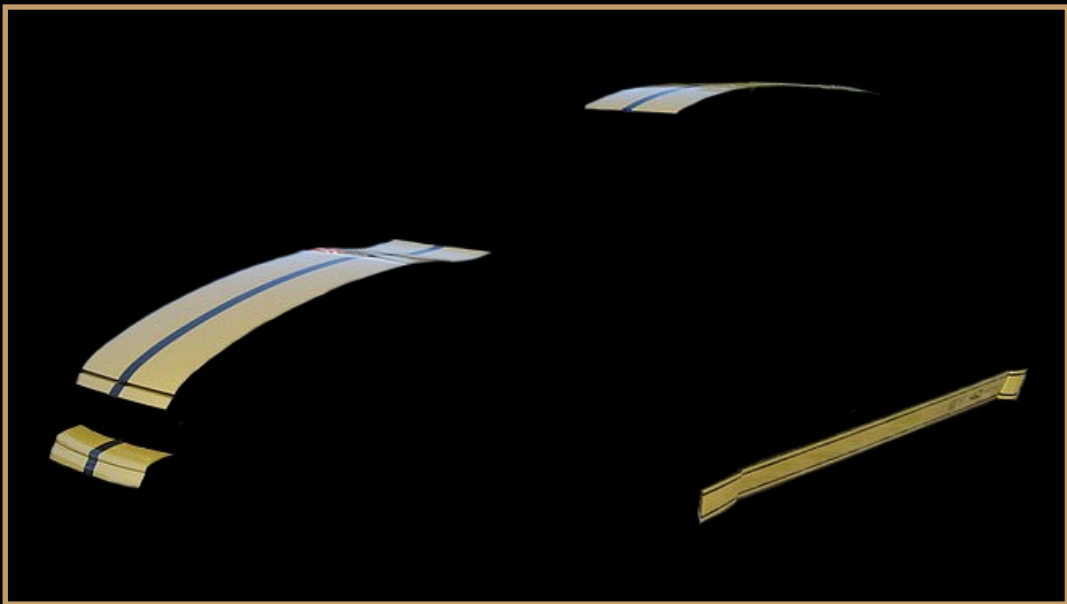


THE LEGEND

40th Anniversary Supplement
June 2019



Falcon GT Owners Club of NSW Inc
Proudly Keeping The Legend Alive For 40 Years



Established June 1979 and dedicated to the preservation,
maintenance, restoration and enjoyment of the Falcon GT



40th Birthday Celebrations Forward by the President

Hello to all fellow club members,

With our club currently celebrating its 40th anniversary, this special 40th anniversary edition magazine provides a great insight into the history of our club, as well as some throwback photos that give a nice trip down memory lane.

For a lot of members this club is more than just a car club, as lifelong friendships have developed and continued through sharing the passion of the Falcon GT.

Our club has had and still continues to have very passionate members in it. There is no doubt that without having these great people in our club over the years, our club would not be where it is today, nor have the memories from some of the incredible events our club has enjoyed.

40 years is very important milestone to celebrate for the history of our great club, and with our club currently being as strong as it has ever been, the future is looking bright as we continue to share the passion of the Falcon GT.

Regards,

Scott Willoughby

President - FGTOCNSW



Club Presidents past and present who attended the 40th Birthday celebrations

Stuart Hansen, Scott Willoughby, Belinda ??????, Martin Goff, Andrew Hodge, Tony Hawton, Kevin Green.



40th Birthday Celebrations

A Brief History

A quite interesting review of early Club documents held by the Club Historian (Stuart Hansen) has given an insight into the birth and history of our club.

1979

A number of enthusiasts had made contact with a view to forming a Club for those with a common interest in the GT Falcon. Correspondence from CAMS, dated 4th May 1979, was in reply to a letter sent to them from Doug Baker. It advised that CAMS had no objection to forming such a Club.

CAMS advised of two other Clubs, Ford Car Club NSW and North Shore Sporting Car Club which may meet our needs. An invitation was received from the former to attend their Club meeting to gain an insight into facets of car club organisation.

It is not known if this invitation was accepted but records show that four people,

Phillip Travers
Douglas Baker
Deborah Baker
Colin Higgins

joined the Falcon GT Club Of N.S.W. on the 16th July 1979. Our Club Historian and Membership Officer of the day (Stuart Hansen) who joined the Club in August 1979 has advised that this was the first General Meeting of our Club attended by the above four people.

An early (undated) information sheet for prospective members puts the Club formation as July 1979. The aims of the Club were the preservation, maintenance, restoration and enjoyment of Falcon GTs. Full Membership was available only to owners of genuine Falcon GTs of model designation XR, XT, XW, XY, XA and XB. Associate Membership was available to any person having an interest in Falcon GTs.

