

Ford Falcon

Baujahre ("square body"): 1964-1965

Motor (Motorsport Version): 4736 cm³; OHV V8 mit Zwei- oder Vierventilköpfen Vierfach-Vergaser, 225 PS bei 4800 U/min in der Straßenversion

Getriebe: Schalt- oder Automatikgetriebe mit Hinterradantrieb

Ford Falcon bei der Rallye Monte-Carlo 1964

Die zweite Generation der sogenannten ‚squared bodied‘ Falcons 1964-65 erschien in einer Zeit des rapiden Umdenkens der amerikanischen Motorindustrie. Erz-Konkurrent Chevrolet hatte mit seinen sportlichen ‚Kompakt‘-Wagen einen unerwarteten Verkaufserfolg erzielt und Ford antwortete darauf mit seinem 1961er Falcon Futura Coupé. Zuvor galt die Falcon-Reihe wegen ihrer schwachen 65 PS Sechszylinder-Motoren in den USA eher als Kleinwagenserie.

Fords 'Total Performance' Programm änderte dies alles. Obwohl das Futura Coupé von 1961 ein bescheidener erster Schritt war, der nur wenig Einfluss auf den Markt hatte, erschien dann doch zwei Jahre später der überarbeitete Futura Sprint – eine ganz andere Maschine. Angetrieben vom serienmäßigen 260 cui (4,2 Liter) V8-Motor produzierte er 164 PS, aber es sollte nicht lange dauern, bis der 289er (4,7 Liter) mit 225 PS heraus kam. Dieser vergleichsweise leichte Motor wurde ebenfalls in einigen anderen Modellen benutzt – in der AC Cobra und dem Ford GT40. Die Falcon Straßenautos waren als Limousine und Cabriolet lieferbar.

Die 64er Renn-Falcons waren speziell angefertigt worden. Ihre Karossen mit Glasfaser-Teilen machten sie sehr viel leichter und der von Holman&Moody modifizierte Cobra V8 brachte einiges mehr an Leistung und Drehmoment. Schätzungen über die wirkliche PS-Zahl variieren, aber ungefähr 300 werden es schon gewesen sein.

Besondere, enggestufte Getriebe wurden eingesetzt, die Hinterräder über Galaxie-Achsen mit Differenzialsperre antrieben. Auch die Aufhängungen und die Bremsen wurden komplett überarbeitet, um im Rennen zu bestehen.

Es war wie ein Schock für die europäische Motorwelt, als ein Werks-Team mit drei amerikanischen Ford Falcon Futura Sprints ankam, die bei der Monte Carlo Rallye im Jahre 1963 mitfahren sollten. Ein weiterer und noch größerer Schock waren dann die Siege bei jeder einzelnen Sonderprüfung, gefahren von dem schwedischen Eis- Champion Bosse (Bo) Ljungfeldt. Nur die Abzüge auf den Verbindungssetappen hielten den Falcon diesmal von einem Sieg ab.

Im folgenden Jahr waren die Falcons wieder dabei, diesmal nahmen sie mit acht Autos teil und Ljungfeldt wurde Zweiter der Gesamtwertung. Das Ergebnis war eigentlich erstaunlicher, als es auf dem Papier aussah. Nach heutigen Maßstäben gewann Ford komfortabel. Auch diesmal fuhr Ljungfeldt wieder Bestzeit bei jeder Sonderprüfung. Im letzten Zeitfahren – drei Runden auf der Monaco GP Strecke – kam Ljungfeldt auf nur 5 min. 50,5 Sekunden. Das war 23 Sekunden schneller als Graham Hill in einem weiteren Falcon, der den GP dort schon einmal gewonnen hat.

Ljungfeldt war 33,6 Sekunden schneller als Paddy Hopkirks Mini, der zuvor des öfteren die 'Monte' gewann. Ljungfeldts Problem war allerdings die komplizierte Vergleichs-Tabelle: Mit anderen Worten, die Monte Carlo Rallye war ein Handicap-Rennen; schon damals eine ungeliebte Rennart, heutzutage kaum noch vertreten. Die Ford Falcons waren schnell, ob auf trockenem Asphalt, eisigen oder sogar schneebedeckten Strassen, besonders aber mit Bo Ljungfeldt am Steuer.

