



**Bob Jones Sets new e.t. Record with AIR LIFT TRACTION**

Bob Jones set a new H/SA record in his 250 hp '63 Chevy wagon at the NHRA Divisional in West Salem, Ohio, July 28. His e.t.—15.40 at 89.19 mph! Bob used AIR LIFT AIR SPRINGS to . . .

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The six-cylinder mill of Ford's compact has a greater-than-ever performance potential via installation of a special hop-up kit designed to

**Sharpen your FALCON'S**

by Dale Naef

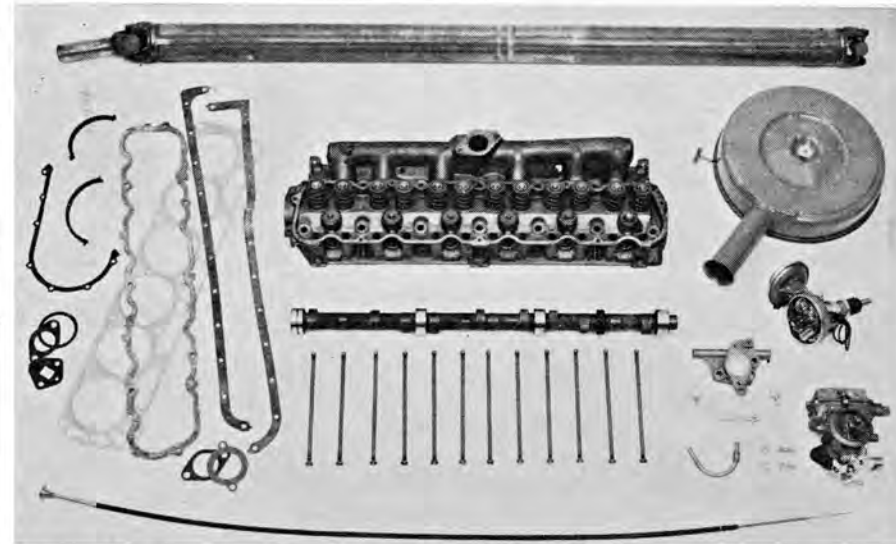
If you happen to be one of the disheartened six-cylinder Falcon owners who now wishes he had waited for the new V8 Sprint, don't despair! Ford has designed and recently made available a bolt-on, hop-up package for the six bangers that offers a sizable horsepower gain; an increase great enough to return the smile to the face of a frustrated performance fan.

The kits, manufactured in a limited quantity, are available exclusively from Bell Auto Parts of Bell, California. Designed for the 140 and 170 cubic inch Falcon engines, they will also fit the Comet six and consist of the following

components: head, cam, lifters, carburetor, distributor, drive shaft and all gaskets and adaptors necessary to facilitate a fast, neat and uncomplicated installation.

HOT ROD Magazine's vehicle for a test on the hop up was a '61 Falcon, stick trans, with the 170 engine. Bob Runyon at Marine and Automotive Services in Glendale, Calif., completed the installation for us in a matter of five hours. Ease of accessibility to the Falcon engine compartment is a major factor in reducing installation time.

Most prominent modifications are in the new head and cam. In these areas



TOP — The Runyons, Bob Jr. (left), Bob Sr., who needed only 5 hours to install Falcon hop-up kit in HRM test car. Ease of accessibility speeds the operation. BOTTOM — Complete package includes everything necessary for a fast, efficient installation. High-performance kit is available for under \$100 from Bell Auto.

**CLAWS**

are found changes which make possible the considerable gain in power. Although the head remains a cast iron unit, with the intake manifold an integral part of it, same as stock, valves (both intake and exhaust) have been enlarged to 1½ inches in diameter with larger and cleaner ports to match. Compression has been boosted to a healthy 9.5:1 from the stock ratio, 8.7:1.

