

Hagerty recently published stories about the Mustang. Here is one about the 1964 Mustang's Tour de France race.



The original Ford Mustang was a tour de force in the 1964 Tour de France

By the time the 1965 Mustang debuted in April 1964, Ford's Total Performance program was going full throttle, with successes across the racing spectrum and on both sides of the Atlantic. The Falcon, on which the Mustang was based, had already taken second place overall in the 1964 Monte Carlo Rally; there would be no playing it safe for Mustang's racing debut.

And so, just a few months into its sales bonanza, the Mustang was thrown to the lions. Its first race would be the 1964 Tour de France Automobile, a 10-day, 4000-mile motor-sport spectacle. It took home a win.

The Mustang's victory was big news in the racing world, and a harbinger of its track successes to come. Full appreciation of the feat probably requires a closer look at a race lesser known to Americans than the 24 Hours of Le Mans.

First run in 1899, four years before the bicycle race of the same name, the Tour de France was indeed a "tour" of the country, with stops to compete at its major race tracks, plus hill climbs and sprints in between. Results from all stages were tallied to determine winners.

This was a difficult race, with a very high attrition rate. Of

117 cars that started the 1964 TdF, only 36 finished. The grid, comprised mainly of European models, looked like something in a "Speed Racer" cartoon, ranging from two-cylinder Panhards to V-12 Ferraris, with a sea of small sedans, coupes, and roadsters filling in the rest. Cars were grouped into GT and Touring classes, each subcategorized by engine size, down to 1.0-liter and under.

The Mustangs were built for the Touring 3.0-liter+ class, which factory-backed Jaguar sedans had won from 1959–63. Ford had proficient race partners to handle the job. Alan Mann Racing of Surrey, England, had become a factory team after its impressive win with British Ford Cortinas in the 1963 Marlboro 12-Hour race in Maryland, beating the factory Falcons. AMR would then run the rally Falcons.

The Mustangs were among the few American cars in the 1964 TdF, the others being another Mustang entered by Ford of France, a trio of Shelby Daytona coupes in the GT class, and a giant 1963 Ford Galaxie 427. Mechanical problems took out all three Daytonas.

To build its TdF team, Ford plucked four red Mustangs from inventory and shipped them to AMR for race prep. Three would race, while one would serve as a parts car. As early models, the Mustangs had the 260-cubic-inch V-8; the 289 was not due until the fall. For the TdF, the 260s were pulled and replaced with high-performance 289s built by Ford's NASCAR builder, Holman & Moody, and packing close to 300 hp.



(Continued on next page)

1964 Mustang's Tour de France race (Continued)

Henry Mann confirmed the work that his father's firm had done to prep the Mustangs for the TdF, which included installing a Galaxie rear axle and front springs, an oil pan guard, auxiliary fuel tank, tweaked suspension, Girling front disc brakes, and rally seats.

"The wheel arches were also flared," he says, "which gave the cars quite a distinctive look."

The 1964 TdF began on the Reims Grand Prix circuit, a five-mile course built on narrow public roads comprising two long straights, three fast sweeping curves, and a few ultra-tight turns. Here, the Mustangs swept 1-2-3 in the Touring class, repeating that deed at the next stage on the Rouen-Les-Essarts circuit. The Mustangs went on to win 13 of the TdF's 17 speed stages, delivering Ford a 1-2 victory in Touring, and eighth and ninth overall, with British drivers Andrew Cowan and Peter Procter piloting the winning car.

"They did indeed finish 1-2-3, ending a long period of Jaguar dominance," Henry Mann confirms. "The third car, number 82, driven by Bo Ljungfeldt, accepted a push start when the electrics died at Pau, and was disqualified for accepting outside assistance."

The Mustang's eighth place overall is also notable for the caliber of the GT-class cars ahead of it: Ferrari 250 GTOs took first and second, a quartet of Porsche 904 Carrera GTs placed third through sixth, and seventh went to an Alfa Romeo Giulia TZ. Every one of those was a purpose-built endurance racer.

