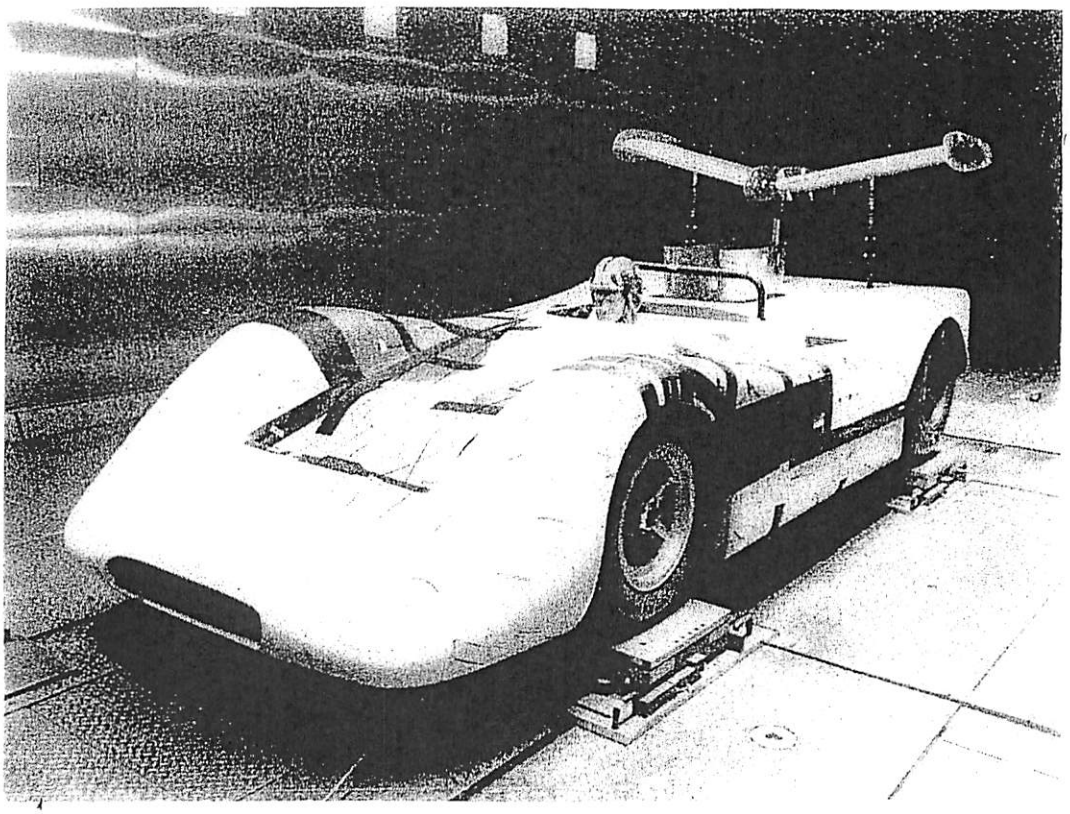
Ford J-9

J-9 was completed at Ford's Kar Kraft operation in Dearborn, August 1967. The FIA (Federation International de l'Automobile) set new regulations for the 1968 international racing season putting a 3-liter limit on Group 6 racing that literally made the MarK IV obsolete. Ford's Roy Lunn decided to build a few of the left over chassis for the new Can-Am series that started in 1966. The six race season would hopefully bring in professional teams from Ford, Chevrolet, Lola, Chaparral, McLaren, Shelby and Holman-Moody. J-9 was constructed as an open car with larger fuel tanks (53 gallons) , a rear wing with dihedral (camber) adjustment to improve lateral stability and provide negative lift to the rear end, a Ford two-speed power shift automatic transmission and a new E&F experimental 3-valve, two-cam, all-alloy fuel injected V8. The brakes & suspension, wheels and tires are the same as the MK.IV's. This car was designated "G7-A". The car was high-tech, but was too heavy at 1900 lbs. curb weight. The 427 cu.in. 650 horse power engine had issues with poor throttle response, and the engine transferred water into the oil through suspected casting porosity holes in the block.

Initial testing at Ford's Dearborn Proving Ground and Las Vegas in late August/September by Mario Andretti showed only marginal reliability could be achieved and the project was canceled. Shelby mechanic Charlie Agapiou was interested in the G7-A project and purchased the complete car J-9 and chassis J-10 from Ford in 1969. Charlie and his brother Kerry still have J-9.



Ford's G7-A underwent extensive wind tunnel development in Dearborn.