





## Ford Performance Vehicles

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<b>Type</b>	Private
<b>Founded</b>	2002
<b>Headquarters</b>	Campbell field, Melbourne, Victoria, Australia
<b>Industry</b>	Automotive
<b>Products</b>	Automobiles
<b>Owner(s)</b>	Ford Australia (49%); Prod rive (51%)
<b>Website</b>	<a href="http://www.fpv.com.au">www.fpv.com.au</a>

**Ford Performance Vehicles (FPV)** is the Melbourne-based official performance car division of Ford Australia, founded in 2002.

## **History**

FPV can trace its roots back to 1991, when the British automotive engineering company Tickford began a collaboration with Ford Australia to produce high-performance variants of the Australian Falcon range. The partnership between Ford and Tickford, Tickford Vehicle Engineering, saw the introduction of the successful Ford Falcon XR6 and Ford Falcon XR8 variants. This was followed in October 1999 by the launch of the Ford Tickford Experience dealer network and the FTE T-Series model line based on Ford's AU Falcon and Fairlane models. Poor sales saw a change in marketing approach from Ford. In 2002, following the purchase of Tickford by Prodrive, the Ford Performance Vehicles company was formed and the FPV brand name was created to replace the FTE name. A restructured range was developed based on Ford's BA Falcon and headlined by the FPV GT-P. The FPV brand has blossomed in subsequent years.

## **2003 BA range**

The 2003 BA range included the GT, GT-P, and the Pursuit. The GT was the entry level vehicle, which started at AU\$59,850. The GT-P was the up market version of the GT, with an RRP of AU\$69,850. The Pursuit was a Ute (utility) version of the GT, featuring the same seats, basic dash/interior package and wheels. All three were powered by a unique version of Ford's 5.4-litre Modular V8, with DOHC 4-valve cylinder heads from the Mustang Cobra R engine. FPV named this uniquely tuned engine as the *Boss 290* because of its power output. It produced 290 kW (394 PS; 389 hp) at 5000 rpm and 500 N·m (370 lb·ft) of torque at 4000 rpm.

## **2004 BA MkII update**

The GT, GT-P and Pursuit received a new stripe package with bonnet decals, a six-speed Tremec T56 manual and the GT-P received 19" five-spoke alloy wheels. A new car and ute were added to the range, the F6 Typhoon (sedan) and F6 Tornado (ute). FPV also released the Super Pursuit, which was a Pursuit ute with GT-P extras. They were FPV's version of the Ford Falcon Barra engine, featuring a 4.0 litre DOHC 24-valve turbocharged inline-six with variable cam timing, which produced 270 kW (367 PS; 362 hp) at 5250 rpm and 550 N·m (410 lb·ft) at 2000 - 4250 rpm - the highest level of torque in any Australian production car to that date.

## **2005 BF**

- GT
- GT-P
- Pursuit.
- Super Pursuit
- F6 Typhoon (sedan)
- F6 Tornado (ute)

Engine specifications remain unchanged. All models share the same six-speed manual and were now offered with an optional SS made ZF six-speed automatic (the same as featured in Jaguars and BMWs). The GT received the GT-P's old 19" wheels, and the GT-P & Super Pursuit got their own design. Typhoon & Tornado customers got the option of the 18" wheel design used on the previous model or a new 19" design with black spokes. All models had subtle changes to the bodykit.

## **2006 BF MkII update**

- GT
- GT-P
- Pursuit.
- Super Pursuit
- F6 Typhoon (sedan)
- F6 Tornado (ute)
- Force 6
- Force 8

No mechanical changes were introduced with this update however all models now come standard with 19 inch rims. Subtle styling changes were made, but the most significant news was the introduction of new Force 6 and Force 8 models. Built to rival HSV's Senator Signature, they are mechanically identical to the auto-equipped GT model, but in a more luxury-focussed package with more conservative visuals (no rear wing, more conservative colour range). The Force models are essentially an FPV version of the Fairmont Ghia (luxury model in the Falcon range). In the final months of the BF MkII Falcon, a trio of limited-editions were released - the GT 40th Anniversary, the F6 Typhoon R-Spec, and the GT Cobra - all three of which received stiffer "R-Spec" dampers, and in the case of the GT Cobra, a power hike.

## **Current models**

Models in the current FPV range are based on the Australian Ford FG Falcon and Ford SY Territory. The Falcon based models are the 6-cylinder F6 sedan and F6 Ute (the former Typhoon and Tornado names having been retired), the V8 powered GT, GT-P and GT E sedans and the V8 powered Pursuit and Super Pursuit utes. The Territory variant is the 6-cylinder F6X SUV. The 4.0L Turbocharged Inline Six now produces 310 kW (421 PS; 416 hp) and 565 N·m (417 lb·ft), while the 5.4L V8 develops 315 kW (428 PS; 422 hp) and 551 N·m (406 lb·ft).

