







Ford MK II





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




#5 - 3rd Le Mans 1966






 R. Bucknum, D. Hutcherson

Scale	CA20c	Release date Jan 2016			
1:32	 133mm  30mm  75mm  60mm  63gr				

Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres
V12/3 21.500 rpm	11/32	15,8x8,2 PT1121C1	15,8x8,2 PT1120C1

Digital	Chassis		Cockpit	
	<input type="radio"/>		<input checked="" type="radio"/>	
	<input type="radio"/>		<input checked="" type="radio"/>	
Carrera D132	<input checked="" type="radio"/>		<input checked="" type="radio"/>	

Inline	Sidewinder	Inline Boxer	Anglewinder	4WD System
				

Setup	Magnet Nd+	Race Magnet	Suspension	Lights
				

Motor Mount	<input checked="" type="radio"/>	<input checked="" type="radio"/> [1]	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
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<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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☒ Standard
☐ Compatible

☒ Not compatible

[1] box stock standard: offset 0,5 mm



Ford MK II



Ford GT40 is one of the most famous cars in the Le Mans 24 Hours history: its 'MKI', 'MKII' and 'MKIV' versions collected four victories in a row, from 1966 to 1969.

The MKII made its debut at Le Mans in 1965, and was used until 1967.

The car was very stable at high speeds once aerodynamic balance of early models was improved. The chassis was a steel semi-monocoque, with a glass fibre body. The brake discs were ventilated on the four wheels.

Visually, the MKII wasn't too different from the MKI. Its distinctive characteristics were the rear bonnet and the engine: the new, big, V8 had a displacement of 7.0 liters (427 ci); the power was 485 hp at 6300 rpm, and the car was able to reach a maximum speed of 330 km/h.

This model, driven by Ronnie Bucknum and Dick Hutcherson, finished the 24 Hours of Le Mans in the 3rd position, thus completing a historic 1-2-3 podium.

