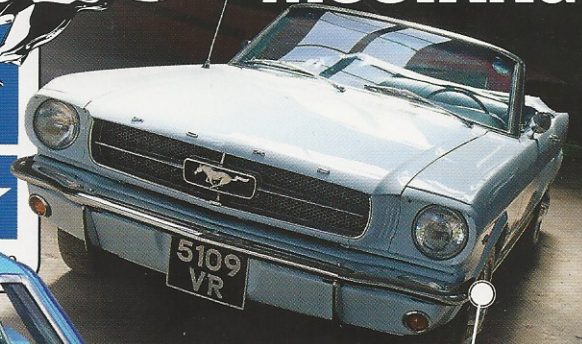


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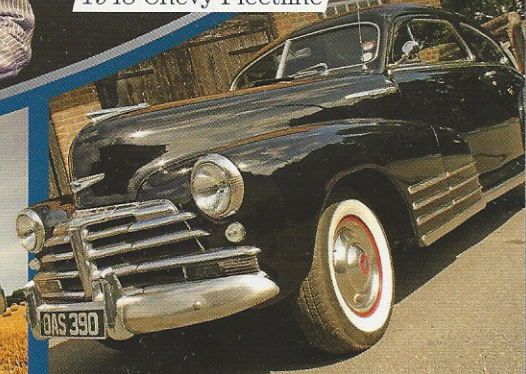
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KEEPIN' UP THE PACE

Adam Longmore had no idea when he bought this 1964 1/2 Ford Mustang that it was in fact one of the factory Indy 500 pace car replicas built by Ford to celebrate Mustang's Indy pace car duties. A little detective work soon revealed the amazing truth...

When Adam Longmore (proprietor of marque specialist Mustang Maniac based in Hertfordshire) purchased a reasonably tidy, but unassuming 1964 1/2 Mustang from a dealer in the UK in 2002, he wasn't initially aware of exactly what he'd bought. He ran the car for around a year until the road tax ran out and then parked it up in a corner of his yard. It was only when he started to decode the door tag that the colour code of pace car white was revealed, which up until then wasn't a colour he was very familiar with.

"I thought that's rather strange, and I decided to delve deeper and continue my research," Adam remembers. "Sure enough, my car was indeed a genuine period 1964 1/2 Indy 500 pace car replica, one of a reputed 190 odd cars produced by Ford. "All Mustang Coupe pace car replicas were supplied with back-up lights, they were all 260ci powered

with Cruise-o-Matic transmissions. If my car hadn't still got its door tag in place, then I'd never have known!"

When Adam purchased the Mustang it was painted red and with a black interior, but upon further investigation the paintwork underneath that was blue, and below that was indeed pace car white. "I can't be sure but I reckon whoever purchased the car when new decided a little later to remove the Indy 500 pace car decals and then have it completely repainted in blue. While the red paintwork was simply a quick blow-over, the blue definitely wasn't; it was a complete removal of glass and major repaint to an exacting standard," reveals Adam. "I then emailed an enthusiast in the USA called Steve Grant who knew a thing or two about Mustangs, and pace cars in particular, and he indeed confirmed that I

definitely did have a genuine period pace car replica, which he had not previously been aware of. My car had originally been sold by a Ford dealership in Oklahoma."

When Adam realised just how rare these Mustang pace car replicas were (back in 2002 only 10 were known of, of which only four had been restored), he decided to embark upon a complete restoration to return it back to as near original specification as possible. Fortunately the car hadn't been messed about with, other than having been repainted twice. Definitely a sound basis to start with, and it was in a good structural state too, keeping bodywork repairs to the minimum.

Once the car had been stripped to a bare shell, Adam and Terry Humphrys (who would be responsible for the bulk of the restoration work) set about restoring the bodywork. >>

"I DARE SAY THAT SERIOUS AFICIONADOS COULD PROBABLY FIND A FEW MORE ISSUES HERE AND THERE, BUT IN ESSENCE THE CAR'S PRETTY DAMN AUTHENTIC..."



"This involved fitting near rear quarter panels, a fairly normal procedure when there's corrosion around the wheel arches," explains Adam. "Then we completed a little repair work on one wing and a small patch repair on the floorpan, and that was about it; in effect no real major metalwork repairs at all."

