

Ford J-10

J-10 - was the second chassis that was to be developed by Ford's Roy Lunn for open car Can Am competition. This spare chassis was of the "strengthened" design, but was never completed because of Ford's decision to cancel the building of race cars and closed the program. Many reasons were influencing this decision - new safety and emission regulations from the federal government reset the companies priorities, complying with changing and costly FIA regulations, the cost of operating the race program, changing market conditions and of course the marginal at best performance results from the completion and testing of J-9.

The history of J-10 is very interesting and full of controversy and speculation. This always happens when items change hands and over time more people are so called "involved with the story". What was standard practice at Ford Motor Company, and still is, was full documentation and follow-up on any project, large or small, so the assigned engineer(s) and technical staff could monitor the success and sometimes failure of their efforts. In other words: was the companies money being well spent. I know this to be a fact because I worked in the Engine & Foundry Division that designed and built the engines for these remarkable race cars.

The J-10 chassis along with the completed J-9 Can Am car was "sold" by Ford Motor Company to Charlie Agapiou and his brother Kerry in February 1969. Charlie was a very talented technician who worked with Ken Miles and later Shelby American as a mechanic and crew member on the SAI Le Mans program. He and Kerry also operated their own speed shop. They were aware of the Can Am program at Ford and their decision to terminate the project. Showing an interest in Can Am racing the Agapiou brothers offered to purchase the J-9 car and a spare chassis & parts with plans to compete in the series. Ford and Kar Kraft agreed to "assist" in the effort after the purchase.

The Agapiou brothers built a Can Am car of their own design using the spare chassis J-10. The car being completed for the Mosport race held on June 1, 1969. J-10 competed in sixteen races over the next year and a half with very little success. The highest finish being 2nd at Fuji on 11-23-1969. The one thing the Agapiou brothers did succeed in was establishing a record for J-10 running in more races than all the other J-cars combined. On November 1, 1970 J-10 was crashed in practice at Riverside by driver John Cannon. The car was taken back to the Agapiou shop where over the years rumors began to perk.

One story rumored was soon after the car was returned to the shop the building was broken into and the vehicle was stolen and never recovered. This was denied by the Agapiou brothers who stated that when the car was returned to the shop after the Riverside accident, the damaged components were removed including the suspension, uprights and steering rack. The damaged