An early (undated) Club Constitution reflects the above but slightly different wording puts Full Membership only available to owners of an Australian Ford Produced Falcon GT of model designation XR, XT, XW, XY, XA and XB.

1980

September 1980 the first edition of the Falcon GT Owners Club Of N.S.W. magazine was published. It contained run reports, future events For Sale and Wanted. Not much has changed. No mention of the first Bathurst warm up run but the second was held a year later, see 1981.

The Club's first All Ford Day 27th July Greens Motor Museum. Affiliation with Combined Ford Clubs shows that by displaying their cars at this early point in the history of our Club the members were committed to the maintenance and preservation of the Falcon GT.

1981

This is an extract from an open letter to Club members from Club President Gordon Paterson on 16th February 1981.

"It is of interest to note that after the involved discussion of the Special Meeting of 11th February and concessions made as a result, NO Associate Members attended the subsequent General Meeting or the Club run, (no apologies being received for non-attendance). It is also of interest that the majority of Associate Members are non-financial for 1981."

No information given on what concessions were given but it seems like the old chestnut relating to the rights of Associate Members reared it's head early in the history of the Club. Not much has changed here either.

Sunday 27th September 1981 a day run to Bathurst and the top of the mountain. This was the second of what became an annual event. Not surprising that the weather included rain, buffeting winds and snow. Shades of things to come.

1982

January 24th, 25th, 26th, Australia Day long weekend. Combined run to Port Macquarie with Queensland Club. This run was a precursor to the annual combined cruise to Valla Beach. It was felt that the location favoured the NSW Club in distance so the alternative site of Valla Beach near Nambucca Heads was found to be more equitable.



40th Birthday Celebrations A Brief History

Documentation dated 1st of July 1982 relating to the All Ford Day shows a submission to Combined Ford Clubs N.S.W. putting forward current day member Michael K's XW GTHO (still owned by Michael) as the concours car for the 1982 Ford Day. Our delegate to the Combined Ford Clubs at the time was Debbie Girven.

1983

First combined cruise to Valla Beach for NSW and Queensland Clubs and all Clubs in between.

1985

First Falcon GT Nationals Melbourne

1989

Australia Day long weekend hosted 3rd Falcon GT Nationals Bathurst

1992

Full Club Membership open to owners of the 1992 GT Falcon.

1995

Australia Day long weekend hosted 6th Falcon GT Nationals Bathurst

1997

Full Club Membership open to owners of the 1997 GT Falcon.

1999

Club Constitution amended cover EL and subsequent models.

2001

On 20th April 2001 The Falcon GT Owners Club New South Wales became an Incorporated Association.

2003

Full Club Membership open to owners of any FPV model produced as a GT.

Australia Day long weekend hosted 10th Falcon GT Nationals Bathurst

August 2003 became affiliated with the Council of Motoring Clubs.

2013

Anzac long weekend hosted 15th Falcon GT Nationals Bathurst

The timeline shows that from it's infancy the Club was active in it's objectives through Club runs, attendance at All Ford Day, Joining Combined Ford Clubs and participating in the Nationals. We owe a lot to those early members of the Club whose enthusiasm established a sound base for the Club to grow into the successful body of today. Stuart Hansen, Laurie Morley Clarke and Brett Downing, pictured below, are the only current Club members who were also Founding Members in 1979. They received their 40 year badges at the 40th Birthday celebrations.





40th Birthday Celebrations Driving A Classic GT By Brett Downing

My take on the joys of driving a steel bumper GT.

I was having lunch recently with some old friends, a group of us who go back many years. These are really long time friends, from school days and early our early twenties ,the days when GTs were late model cars. Somehow the conversation inevitably gets round to the subject of cars. I'm the only real car enthusiast among the group, the others are interested in cars to an extent, but my love of Muscle Cars and GT Falcons especially is a source of amusement to them.

I thought it was time that I explained some of the things that make GTs so special. I had no trouble recalling these thoughts, just a few days before, my dear friend Mike K and I had taken his Phase 1 for its monthly outing, so the GT experience was fresh in my mind.

A classic GT isn't just a car, you don't just jump in and off you go. The GT experience isn't just for transport and getting from A to B, there's much more to it than that. The whole GT experience has a life of its own that is part of the magic. You've got to take the covers off the car, even though it spends most of its time inside, you don't want it to get dust on it, then you have to connect the battery after checking the oil level, check the radiator, check tyre pressures..then when you start the car, you have to let it warm up..it's not injected and ready to go..anyway what's the rush..it sounds so good with the automatic choke on the Holley picking up the idle speed while the engine is cold.

Then we're ready to get in and move the car out of the garage, open the driver's door and that expanse of black vinyl, sitting behind the beautiful steering wheel, and that dash..the whole interior is a design masterpiece . It's so different from a modern car

experience, you've got to think about selecting reverse, slowly so the gears have time to slow and engage without a clash.