"Then the car was baremetalled prior to repainting, including inside, outside and underneath. In order to be as authentic as possible, we used cellulose paint, mixed up with the correct code (kindly supplied by Steve Grant in the USA), to recreate the pace car white, which was actually used by Ford in its commercial vehicle division, and is a more intense white than the more commonly found

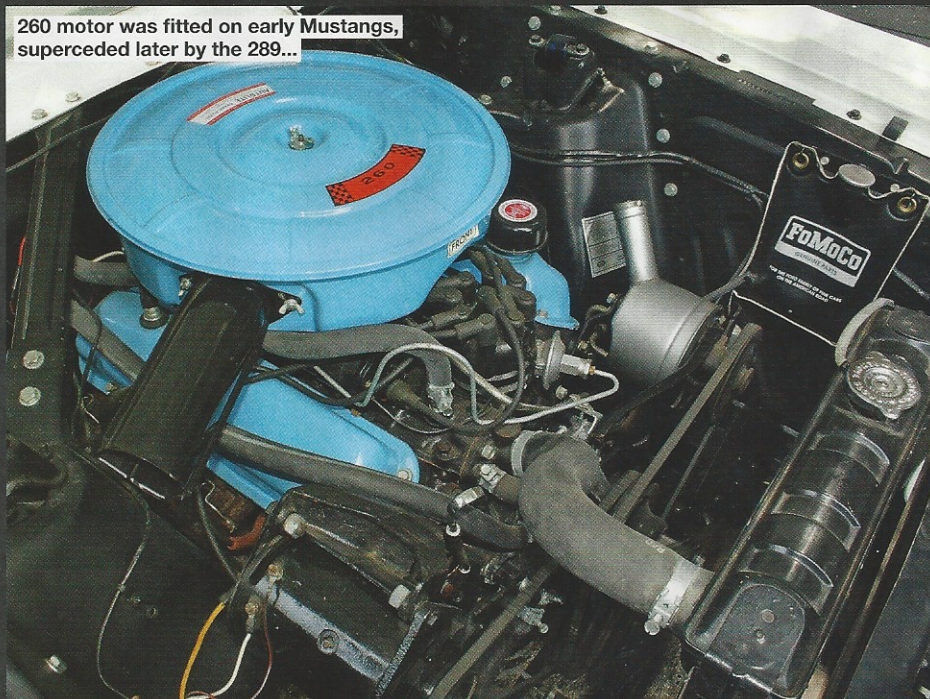
Wimbledon white. Factory cars would have additional black paint applied in various areas, but I decided at the time to keep everything white for the time being, and maybe apply the very finishing touches at a later date. Steve Grant was also very helpful with information on the correct paint codes when it came to detailing the engine and bay."

When Adam initially purchased the Mustang, it was all up and running well, but during the restoration he wisely decided to chance nothing, and embarked upon a complete engine, gearbox and back axle rebuild. The car is powered by a 260cu in engine, coupled to a Cruise-o-Matic three-speed automatic transmission. Essentially

whatever the car needed, it got and there was no skimping anywhere. Adam went though it with a fine-tooth comb, refurbishing the braking system, replacing electrical wiring where necessary, fitment of new suspension components, but retaining the original dynamo set-up, single exhaust system etc.

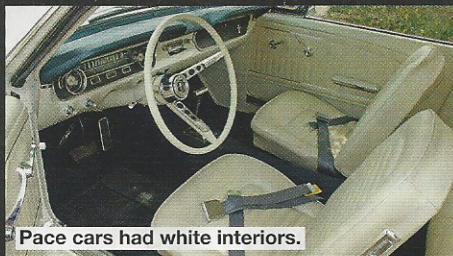
The interior was restored to its original specification with the seats retrimmed in white. Then there was a new blue carpet set, doorcards and other interior trim. "The 1964 1/2 has a few unique features, such as the carpet doesn't come right up the sill panel, which is left finished in vinyl, and the kick-pad on the carpet only has one square section, and doesn't have the toe section on the side, which

260 motor was fitted on early Mustangs, superseded later by the 289...