Nach der Rallye Monte Carlo 1964 war der Verbleib der Original-Falcons und der Ersatzwagen ein Rätsel. Gerüchte besagten, sie seien in Teilen unter den Augen eines britischen Zollbeamten in der Nordsee versenkt worden. Eine Annahme war, dass es billiger war die Autos zu zerstören, als sie zurück in die USA zu verschiffen oder sie in Großbritannien zu belassen, da beides hohe Zollabgaben bedeutet hätte. Die Wahrheit war, dass die wenigen, die keinen Unfall hatten, still und leise eingelagert wurden, um später (wie einige Kopien auch) wieder aufzutauchen und historische Rennen zu bestreiten.

Originally Posted by westcoastfalcons.com

Ford was encouraged by the successes of the '63 Rally Falcons and the resulting favorable publicity. The '64 Rally Falcons were part of the continuing "Total Performance" advertising strategy that was highly effective for Ford during the mid 1960s.

Ford decided to center their rally efforts on the newly restyled 1964 Falcon "Sprint" through the mid-year of 1964 until the new Mustang model was introduced. The new Falcon body lines were less rounded than the 1960-1963 Falcons and had a more squarish pony car look. The '64 Falcons (and later '65 Falcons) were based on the same basic unibody structure of the earlier falcons.

Alan and George traveled to Dearborn to make arrangements for the delivery of eight rally cars and eight practice cars. The Falcons were selected from the factory line and shipped to Lincoln Cars Ltd. in England for final preparations. Special equipment for the Rally Falcons was developed by John Holman of Holman & Moody fame.

The '64 Rally Falcons were outfitted with significant performance improvements compared to the '63 Rally Falcons. The homologated Falcons had an array of optional performance characteristics that were supposedly available from your friendly Ford dealer.

*The '64 **Monte Carlo** Rally Falcons were powered by the new high performance 289 motor rated at 305 horsepower. The power plant was equipped with hi-po goodies including a special high-lift camshaft and a 10 to 1 compression ratio. The motor was topped with two (as in dual) 4 barrel Carter carburetors. The beastly engine had its lifeblood cooled by an oil radiator. This was the same hi-po motor that was to achieve similar racing glory in early Cobras, GT 40s and Mustangs.*

The motor was mated to Ford's T-10 Transmission box with an optional set of gear ratios. The differential was Ford's bullet proof 9-inch type that was borrowed from the full-size Galaxie. The differential was "limited slip" and outfitted with the larger rear drum brakes and axle from the Galaxie.

The front-end spindles were borrowed from the luxury Lincoln and outfitted with Thunderbird brakes. Fifteen-inch wheels were the smallest size that would accommodate the brakes. The brakes were an example of the parts listed that brought into question the validity of the homologated Falcons. Thirteen and fourteen inch wheel sizes were your only choices on 1964 Falcons in reality.

The front and rear springs were stiffer than the stock versions, and adjustable shock absorbers were mounted at each wheel.

The '64 Rally Falcon weighed only 2,156 pounds, almost a thousand pounds less than the stock Sprint. The weight savings was mainly gained from the fiberglass pieces that were specially made for the hood, rear deck lid, front fenders and doors. The front windshield was made from safety glass, but the remainder of the windows were made from Lexan which is a lightweight polycarbonate material.

The interior of the Falcon was also furnished in a manner to reduce weight. The front seats and the dash were the main components of the interior. Standard trim such as door panels and carpeting were removed. The dash was outfitted with a tachometer and rally equipment, and the rear seat area was fitted with an array of tools.

The July 1964 Car and Driver Magazine included a Road Test that covered a 1964 Falcon Sprint Rally car. The test driver (David Phipps) was suitably impressed with the performance characteristics of the Falcon. Here are some of the impressive performance characteristics that I gleaned from this article.

In four runs from 0-60, times ranged from 5.7 seconds to 6.3 seconds. These are still respectable times thirty-five years later.

The Monte Carlo Falcon turned the 1/4 mile in 14.2 seconds at 89 mph. This is a time that could undoubtedly be improved on by a professional driver.

The new Falcon utilized the High Performance 289 engine that would freely rev to 7,000 rpm!

A Racing Return for the 1963 Ford Falcon Futura Sprint



18th November, 2004

In the early 1960s the Ford Falcon Futura Sprint competed successfully in the legendary Monte Carlo Rally. Last month, the same car made its comeback in the famous Mexican road race event La Carrera Panamericana.

