 1967 and 1971, the engines TECNO (the original 3-liter 12-cylinder boxer) and granted registration of the chassis, which marked the only three GT40 FT, class prototypes, born in Italy at the hands of the engineer LE Campagnoli, Emilia Concordia sulla Secchia (BO). The GT40 FT was in two versions: one powered by the Ford 302 V8 390 HP and the version of 1971 with the 12-cylinder engine of 2996 cc boxer Tecno 430 HP (the same engine that will debut this year in Formula 1).

A part of the body fiberglass body, which was in all respects the GT 40 (with the exception of the livery and some vents in the bonnet), the "GT 40 FT" telaistica had an absolutely original. The innovative technical features wanted by Italian designers foresaw a lightweight chassis box section with rectangular bars of steel and aluminum, totally eliminating the parts self-

Ford GT40 FT



Overview

Builder	 Ford and Tecno
Category	Sport Prototype
Class	Group 6 Prototypes
Team	Ford Argentina
Designed by	Peasants Projects
Replaces	GT 40
Notes	Produced from 1967 to 1971

Technical Description

Mechanics

Frame	tubular box
Engine	Ford 302 V8 4.7, 5.0 and 5.7-liter V8 and Tecno 12 liter 3-cylinder boxer
Broadcast	transaxel

Dimensions and weights

Length	4,028 mm
Width	1,778 mm
Height	1,028 mm
Step	2,413 mm
Weight	910 kg

More

Tires Goodyear

Sports results

Debut 1971 TEMPORADA Argentina

Pilots Hector L. Gradassi

Palmares

Corse	Wins	Pole	Fastest laps
12	7	2	11

Constructors' Argentina 1971 class 2

supporting, a modern "shell" life-saving 8 points and 3 bridges that protected the pilot, anticipated the current cell safety. The GT40 "Emilia" was brutal in downloading the power and rigid, like all TECNO, but did not like the American clientele, despite 24 months of open-country test at Spa in Belgium to introduce the car, always preferred the versions "softer" Anglo-American. The excellent engine TECNO scared for his suspected fragility and appeal of Formula 1 over the ocean did not come, also lacked a network of assistance. In fact, the GT40 FT did not win the public North American racers who wanted to use a car from gran turismo road also.

championships

Rider	1, 1971 Hector Luis Gradassi
championships	Gradassi

The Italian study led to the GT40 FT to weigh 910 kg versus 1,000 kg of GT40 victorious in 1966. A recovery on weights of 90 kg with a safety enhanced and improved. Being one of the notes Tecno Case of Italian cars of the time, the GT40 FT 1971 had central steering wheel with its shift in the center body of the pilot's seat. The tanks, made of aluminum, were already with foam anti-shock explosion of the fuel. The prototype of the 1971 GT40 chassis FT012, born with a 12-cylinder boxer engine technology by 2996 cc. was launched with the name of "GT40 Formula Tecno".

The formula "Emilia" the official Ford GT40 pleased the team Argentina in 1970 he bought two cars and predispose 6 302 5,0 l engines. V8 to run endurance races of the continental championship in 1971.

Gare



Debut of the GT40 FT in Buenos Aires. Start of 1000 km "temporada" of 1970, real debut of the FT GT40, Ferrari and Porsche sees the GT40 FT red livery with the number 16 from the fourth row

The official prize list that show the GT40 FT are related to endurance races in South America. The frames FT015 and FT016 raced for the team in the classic Ford carettera. In 1971, the GT40 FT chassis no. FT015, powered by Ford 302 V8 engine, won Class 2 in the classic 12 Hours of Buenos Aires, and Bragato Zapala, with the pilot Italo-Argentine Hector Luis Gradassi, which closed the year by winning the continental championship of category 2 FIA Gran Turismo "Carettera."

A curiosity, to track debut of 1970 (see photo), the GT40 FT has the Italian national livery, red, since it indicates the presence in the race as the GT cars around as Italian manufacture and identification and not yet a stable Argentina .

The Gt40 FT, frame FT013, faces the first race of the European ranking in 1970 to 1,000 km of Nueburgring, conducted by Werner and Kranefuss. In the classic German was recorded as Ford-May, the German team May wanted to change suspension and brakes than

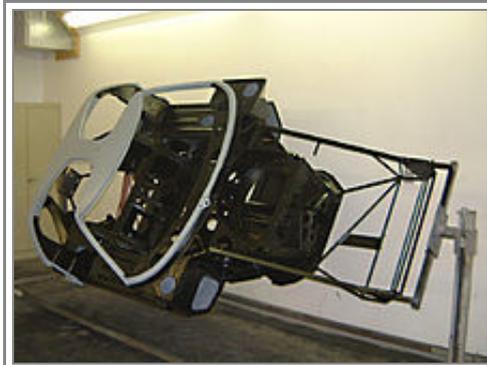
the original GT40 FT. the German crew, who ran with the number 16, set off from the 16th row with the 32nd time.

Chassis numbers

The frames had the following numbers until GT40 FT012 FT016. The abbreviation "T" prefix was typical of racing cars Tecno in category "Formula" and the progressive 12-16 indicated the model. Neither of the two specimens FT012 and 014, made for the Belgian private stable AR, appears in the "historical" official competitions of the time. The prototype FT013PP (Prototype-Test) was destroyed during testing in Modena in 1967. The frames 16 and FT015 ran and won the South American continental championship class (group 2) in 1971.

From 1964 to 1969 were produced 123 pieces of the Ford GT40 and 1967-1971 6 specimens of the Ford GT40 FT.

Iconography



The GT40 chassis number 1076, this GT40 had an accident in 1966 while leading the Le Mans twenty-four of the twin 1075 conducted by Ickx triumphed in the same race

References

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Autosprint, n.1, 1972, "At the start of the Temporada Argentina" page. 29

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