Chrome steering wheel centre cap.





Pace cars had white interiors.



Cruse-O-Matic 3-speed auto.

Windscreen washer bag.



Decals came from Canada.

was all faithfully replicated," explains Adam. "One of the last jobs to be completed was to apply a set of reproduction Indy pace car decals that I managed to source from a company in Canada. One aspect of the restoration that isn't totally authentic is where the blue stripe comes down the bonnet; it should finish flush, but we finished it off in a Vee. This was because I'd always be able to identify my car for future reference. I dare say that serious aficionados could probably find a few more issues here and there, but in essence the car's pretty damn authentic. Very knowledgeable UK based early Mustang model enthusiast Frank Middleweek has seen my car and he likes it!" Eagle-eyed readers will of course have spotted that Adam's car is fitted with door mirrors, something that the originals didn't have, but in the interests of safety, they're a prudent fitment.

The restoration of the pace car replica was carried out over a fairly leisurely two-year period when time would allow. Since its completion the car has only been seen at two public events; several years ago at the Enfield Pageant of Motoring and more recently at this year's American Speedfest event at Brands Hatch, so not many people even know of its existence. As far as rare Mustangs go, Adam's pace car replica is definitely in hallowed territory, being an important part of Mustang history and folklore. He particularly likes the black and white period photo taken on May 14, 1964, of some 105 pace cars parked up together at Dearborn for a publicity photo shoot, when some of the Ford dealers came to collect their pace car replicas after winning the Chequered Flag competition. "My car could very well be in among that lot somewhere," he proudly asserts. Indeed it could Adam, indeed it could! ★

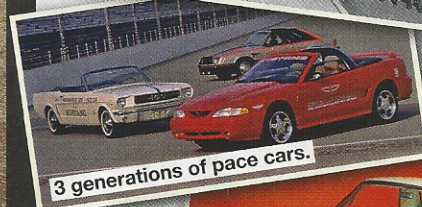
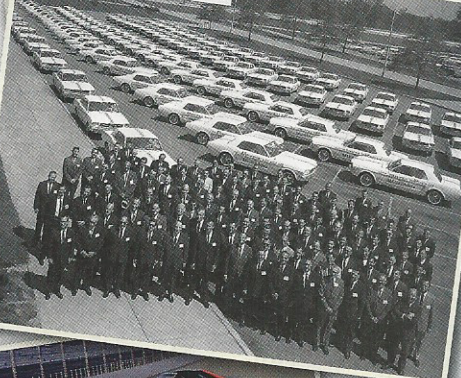
Adam's Pace car has only been out twice - here's hoping we'll see a bit more of it this year!



Real Pace car at Indianapolis.



Dealers & Pace cars.



3 generations of pace cars.

Pace car press shot.



MUSTANG INDY 500 PACE CAR HISTORY.

The Mustang has been used on three occasions to pace the Indy 500 Race – in 1964, 1979 and 1994. On the first occasion in 1964, three convertibles were converted by California based company Holman & Moody for pace car duties at Indianapolis.

These were powered by 289cu in engines, highly tuned in order to achieve a top speed of 140mph, with Borg Warner T-10 four speed transmissions, and were the subject of many other performance upgrades too. On race day, May 30, 1964, Benson Ford Sr, grandson of Henry Ford, was behind the wheel of the pace car pacing the race that saw AJ Foyt win. Only one of the three actual 1964 pace car convertibles (one of which broke down on race day) is known to have survived.

In addition to this, there were 35 other convertibles used for VIP duties for the duration of the Indianapolis Race week, although it's reckoned that there were around 190 pace car coupe replicas completed. Those dealerships with highest sales figures before April 17, 1964, were in the running for a pace car replica and could enter the Chequered Flag or Green Flag competitions for a chance of receiving either a free car or one at a discounted price respectively.

Dealership winners of the Chequered Flag competition subsequently collected their cars from Ford at Dearborn, with the keys being personally handed over by Lee Iacocca. Winners of the Green Flag competition collected their cars from the district sales office. The Coupes were all finished in pace car white, with white interiors and blue appointments.