## **Sedans**

### **F6**

The F6 is the only 6-cylinder vehicle in the FPV sedan range, with an RRP of \$66,590 (AUD). It comes with the same features as the F6 ute, except it also has a Control Blade independent rear suspension, dual-zone climate control, prestige audio system, and the reverse sensing system which are not standard on the ute.

### **GT**

The GT costs the same and has the same features as the F6, the major difference being the engine. It features a 5.4L Boss V8 engine, an upgrade from the previous GT's engine. It has 32 valves and double overhead camshafts, and produces 315 kW (428 PS; 422 hp) at 6,500 rpm and 551 N·m (406 lb·ft) of torque at 4,750 rpm. Due to the increased engine size over the F6, the GT has a "power bulge" on the bonnet with GT decals.

### **GT-P**

The GT-P is a higher-spec version of the regular GT. It costs \$77,190 (AUD). It has a few slight improvements over the GT, such as larger brakes, adjustable pedals, performance seats, a 6-way power driver's seat, and extra GT-P decals. The engine and transmission remains the same as the GT.

### **GT E**

The GT E is the flagship of the new FPV range at a price of \$78,190 (AUD). It is more focused on luxury rather than performance, despite this, it still has the 5.4L V8 that is found in the GT models, which is mated to a ZF 6-speed automatic. It has replaced the Force 6 and 8. The GT E comes with a boot lip spoiler, special alloy wheels and other luxuries like a reversing camera, parking sensors, leather, and a wood grain interior. The GT-E gets the same sport luxury suspension found in the Ford G Series range.

## **Utes**

### **F6 Ute**

The F6 Ute is the only 6-cylinder vehicle in the FPV Ute range; it starts off the FPV range at \$57,990 (AUD). It is powered by a 4.0L turbo-charged DOHC 24 valve in-line six cylinder engine, which produces a maximum power of 310 kW (421 PS; 416 hp) at 5,500 rpm and maximum torque of 565 N·m (417 lb·ft) across the range from 1,950 to 5,200 rpm. The fuel consumption has dropped to 12.1 L/100km for the automatic. The engine is mated to a new 6-speed manual transmission, however, a ZF 6-speed automatic is a no cost option. It is equipped with Dynamic Stability Control (DSC), 6 airbags, Electronic Brakeforce Distribution (EBD), 4-channel Anti-lock Braking System (ABS), Beltminder technology, a

six stack CD player ( MP3 compatible ), FPV starter button, alloy pedal covers, and 19 inch alloy wheels.

### **Sports Utility Vehicles (SUV)**

#### **F6X**

In late 2007, FPV unveiled the F6X - a high-performance version of the Ford Territory SUV. It is equipped with the F6's power train, and received numerous upgrades to the standard Territory. When compared to FPV's BF F6 Typhoon the F6X is only 3 seconds slower around the Australian Winton Raceway.

### **Motor sport**

#### **V8 Super cars**

FPR was created in 2003 to establish a link between FPV's road car range and the popular V8 Super cars. Given the team's massive budget, its early results were disappointing but a form reversal in 2006 saw the team finish 2nd in the



teams' standings. Current drivers are Mark Winter bottom and Steven Richards in the two FPR entries. Former drivers include Craig Lowndes, Glenn Seton, Greg Ritter, David Brabham and Jason Bright.

## **Drifting**

FPV created a show-car dubbed the 'DRIF6' - an F6 Typhoon with modifications making the car suitable for competitive drifting. The show-car was a popular exhibit, and the car was entered into the national-level Drift Australia Series in 2006, where it was driven by Adam 'Newton meter' Newton. One of the car's main objectives was to expose the FPV brand to a younger audience than its usual, traditionalistic V8-driving crowd.

Apart from Adam Newton, only Gary Myers of Summernats Burnout fame has driven the car in anger. Gary drove the F6 for Street Machine Magazine, and commented the vehicle had incredible power.

The F6 drift car managed to score a best qualifying position of 5th at Mallala Motor sport Park in Adelaide, South Australia. In the Queensland Round of racing, the car suffered damage when Warran Luff, V8 Super car driver took to the wheel for a few demo laps. Under Warren's control the car only made the end of the back straight of Queensland Raceway before it was turned passenger side first into the wall.

The vehicle made an appearance in China to bolster one of its sponsors agendas. Many people believe the car is still in China, but Ford Australia brought the vehicle back to Australia and it can now be seen at the Ford Australia Discovery Centre in Geelong Victoria.



THE NEW FPV  
GT 40TH ANNIVERSARY

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