Then as you move out on to the road that huge expanse of bonnet hits you. I tell Mike it's like an aircraft carrier deck..acres of flat bonnet in front of you. You don't see this in modern designs, the car slopes away in front of you, but in an old GT..there's lots and lots of car in front of you.

That's just the start of it! There's no fly by wire throttle, it's a linkage so you can really feel that connection with the mighty Windsor, the top loader you probably all know, it's not like a modern internal linkage 6 speed..you've got to think about selecting first, and second and the others too. Then the steering is so connected to the car..it's not power assisted but it's direct and communicates so much road feel. This is one of the things that is so attractive about these old Fords..you've got to drive them, you can't just go into a daydream and float along with the traffic, you've got to engage with the drive..I say to Mike.."you could never fall asleep at the wheel in this car, you've really got to drive it".

Now it's time to get some fuel for the car at the servo a few kilometres down the road. This is an experience in itself. On this occasion we had three people comment on how beautiful the car was.."You don't see them on the road anymore" and the business type about 45 in a recent M4 asked if it was the real thing. " What do you think " I asked..and his reply.."yep I reckon it's the real deal.." Yes it is..a real GTHO Falcon" , He thought it was beautiful too..you get that, thumbs up and waves from people in the street, kids love it too..that's the GT experience..people love them , they bring out smiles in spades.



40th Birthday Celebrations Driving A Classic GT By Brett Downing

Then there's the drive.

We've got a route we take the car on in it's monthly outing, up the old Pacific Highway to Pie in the Sky at Cowan and sometimes to the Hawkesbury River bridge and then return the same way. A perfect road for the car. This is where you get to see how good these cars are, even by modern standards . The gears are perfectly suited to the torquey Windsor, you just touch the throttle and that wall of low down grunt just moves the car effortlessly with that fabulous exhaust sound. But the ride's really good too, it rides the bumps smoothly and without a squeak or a rattle. It's solid and grippy on the road. The brakes feel great too, smooth and progressive just adding more to the feeling that you are in a car that's almost alive, it's

so engaging. The run back up the hill from the Hawkesbury Bridge is icing on the cake..just keep feeding the power on in third (lightly ,we're not pushing it hard or extending it in any way), up to about 3000 rpm, into to top and, pull into Pie in the Sky and park the car in a shady spot..now we're grinning from ear to ear after that..and again the GT draws a group of interested people. Better take the car home now..that's it's monthly 10 mile journey. See you wouldn't go through all that for a ordinary car would you? The GT experience is a really special one.

My thanks to Mike K. for sharing this experience with me.

Brett 02

Castle Hill Showgrounds-30th June 2019





40th Birthday Celebrations Castle Hill Showgrounds 30th June 2019





40th Birthday Celebrations Castle Hill Showgrounds 30th June 2019





40th Birthday Celebrations Castle Hill Showgrounds 30th June 2019





40th Birthday Celebrations Bathurst And The GT Falcon

If it weren't for the popularity of the Mount Panorama endurance race it is unlikely that the GT Falcon would ever have been born, this great club would never have been founded and we would not have so many memories of good and not so good times with many friendships which have developed because of our common interest over the past forty years. It is fitting, then, that we take a look at the history of the Falcon GT at Bathurst.

The race was originally known as the Armstrong 500 (500 miles) and first ran at Mount Panorama in 1963 after it's first three years being run at Phillip Island. The race became a means for car manufacturers to showcase their products as the race cars had to be identical to those available on the showroom floor. The first years were dominated by swift and agile small cars, with the Ford Cortina Mk.1 GT winning in 1963 and 1964 followed by the Ford Cortina Mk.1 GT 500 taking out the race in 1965. The GT 500 was the first Bathurst homologation special to win the race and the spiritual predecessor to the Falcon GTHO models. In 1966 the number of homologated cars required to be sold was raised from 100 to 250. With the cost of doing this and further development of the GT 500 not feasible lead to Ford ceasing production and sitting out 1966.

But Ford were not sitting on their hands in 1966. They spent this time continuing development of the car that started the Australian Falcon GT legend, an Aussie 4 door GT based on the XR series and developed from the special Police Interceptor Pack Falcon. The new GT was the first full-size Australian family car variation to offer a total performance and appearance package which included a 289 ci pushrod V8 just like the American Mustang with Australia's first four barrel carburettor, 4-speed manual gearbox, sports suspension and radial tyres on 5.5 inch rims.

Power was a mind-blowing 168 kW (225 bhp) at 4800 rpm and the gold GT started a cult which required every hoon-about-town to have black stripes along the door sills on his car, even if it was a 120Y.

The 1967 race, now called the Gallaher 500, saw the new GTs dominate the opening lap, filling the first five places with the rest of the field half way down Conrod straight. Two of the factory cars finished the race in positions 1 and 2.