The disqualified Mustang, known by its license registration, DPK5B, is today the sole remaining TdF Mustang, and AMR is restoring it for eventual sale. It had continued its racing career, Henry Mann confirms, campaigning with different owners and winning some races at in the late 1960s at the Zandvoort circuit in the Netherlands. The winning car, DPK7B, also continued to race in Europe but was wrecked and is believed to have met its ultimate demise in a metal shredder in the late 1970s.



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Car of the Month

1933 CHEVY COUPE

Owned by Jeff and Sharon Waldman



Our 1933 chevy coupe is an all steel, 5 window and when purchased needed a complete restoration.

I wanted to make a hot rod out of it so I removed all the bumpers, fenders and running boards.

The previous owner rebuilt the floor board and redid some of the wood molding inside around the windows and doors. I went to a You Pull It yard and found a bench seat that worked fine. I bought wood laminate and stained it a dark cherry and then sealed it with a lot of clear wood finish to put on the dash. I bought gold vdo gauges and installed those. I put in a Chevy polished silver steering column and a dark cherry wood steering wheel. I put in upholstery panel boards for all around the interior and used a grayish tan upholstery with maroon and yellow strips in the upholstery on the seats and all the paneling.

The exterior all steel body was in pretty good shape no rust and very few dents. I ground the body down to the bare metal before body and paint.

The body shop which is not in business any more did a pretty good job of body work and paint. The paint color is a yellow with a blue pearl.

The engine is a 350 small block with a 671 blower that was custom built by L&M blowers in Northglenn. The headers are zoomie headers. The transmission is a three speed 350 automatic transmission.

(Ed ~ Jeff and Sharon's beautiful coupe was chosen as the car that is featured in this years Havana Cruise logo.)



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A little news from the Collector Car Council of Colorado.

The CCCC has two basic Goals:

Number one is to Protect the Car Hobby. As Will Rogers is famous for saying "No Man's Life, Liberty or Pursuit of Happiness is Safe While Congress is in Session" The CCCC has hired a Lobbyist who works at the State Capital to make sure that laws that could negatively affect our hobby not be passed and those that could benefit us be passed with our support. In recent years we have seen numerous bills introduced that could expand the "Salvage Title" to include our cars that we are rebuilding if we used over 30% of new parts in rebuilding the car. Also if your car was damaged and you filed an insurance claim, the insurance company could declare your car salvage if spent they spent more to repair it than the Blue Book value. We fought this law and are exempt from it for our classics.

The second is to Promote the Car Hobby. In addition to supporting the events planned each year by our member clubs we also manage two major events:

Havana Cruise: June 9th. The Stampede Restaurant location will not be used this year due to construction and the Havana Exchange site at 2822 S. Havana will be used instead.



The Gibby's site at 1555 S. Havana will feature the NAPA Show Trailer. The Havana Machine Shop at 800 S. Havana will be the third site. There will be entertainment at all sites. The Poker Run first prize will again be a 5 day ocean cruise with second prize being a mechanic's tool cabinet. Volunteers from many clubs have stepped in to manage festival sites and traffic control. The Cruise will run noon to 6 pm with poker run winners announced at 6 pm.

(Continued on next page)



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A little news from the Collector Car Council of Colorado. (Continued)

Swap Meet & Car Show: August 4th. Our new home for the CCCC Swap Meet is Rocky Mountain Metro Airport (formerly Jeffco Airport) and there will be a CCCC-sponsored car show collocated with the swap meet. We expect to need about 100 volunteers to help put on the event. The Early Mustang Club will move their traditional "Horsefeathers" show to the airport on that date. The airport is actively promoting the event as a "Ground and Air Show". If successful, we hope to have a 5-year contract to establish a reliable date and location.

Encouraging young people to join the hobby. The high prices commanded by publicized auctions are one factor in dissuading young people from taking up car collecting. On the other hand, the amounts of money being spent on high performance "tuner cars" indicate that money may not be the only element. It was suggested that clubs holding events actively encourage young people to participate.