Starting on 23rd October and finishing on 31st October 2004, the Ford Falcon Futura Sprint competed with a Swedish team of driver Mats Lindén and co-driver Ralf Christensson.

“When people realised what car I had brought to Mexico, they thought I was mad”, laughs Mats Lindén who is a former Swedish circuit racing champion. “One person even said that I was a lunatic racing a museum piece...”

The car is a Monte Carlo rally legend, having won all the stages in the 1963 event with Swedish driver Bo Ljungfeldt at the wheel. But he missed the overall victory by incurring penalty points during the transport stages because of deep snow on the way to Monte Carlo. Ljungfeldt is still the only driver to have won all the stages at Monte Carlo. Formula One driver Graham Hill raced a similar car in the 1963 rally.

Some 40 years later, Mats has renovated the Futura Sprint and it was prepared to race standards before sending it across the Atlantic.

“It was a bit of a last minute job” he confides, “Which gave us

some problems during the first three days in the Carrera race. I had adjusted the ignition for the high altitudes in the mountains here and I had also made ventilation improvements in order to get the best possible airflow in the heat. Then I lost fourth gear and burnt out the clutch during the first stage of the race. It took us two days before we could get it fixed after working night and day”.

On the fourth day, however, it was time for the 4.7 litre Ford V8 to show its mettle. Mats started by being seventh in the class, a result that improved to second place after five days.

“The car went like a dream”, says Mats, “I have driven many race cars, but this one is definitely one of the best. It is rock steady on the road with lots of power since it only weighs 1,000 kg.”

Mats finished the gruelling Mexican road race at the legendary “La Bufa” stages where he ended up third in class despite this being his first attempt at the race. He is keeping the old factory Ford in the US for further race entries next year.

“We’ll see what comes up, but I will go back to Mexico for sure”, Mats says. “It is the last real road race in the world and it can only be held in a country like Mexico where there are lots of genuine race fans. We drove some 3,000 km from the south up to the Texas border at Laredo where the race ends”.

Facts on the Ford Falcon Futura Sprint entered in the Mexican “La Carrera Panamericana” race:

Type:	2-door pillarless coupe
Engine:	Ford V8, 4 727 cc
Year of make:	1963-64
Overall weight without fuel:	980 kg
Clutch:	Dry-plate
Gearbox:	Borg-Warner 4-speed plus reverse gear
Tyres:	6.50/6.70 x 15”

The Falcon Futura Sprint is homologated by the FIA for Historic car races in the Competition Touring Car class, period 1962–65.



*Mats Linden and the
1963 Ford Falcon Futura Sprint*

01-26-2005, 05:42 PM

rsfocus 
Novice

Join Date: Jan 2005
Posts: 2

in 1964 Bo L????? (sorry can remember how to spell his surname) won every special stage (only person to do so in the entire history of the monte) only to have late time no the final transport stage after getting stuck (i think it was either snow or boulders thrown onto the stage by spectators) so he ended up way down the order, still won his class etc. but not overall.

the 1963 cars were all converted into the 64 cars, they were then all sold off, allan mann had one in his btcc team which frank gardner raced, he might have had 2, not sure, my dad has all the history of the cars as he is building a replica of one of the 63 cars. there was one 63 car in california sitting on a farm, i have a feeling though it might have been crushed though! there was only a bare shell, but it had the id plate and the plate had the g.hill stamped on it. so it must have been graham hills car. absolute tradgedy if it was crushed. one of the 64 cars is still being used in rallying, it is owned by a texan his name is c jones (i think) he ran in targa tasmania a few years ago, i think he might have done the latest london sydney too. not sure again.

but i am certain of my dad saying most of the 63 cars became the 64 ones.

not sure if this person is saying this is one of the actual cars or if he is just saying it is the same as...

<http://www.nextcar.com.au/n.ford.fal...963.04nov.html>

rchrist 
Novice

Join Date: Apr 2005
Posts: 1

Its the real one

The car in the article is the one that Bo Ljungfeldt drove in Monte Carlo. I was the co-driver in Mexico and it is a great car. Handles perfect.

It's been restored by the driver and is in excellent condition.

A RACING RETURN FOR THE FORD FALCON FUTURA SPRINT

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Renovated Legend

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