As good as the XR GT was, the XT was a revelation. With the larger 302 ci engine and 230 horses on tap, the XT was more refined, even though it only boasted modest increases in power and torque. It also handled and went better with its wider wheels and tyres and revised gearing. The XT GT would cover the standing 400 m in around 16.3 seconds.

Unfortunately predictions that it would conquer the mount in 1968 fell short when an XR GT could manage only a seventh and an XT GT 9th.

Ford had high hopes for 1969. The XW GT ushered in the era of the real muscle car GTs, the first of the big 351 ci engines combined with powerful, aggressive styling and large bonnet scoop. The XW also saw the introduction of the Phase I and II GTHO homologation models, which were the first local performance cars to feature a full width front spoiler.

The earlier 351 Windsor V8 was replaced by the famed 351 Cleveland engine during the XW model life. The standard XW GT, launched in June 1969, was joined by the Windsor engined Phase I GTHO in August and one year later by the Cleveland powered Phase II GTHO. The "HOs" were out-and-out race homologation specials developed for Bathurst. Engine power jumped dramatically. Braking and handling were also greatly improved and racing fans soon had heroes like Moffat and the Geoghegans to cheer for.



40th Birthday Celebrations Bathurst And The GT Falcon

The XW GTHO was also notable for the fact that in 1969 it was also beaten at Bathurst, this time by the Holden Monaro 350. A Falcon was second on the same lap, but it was no consolation.

Ford released a changed version of the HO for the 1970 Bathurst race with stronger five-slot steel wheels, a new better breathing version of the 351 engine (the "Cleveland") with solid valve lifters and bottom end strengthening to allow more revs to be used. This gave the Cleveland an extra 1000 rpm over the Windsor which meant considerably higher Conrod Straight speeds and better acceleration. The XW was also given a bigger Holley four-barrel, a 650 cfm unit which assisted its breathing. Ford and their fans were rewarded in 1970 with the XW GTHO Phase IIs coming in first and second.

Ford facelifted the XW in 1971, calling the new model the XY. The finest and fastest of the HOs was the XY Phase III which could top 225 km/h and was for quite some time the quickest four door sedan in the world. The Phase III notched Ford's grandest Bathurst victory in Moffat's untroubled win in 1971. The cars also came in second, third, fifth and seventh.

The XA Falcon saw the release of a two-door hardtop, which allowed the new XA GT to appear in two-and four-door body styles for the first time. In the back rooms, Ford began to build up the greatest HO of them all - the Phase IV - which was to take on the coming Charger 340 cube V8 and the 308 V8 version of the Torana XU-1. Media controversy over race homologation specials hitting the streets killed the XA Phase IV at birth.

After this Ford secretly developed a GT Special which was used as the basis for its Bathurst attack. The XA GT continued the race winning tradition set by the earlier models culminating in the Moffat/Geoghegan Bathurst victory in 1973 followed by the 1974 Goss/Bartlett win in pouring rain making the XA GT the single most successful GT at Bathurst.

In standard form the GT went only slightly quicker than the normal model but with race modifications it was more durable and had greater performance.

The XB range was available in sedan and hardtop, manual or automatic, but anti-pollution gear robbed the engine of its free revving ability and acceleration was down on previous models. But the XB was still a brilliant cruiser.

In 1975 there were no longer any Ford Factory sponsored entries in what was then the Hardie Ferodo 1000 but Allan Moffat qualified second on the grid for the race in a self sponsored XB GT Hardtop. Unfortunately the GT did not finish the race. Not a happy ending for the legendary GT Falcon at Mount Panorama.

The Falcon GT's rise was almost exclusively governed by the requirements of the "The Mount". It was developed for five years to its Phase III GTHO peak because the race regulations required cars to be very close to road going specification - much closer than they were to be by the mid 1970's. The Phase III was a registrable track car built to be "**fastest from Hell corner to Skyline**".

Falcon GTs after that were tamer. The softening-up process began with the XA GT. It lacked the brutal appearance of the XY and didn't go as hard. After the Phase IV HO was stillborn the Falcon GTs became "ordinary" road cars. Then the ADRs got into the act, as did the public outcry about "160 mph family sedans" and petrol prices started to rise. Speed limits were introduced all over the country and it became harder for the GT owner to find a place to give his car a squirt and it became harder to pay for it and almost impossible to insure.

Production began to dwindle and it is thought that Ford decided to kill off the GT rather than allowing it to survive as a pale relative with the intention of reviving the marque when clean running engines would be once again able to develop big power.



