Ford GT on the Atlantic Ocean Road in Norway – V/O

So here we are. Ford GT on this road is just out of this world, it really is. You can't drive too fast on this road because they've got very low speed limits but it absolutely doesn't matter because the scenery as you can see from our film is utterly beguiling around here.

The Atlantic Ocean Road on the west coast of Norway is truly one of the world's most incredible roads and originally it was meant to be a railway line not a road at all. Having pondered the idea for several decades, the Norwegian government abandoned their plans to link the villages of Kårvåg and Vevang by rail and in 1983 they began to build a road to do so instead. And on July 7 1989 the now world-famous Atlantic Road also known simply as the 64 was completed. At a cost of just over 120 million Norwegian kroner, the road itself is only five and a bit miles long but it features a series of surreal-looking viaducts and causeways and eight different bridges that really do fray the outer edges of your imagination.

It's an extraordinary road to drive in any car, but in a bright yellow Ford GT with 647 bhp, and two big black stripes on its roof, well it doesn't get much better than this quite frankly.

I mean look at this place it is unbelievable!

I don't know, I'm not sure there are many more beautiful places on earth, and I'm not sure there are many better more beautiful roads on earth than the Atlantic Ocean Road.

So anyway part two, we need to get up to the Arctic Circle Raceway to go and break the lap record. To reach the Arctic Circle Raceway I drove the GT 500 miles north. Past the town of Trondheim and then along another amazing series of roads, called the E39 and the E6.

I have to be honest it really was an absolute blast. The GT looked, and sounded and just was a quite incredible thing to witness on those roads, and then we met a nice man, who had a very smart looking, replica GT40 in full gulf colours.

The Arctic Circle Raceway is the northernmost racetrack in the world and it sits just 19 miles outside the Arctic Circle itself. It was designed, built and opened in 1995 by a collection of local engineers, and nowadays it's used mostly for bike racing and it really is one heck of a track with 13 corners, most of which are really fast and flowing. Plus, there's a tighter section between turns 4 and 8 which is actually meant to replicate the best bits at Laguna Seca and in a Ford GT it's pretty damn exciting. So this is it, the Arctic Circle Raceway. This is the main reason that we came to Norway in the first place.

I have to say it's pretty special! With 647 bhp from its 3.5 litre twin-turbo v6 the GT has massive straight line performance for sure but if anything it's the cars aerodynamic qualities that distinguish it most relative to other road cars. This is what makes it so rapid around a circuit like the Arctic Circle Raceway.

At its core sits a carbon fiber tub, but there's active aero at the front and rear. Plus a vast carbon ceramic brake disc at each corner. All up the GT weighs just a little bit less than 1,400 Kg and its top speed is 216 miles an hour. 0 to 60 miles an hour takes less than three seconds which is pretty astonishing for a car that's rear-wheel drive.

But the grip this car has got, the composure it's got, just blows your mind it really is a proper piece of work and it suits this track down to the ground. The main reason we came here all this way to within 15 kilometres of the Arctic Circle is to try and set a new lap record for this track.

The current record stands at one minute 41 seconds. I'm not going to try and break that lap record for Ford but I know a man who is and I know that he almost undoubtedly will and that is Stefan Mücke one of Ford's Le Mans drivers.

I think he's going to break the lap record by huge amount to be honest. But that's not my duty that Stefan's duty. So basically, over to you mister Mücke.

So after just a couple of sighting laps in the GT, Ford's Le Mans ace, Stefan Mücke was already down into the 1 minute 38s, which meant that he and the GT had already smashed the lap record before either of them had even got properly started but then Mücke did what racing drivers do. He climbed out, had a bit of a think and then said he could easily go quicker still. So, the tire pressures were dropped a bit and back out he went visibly trying quite a bit harder this time.

And here is the unbroken footage of his fastest lap with data and footage all captured by the smart new Ford Performance App. And so precisely 1 minute 36.29 seconds later that was that. Stefan Mücke and the Ford GT had a new lap record to their names and our week-long adventure in this incredible country with this extraordinary car was over.

And with that we put the car back in the truck, gave it one last look for good luck and we left Norway much as we'd found it. Which is to say a very beautiful country that has some of the most extraordinary roads on earth and some of the nicest people you could ever wish to meet.