
1964 Ford Falcon Sprint

Lot sold	USD 34 377 - 41 253 GBP 25 000 - 30 000 (listed)	Drive	LHD
Year of manufacture	1964	Condition	Used
Mileage	99 800 mi / 160 613 km	Location	
Gearbox	Manual	Fuel type	Petrol
Chassis number	4R13F132537	Exterior colour	Other
Number of seats	2	Car type	Other
Drivetrain	2wd	Exterior brand colour	Red
Lot number	458		

Description

Late 1964-build genuine 'Sprint' imported from California and UK-registered in 1990. Built for fast road use with a 289ci 5-bolt V8 and period Paxton Supercharger. Rebuilt engine, rebuilt 5-speed T5 gearbox with Quaife internals, uprated suspension, rose-jointed links. Rare and highly sought after with a detailed history folder including all recent invoices. This genuine Ford Falcon Sprint was dispatched from the Ford factory in St Jose on the 27th of December 1964, imported into the UK in 1990, and subsequently registered. As a late 64 model Sprint, the car features as standard the desirable 289 V8 and has been upgraded with a period Paxton supercharger. This period correct supercharger was an option on the Shelby Mustangs of the '60s and recognised by Ford. Having spent the majority of its life in the kind climate of California and stored correctly since its import to the UK, this car is described by our vendor as rock solid and corrosion free. It was upgraded in the late 90s and commissioned by accomplished track/hill climb driver John Atkins of AC Cobra fame. Accompanying the car is a large detailed history folder containing invoices for an engine and drive train rebuild by CES Power Ltd, a wealth of old MOTs, magazine features, and various supporting documents. Designed for fast road use the rebuild includes; Engine; Period Paxton Supercharger, C.E.S POWER LTD built 289 V8, 5-bolt block, forged TRW pistons, Boss rods, 312-350 main caps and steels

straps, larger stainless steel valves, flowed 302 heads, roller rockers, solid lifter cam, baffled sump, Holley 4-barrel double pumper carb, competition fuel pump, dynamo replaced by alternator, 3" stainless steel twin exhaust. A detailed 3-page parts/labour print out on engine build, including dyno readout of 350bhp. Since the rebuild, the engine has covered approximately 4,000 miles. Chassis and drive-train; 5-speed T5 manual gearbox with heavy-duty Quaife internals, new HLX 70-4710 clutch recently fitted, lowered suspension, rose jointed links and Panhard rod, Detroit locker, Australian Falcon 1972/3 disc brakes and uprights. 7x15 Super-light wheels on 225/50/15 tyres. Monza fuel cap. Interior; Period bucket seats with Willans full harnesses, original radio rebuilt to F.M., Race-tech extra gauges including rev counter, oil temp and pressure, supercharger boost, multi-function rally clock, fuel pressure, 1960s clock from a MIG fighter, and a fire extinguisher. In summary, this is a rare model, only in production for just one year, that has been re-engineered for fast road use in the UK and represents a good opportunity to purchase an interesting Ford from the swinging '60s. Sure to be the talk of any car show and, with some further upgrades, potentially suitable for historic rallying, track use, hill climbs and possibly circuit racing. Nothing beats the rush of adrenaline, waiting at the lights, supercharged V8 burbling away in front of you

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