*40th Birthday Celebrations
Early Valla Show And Shine
Nambucca Heads RSL*





40th Birthday Celebrations 10th Birthday Montage Belinda and Stuart Hansen



*"The Legend lives on...
10 years
of good Times with the
Falcon GT owners Club
of NSW."*





40th Birthday Celebrations 10th Nationals 2003





40th Birthday Celebrations 10th Nationals 2003





40th Birthday Celebrations Bathurst 2003





40th Birthday Celebrations Bathurst 2003





*40th Birthday Celebrations
20th Birthday Party
26th June 1999*





40th Birthday Celebrations Ford GT Lineage

1967 XR Falcon GT

This was the car that started the Australian Falcon GT legend! Based on the XR series it was resplendent in its own exclusive colour, GT Gold. Interior appointments were a cut above the XR Fairmont.

It's GT stripes down the sides and across the boot, distinctive GT medallions and grille blackouts caused a sensation when the first GT was released in May 1967. In October, the real reason for its creation became apparent as the new GT Falcon took the "King of the Mountain" title at Bathurst thereby establishing the foundations for V8 Supercars into the 21st Century. XR GTs took out first and second place at Bathurst in October 1967



There was a choice of 4-speed manual all synchro floor shift or 3-speed FMX automatic, T-Bar shift. It had 12-slot steel 6.00 x 14" wheels, polished dress ring and hubcap, ER70H14 radials. 2287XW GTs were produced and cost \$4,200.

1969 XW Falcon GTHO

In 1969 a new 'HO' (Handling Option) model was offered adding additional features to the GT. Front spoiler, 3" diameter tail shaft Windsor 351 ci (5.76-litre) V8, OHV, producing 300 bhp (224 kW), Holley 600 CFM carburettor. The XW came 2nd, 4th and 5th at Bathurst in 1969.

260 GTHOs were produced and cost \$4,495 only \$295 more than the GT.



The 1967 XR GT was powered by 289 ci V8 producing 225 bhp (168 kW) with 0-100 km/h: 9.7 seconds. All XR GTs were finished in Gold with black rally stripes. 12 cars were finished in Silver for the Gallaher Cigarette Company. XR GT Cost \$3,890. A total of 596 were sold

1968 XT Falcon GT

The success of the XR GT saw rapid development of the XT version released in April 1968. It gained the more powerful 302 V8, a beefy new three-speed automatic transmission option, wider 6-inch rims, lower suspension and heavier shock absorbers.



1970 XW Falcon GTHO Phase II

In June 1970 the GTHO Phase II was released where the Windsor engine was replaced with the Cleveland 351 ci engine fitted with solid lifters, OHV, producing 300 bhp (224 kW)

The Cleveland engine was also used in some late Phase I GTHOs (known unofficially as Phase 1.5) produced around March & April 1970. These were a long way short of the Phase IIs as far as development was concerned.



The 1968 XT GT was powered by a 302 ci V8 producing 230 bhp (172kW) with 0-100 km/h: 8.5 seconds.

The XT GT was available in GT Gold, GT Silver, GT White, Candy Apple Red and Zircon Green with full length stripes available in white or red.

XT GT cost \$4,050. A total of 1415 were produced

1969 XW Falcon GT

The 302 ci engine of the XT was replaced by the 351 ci (5.76 litre) Windsor engine with hydraulic lifters producing 290 bhp (216 kW). It featured separate dual exhausts exiting at each corner, styled 12-slot sports wheels, 70 series radial tyres, long-distance fuel tank and large ventilated front disc brakes.



The Phase II was fitted with 5-slot 6.00 x 14" steel wheels with ER70H14 radials. It could get from 0-100 km/h: 6.4 seconds and came 1st and 2nd at Bathurst in 1970. 402 GTHO Phase IIs were produced



40th Birthday Celebrations Ford GT Lineage

1970 XW Falcon GT



At the same time as the release of the Phase II the GT also replaced the Windsor engine with the Cleveland. The specifications did not change for the 1970 XW GT other than the Cleveland engine and five slot wheels but the Starlight Blue model above did have T-bar automatic, factory fitted air conditioning and factory fitted power steering.

1970 XY Falcon GT

The Falcon XY GT was released late in 1970. It was the only model to feature an exposed centre bonnet air scoop that was attached to the air cleaner of its Cleveland 351 engine with a fully functional "shaker" air intake producing 300 bhp. It came with a four-speed all-synchronised close ratio manual gearbox or a heavy duty three-speed C6 OR FMX Auto.



Wheels were 6.0 x 14 steel "five-slot" with "S" steel dress ring and centre cap and tyres: 185 x 14 - E70HR14
Fuel tank: 75 litre (16.4 gallons) - 163.8 litre (36.0gl) optional
Top speed: 210km/h (130mph) (auto)
1,557 units were produced from Sept 1970 to Dec 1971
The XY GT cost \$4,824.