That's it for now. Have a great spring and we hope to see you this summer at either one of our events or at your clubs.

Thank you for your support of the Collector Car Council of Colorado.

Dick Thompson

President of the Collector Car Council of Colorado



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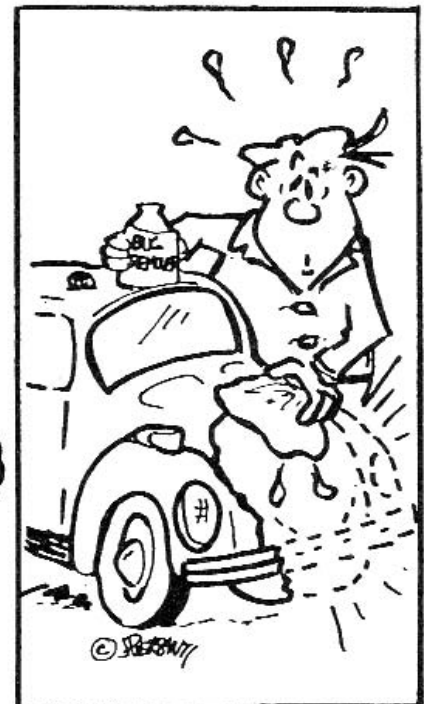
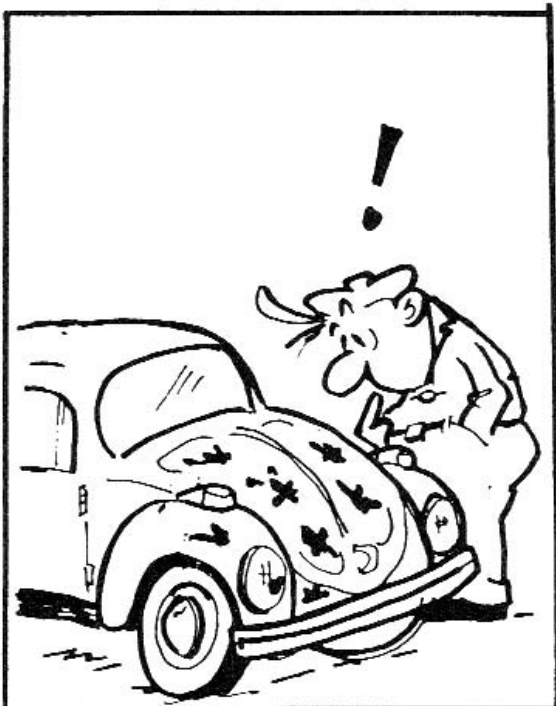
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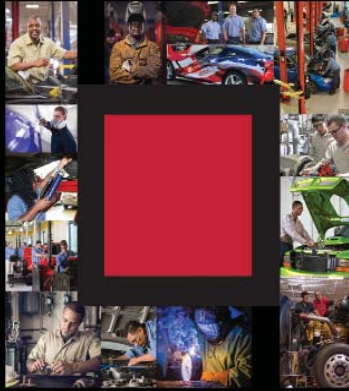
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Greg Akiyama / Publisher / 303-680-8298

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Colorado Collector Car News

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This is a monthly publication dedicated to the enjoyment of the collector car hobby in Colorado.

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ED: I am looking for other Cars of the Month. These cars do not have to be concours award winners, just cars that have owners who are proud to own them. (Don't we all feel that way?) To nominate a car and owner, please contact me at gakiyama@earthlink.net. Thanks.

ED: I am always looking for more subscribers. If you know someone who you think would enjoy getting my newsletter, please have them send me an e-mail complete with their name, club affiliation and phone number. I ask for a phone number because when (not if) an e-mail stops working, I can contact that person for an updated e-mail address rather than just stop sending them the newsletter. My e-mail address is: gakiyama@earthlink.net. Thanks.

Collector Car Council of Colorado (CCCC)

President: Dick Thompson / thompson660@cs.com
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