



Back in America, Ford rolled up its shirt sleeves and really set to work to improve further on the Falcon. The version they came up with for the 1964 and 33rd running of the Monte was much more of a purpose-built competition car being leaner, lighter and faster. Furthermore, they entered eight of them, again shipped to Lincoln Cars but worked on and finally prepared by Alan Mann. Six more were to be used as recce and team cars. Renamed the Falcon Futura Sprint, the rally cars carried larger 289cu.in. V8s (4.7 litre), fitted with a pair of Carter carbs, all breathed on by Carroll Shelby to give a reliable 285bhp at 6000 rpm, but could be revved higher if need be.

Lightweight fibreglass panels replaced the steel doors, boot, bonnet and front wings and Perspex took the place of the glass side windows, saving some 130 pounds. The heavy bumpers were also replaced with lighter ones. Large diameter Girling disc brakes were fitted in lieu of drums and the standard 14-inch diameter wheels were ditched in favour of 15-inch items fitted with 185x15 Dunlop SP tyres (and Firestone studded tyres for snow and ice). Heavy duty suspension components, a limited slip diff, a boot-mounted 22 gallon fuel tank and all the usual rally and safety paraphernalia completed the job.

Geared for acceleration rather than top speed and tuned for reliability and mid-range poke rather than maximum horsepower, the Falcons were timed at 0-60mph in 6.9 seconds and 0-100mph in 16.9 seconds, with a standing quarter-mile time of 14.2 seconds. The driver line-up included all three drivers from

TOP TO BOTTOM: THE FALCON WAS THE FIRST AMERICAN CAR TO BE TAKEN SERIOUSLY IN EUROPEAN COMPETITION FOR YEARS AND PAVED THE WAY FOR THE MUSTANGS JUST A FEW YEARS LATER; ALAN MANN FALCON; AGILE HANDLING AND EXCELLENT ROADABILITY MEANT THE FALCON WAS A FORCE TO BE RECKONED WITH ON THE HAIRPINS OF MONACO; BY MODERN STANDARDS SIXTIES RALLYING WAS PRETTY BASIC: A FEW FOG LIGHTS AND A MAP – BUT WHAT FUN!