A limited number were exported to South Africa, wearing Fairmont GT badging. The Fairmont GT model is starting to increase in value as Falcon GTs become harder to find and buyers beginning to see the Fairmont as a genuine GT.

1971 XY Falcon GTHO Phase III

The Ford Falcon GTHO Phase III was built for homologation, looked almost identical to the GT and was modified with a heavily upgraded engine. It was also equipped with special brakes and handling package, plus a 36 gallon (164 litre) fuel tank. It now featured a rear deck lid spoiler, new harmonic balancer, engine bearings, valve gear, Mustang 'Boss' head gaskets and a full extractor system over the GT.



The GTHO's 351 Cleveland engine output was understated as 300 bhp (224 kW) to satisfy insurers. It is generally accepted to produce in the region of 380 bhp (283 kW). At that time the Phase III GTHO was the world's fastest four-door production car, it placed 1st, 2nd, 3rd, 5th and 7th at Bathurst in 1971

Top speed was 228 km/h (142 mph) with 0-100 km in 6.9 secs.
300 GTHO Phase IIIs were produced from May 1971 to November 1971 and cost \$5,250

1972 XA Falcon GT

The XA series was the first all-Australian Falcon design and saw the return of a two-door hardtop, which allowed the GT to appear in two-and four-door body styles for the first time. Upgraded suspension and extra refinement made it even more of a Grand Tourer.



From the end of the XY series, the GT's Cleveland 351 V8 putting out 300 bhp was locally assembled from imported parts. The XA GT won the Hardie-Ferodo 1000 in 1973 and 1974 making it the single most successful GT at Bathurst. 1868 XA GT sedans and 891 hardtops were produced.

Falcon GT-HO Phase IV

The GTHO Phase IV featured a finned, large capacity sump, new combustion chambers and extractors and was quoted to produce '340' bhp (254 kW). Production of the 200 units required for racing homologation was abandoned in July 1972 following intense media and political pressure, and only one production example was completed. This significant road car was manufactured in Calypso Green metallic with a white vinyl interior.



40th Birthday Celebrations Ford GT Lineage



Additionally, three regular production Falcon GT sedans - especially painted in Brambles Red - had been in the process of being developed for racing to GT-HO specification. With the abandonment of the XA Falcon GTHO as a production car, development was immediately halted on the three race cars and they were sold off.

Ford had to quickly find a home for 200 sets of the Phase IV's 15-inch Globe Bathurst wheel and Australia's first 60 series radial tyre amongst previous Phase III owners so that the Phase III could continue racing in 1972 on the latest 15-inch racing rubber.

Falcon GT - RPO 83

The XA GT was also available with Regular Production Option 83, essentially a Phase IV in most respects except for the name. Between April 1973 and August 1973, Ford Australia built 250 XA Falcon GTs fitted with the RPO 83 package, 130 of these being sedans and 120 being hardtops. The 2.25 inch exhaust headers were subsequently homologated for the XA Falcon GT for the 1973 Hardie-Ferodo 1000.

1974 XB Falcon GT

The XB GT was to be the last of this famous line for almost 20 years until the 25th Anniversary EBII GT was launched in limited numbers in October 1992.

The XB's aggressive new forward sloping nose and divided recessed grille, the twin nostril bonnet scoops, contrasting bonnet panels with matching highlights around the wheel arches and door sills, and a new variation of the classic 12-slot wheel with exposed chrome wheel nuts and centre caps, all stamped this GT as something special.



The new front transformed the XB GT Hardtop and with its side scoops and flush new tail lights, it now had serious attitude. Standard four wheel disc brakes, yet another first for a local performance model, reinforced the GT's position as a total performance benchmark. The XB GT was also the first with colour keyed bumpers and together with its giant GT 351 decals and unusual two-tone colour combinations; it ended the first GT chapter on a high.

The XB was the most popular GT model built by Ford with a total of 2,899 (1950 sedans and 949 hardtops) sold.

1992 EBII Falcon GT

At the time of the launch of the EB GT manufacturers were no longer obliged to build homologation specials for racing. The EB GT was a road car first and foremost with interior appointments beyond those of the Fairmont Ghia. In that respect, it could draw a clear line to the first XR GT, launched 25 years earlier. The ride was set to be comfortable rather than race track harsh and overall it gave the impression of being a quick point to point car.



The five litre powerplant claimed a healthy 200kW with a top speed of around 230km/h and it did 0-100km/h in 7.3s. A distinctive body kit, lowered ride height and distinctive wheels gave it the right stance.

Three colours were available (Cobalt Blue, Black Pearl and Cardinal Red) while you could option for a 4 speed auto transmission rather than the five speed manual.

The 265 cars were snapped up within days of the announcement at a price of \$62,000.