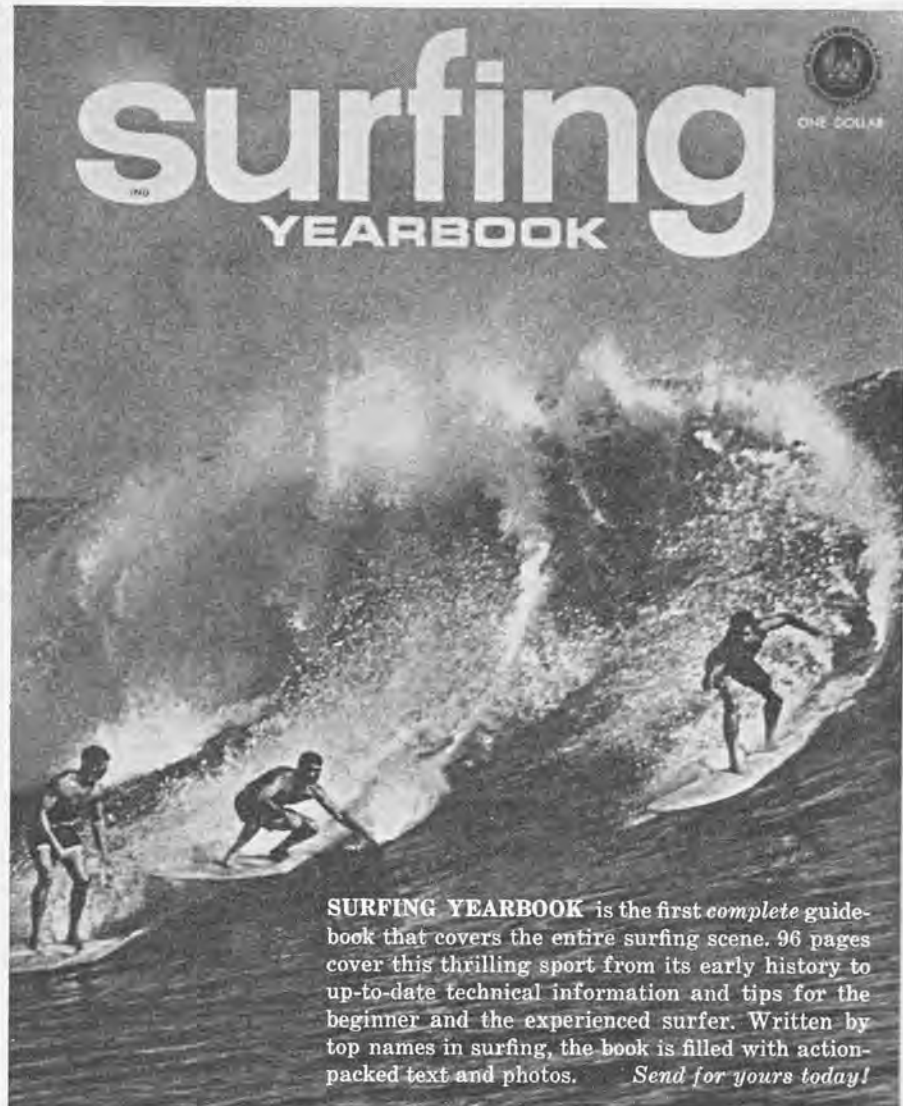
Comparing the cam to a stock unit is like matching a rowboat to the Queen Mary oceanliner. High lift, long overlap and wild duration enables the six to wind out horsepower and torque never before possible at such a modest price (complete kit is only \$99.95). With the substantial increase in breathing potential, more efficient carburetion is a must. The need has been filled through use of a single-throat Holley jug — very stockish in appearance — featuring a 1½-inch throat with 1¼-inch venturi. Use of premium fuel is necessary and it is efficiently fired by the high-capacity ignition system that comes with the kit.

Some will be curious about the drive shaft that is included. Simple. A bit of "insurance" that was engineered into the project. Due to the increased power output, engineers concluded that the shaft, with beefed up U-joints, ensures more trouble-free motoring.

Our tests disclosed that the Falcon should be equipped with a more adequate exhaust system, preferably a split manifold (such as the Douglas Muffler Co. assembly), or headers, to achieve maximum efficiency. But the kit alone is enough to pop the eyes of many bystanders; it'll put real growl in the one-time "sleepy" compact. ■■



Big valves get heap big action via high-lift, long-duration cam (right). Note the difference between lobes on special stick and Falcon stock cam (shown at left).



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