1997 EL Falcon GT

More powerful, more refined and more of a true V8 touring car than the EB GT, the 1997 EL GT took the big, fast, sports/luxury Australian car to its next level. For the 30th anniversary of the 1967 XR GT, Ford refined the EB philosophy again going beyond the Fairmont Ghia's luxury interior.





40th Birthday Celebrations Ford GT Lineage

Airflow was improved from intake to exhaust. The five litre engine producing 200kw gave EL GT the expected V8 fireworks completing 0-100 km/h in 6.97s. It also set a new benchmark for Falcon handling and roadholding but didn't do it at the expense of ride comfort.

270 were produced at a price: \$69,500 (manual and auto)

2003 BA FPV GT

The GT badge re-appeared in 2003 under the FPV banner. The BA model GT and GT-P were an instant success offering a level of engine performance from its high-tech Boss 290kW quad-cam 32 valve 5.4 litre V8 that was superior to the competition.



Transmission: five-speed manual or four-speed auto.
Brakes: 325 mm grooved, ventilated discs, twin-piston calipers (f); 303 mm grooved, solid discs, single-piston calipers (r)
Wheels: 18 x 8.0-inch (f & r), alloy

The MKII update in 2004 saw the GT and GT-P receive a new stripe package with bonnet decals, a six-speed manual transmission and the GT-P received 19" five-spoke alloy wheels.

Price: \$59,850

2005-2007 BF FPV

GT and GT-P

The BF GT continued the advances in technology and performance made by the BA. The ZF six-speed auto, as featured in Jaguars and BMWs, gave die-hard manual drivers something to really think about. The GT was fitted with Brembo front four-piston and rear single-piston calipers while the GT-P now had six-piston Brembo front calipers, as seen on AMG Mercedes models, as standard equipment.



The GTs received the BA GT-P's old 19-inch wheels and the GT-Ps received their own specific road wheel styles. 245/35 Dunlops were now standard on both along with restyled front and rear ends and twin exhausts. A new line of optional stripes and hood decals, along with three new colours, was also available to provide customers with a wider range of possibilities to personalise their cars.

2007 BFII FPV 40th Anniversary Edition GT

In March 2007 200 BF MKII GT's were produced to celebrate 40 years of the original Falcon GT. The FPV GT 40th Anniversary's sole colour scheme was a reverse of the original XR Falcon GT's gold with black stripes. It featured a Silhouette Black exterior with a gold over-body stripe kit.



This special model saw the launch the R-Spec handling package and had the latest GT-P 19-inch alloy wheel design with gloss black accents as standard and was available as a six-speed auto and manual.

2007 BF FPV GT Cobra R-Spec

In October 2007 400 BF GT sedans were produced to commemorate the 30th anniversary of the XC Falcon Coupe's 1-2 finish at the 1977 Bathurst 1000. The GT received the same white with blue stripes colour scheme as the 1978 Falcon XC Cobra of which 400 were also produced to commemorate the 1-2 finish the year before. It also featured an engine power upgrade from 290-302 kW and the R-Spec handling package.



The Cobra Boss 302 limited editions marked the end of the Boss 290 engine in the BF GT. All BF GT's based on the BFII Falcon sedan built after the 400 Cobra sedans featured the Boss 302 engine.



40th Birthday Celebrations Ford GT Lineage

2008-2014 FG FPV

GT, GT-P and GT-E

Released in May 2008 the FPV FG GT series consisted of the GT, GT-P and GT-E models. They were initially powered by a 5.4 litre Boss V8 with six speed automatic or manual transmissions. The GT was fitted with Brembo four piston calipers (front) and single piston calipers (rear). The GT-P and GT-E with Brembo six piston calipers (front) and Brembo four piston calipers (rear).



Standard features for the GT included 19 inch alloy wheels, seven speaker sound system, six disc CD player, dual zone climate control four-way power adjustable driver's seat and Bluetooth connectivity. In addition the GT-P also had a wrap around six-way power adjustable driver's seat and the GT-E a rear vision camera, leather seats and driver's seat memory settings.

2008 FPV GT 5th Anniversary Edition

In October 2008 a limited edition run of FPV FG GT 5th Anniversary Edition models were released. These were distinguished by their 19 inch multi spoke alloy wheels finished in Alpine Silver, six piston Brembo brake package, leather seats and FPV 5th Anniversary decal and stripes. It was virtually a GT-P for the price of a GT.



MY10 Update

In October 2010 (before the FG MkII update), the 5.4L Boss V8 was replaced with the new 5.0L Supercharged Miami V8. The new engine produced 335 kW and was capable of a sub 5 second 0-100 km/h. The decision was brought about because of pressure to convert to Euro IV emissions, which the 5.4L was unable to pass.

2011 FPV GT Black



In August 2011 the FPV Black edition was released. It could be identified by it's 'Silhouette' black paint finish, black alloy wheels, black fog lamp bezels, black exhaust outlets, black upper and lower grilles and matt black striping decals. Inside there was a black finish for the Interior Command Centre, tissue box and door spears. Black leather seats and reversing camera were standard features.

MKII Update

The FPV range received subtle interior and exterior updates from the Falcon (FG) MKII range in December 2011. Inside there was a new Interior Command Centre with an eight inch colour touchscreen and USB input.



2012 FPV GT R-Spec

FPV released the track focused version of the R-spec in August 2012, using the 335kW supercharged 5.0-litre V8 engine, creating Australia's fastest accelerating production car. It was fitted with 9 inch wide rear wheels, a launch control function, stiffer engine and transmission mounts and stiffer suspension components all round.



Inside the R-Spec featured 'Shadow' leather sports seats and piano black interior finishes.

2014 FPV GT F



The GT F 351 marked the end of the line for the Ford Falcon GT / FPV GT model lines, the "F" standing for Final, and "351" paying homage to Falcon GTs of the 1960s and 1970s.

Mechanically, the GT-F features launch control, standard Brembo six-piston front and four-piston rear brakes, the suspension and 275/35 R19 9in rear tyre package from the limited edition GT R-spec and a retuned version of the supercharged Coyote "Miami" 5.0L V8 engine developing a minimum of 351 or over 400 kW thanks to a transient overboost function.

Executive Committees

Year	President	Vice President	Secretary	Treasurer
1979	Phill Travers	Col Higgins	Doug Baker	Nic O'Connor
1980	Phill Travers	Col Higgins	Doug Baker	Nic O'Connor
1981	Gordon Paterson	Stephen Stathis	David Williams	Mark Wilson
1982	David Williams	Stuart Hansen	Keith Elderling	Laurence Morley-Clarke
1983				
1984				
1985	Ron Levy	Stuart Hansen	Brett Downing	Greg Jack
1986				
1987	Belinda Hansen	Dallas Rowland	Stuart Hansen	David Evans
1988	Belinda Hansen	Stuart Hansen	Robyn Archer	Martin Goff
1989	Steve Hohnen	George Redding	Oliver Szakall	Yvette Sarkis
1990	Stuart Hansen	Belinda Hansen	Greg Archer	Yvette Sarkis
1991	Greg Archer	Oliver Szakall	Robin Sheargold	Julie Gottschling
1992	Steve Took	David Jarvis	David Goff	Julie Gottschling
1993	David Jarvis	George Redding	Phil Cheney	Drew Drysdale
1994	David Jarvis	Ross Pagano	Phil Cheney	Katherine Cheney
1995	Ross Pagano	Peter Gottschling	Sheree Pagano	Katherine Cheney
1996	Martin Goff	David Jarvis	Sandra Ford	Maree Nancarrow
1997	Joe Rados	Ray Donovan	Oliver Szakall	Maree Nancarrow
1998	Kevin Green	Ross Pagano	Oliver Szakall	Maree Nancarrow
1999	Kevin Green	Ross Pagano	Sue Potts	Ron Fraser
2000	Ray Donovan	John Nancarrow	Sue Potts	Ron Fraser
2001	Andrew Hodge	David Jarvis	Stuart Hansen	Maree Nancarrow
2002	Warren Fleming	Rod Chapman	Joe Rados	Ron Fraser
2003	Warren Fleming	Kevin Green	Sheree Pagano	Ron Fraser
2004	Rob Macedon	Oliver Szakall	Sheree Pagano	Ron Fraser
2005	Stuart Hansen	Oliver Szakall	Jeff Bains	Geoff Day
2006	Jeff Bains	Jason See	Geoff Day	Oliver Szakall
2007	Geoff Day	Sheree Pagano	Scot Brown	Bryan Parry
2008	Geoff Day	Sheree Pagano	Scot Brown	Bryan Parry
2009	Geoff Day	Sheree Pagano	Scot Brown	Bryan Parry
2010	Stuart Hansen	Martin Goff	Scot Brown	Bryan Parry
2011	Stuart Hansen	Warren Fleming	Scot Brown	Bryan Parry
2012	Stuart Hansen	George Doroszak	Kathy Doroszak	Bryan Parry
2013	Stuart Hansen	George Doroszak	Kathy Doroszak	Bryan Parry
2014	Tony Hawton	George Doroszak	Kathy Doroszak	Kathy Doroszak
2015	Tony Hawton	George Doroszak	Kathy Doroszak	Kathy Doroszak
2016	Martin Goff	Andrew Hodge	Lauren McCay	Ken Anderson
2017	Martin Goff	Andrew Hodge	Lauren McCay	Andrew Hodge
2018	Scott Willoughby	Tony Killian	Stuart Hansen	Bryan Parry
2019	Scott Willoughby	Tony Killian	Stuart Hansen	Bryan Parry