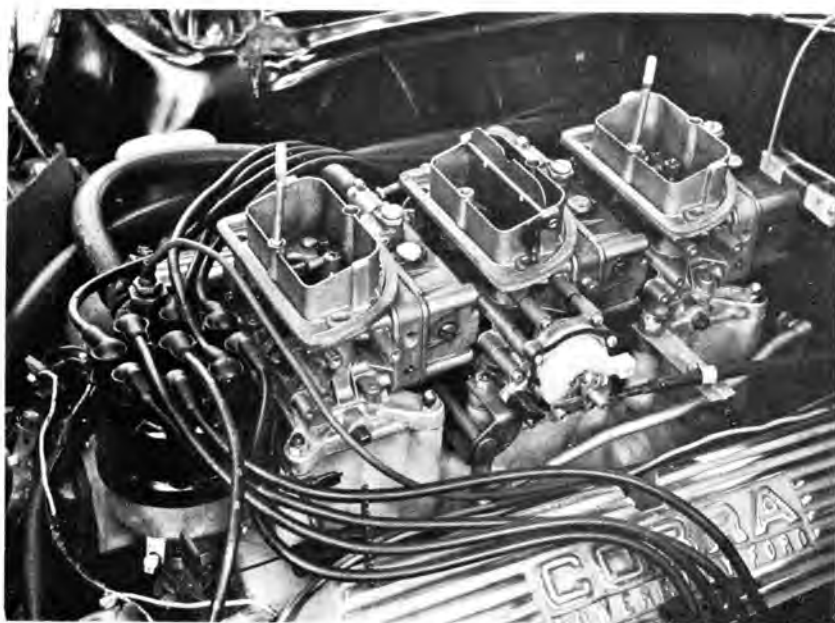




BOLT-ON FOREVER

You don't have to go the full hemi route to get to the fastlands of traps and traffic lights—speed costs less when its bolted-on, not built-in

BY LOU RICHMAN



Nagata's plain-looking Falcon is a sweet surprise package under the hood and behind the wheel. Top, a Covico racing-type steering wheel was installed along with extra dash switches and an FM radio. Nagata fashioned the fiberglass instrument panel himself. Bottom, progressive linkage controls the Holleys; cable controls the manual choke.

EVER SINCE OLD Daddy Warbucks blew in from Detroit and took over the stock car drag racing scene, the average rodder just hasn't been able to afford the tariff of an A, Double-A or Super/Stock car. Very few rodders—or should we say winners—ever drive their supposedly stock iron on the street anymore.

The mainstay of the hot rodding sport has not changed, however. Even though street hemis, funny cars and injected rammies are the big "in" topics of discussion at the drive-in or club meeting, it's the bolt-on street stocker that still rates top with the go-fast set. Only a very small percentage of rodders can afford to build a race car. The large majority save their money to buy speed equipment piece by piece for their chariots. Ask any speed parts manufacturer—he'll clue you in. There isn't one manufacturer in the country today that can make a full-time living from the business

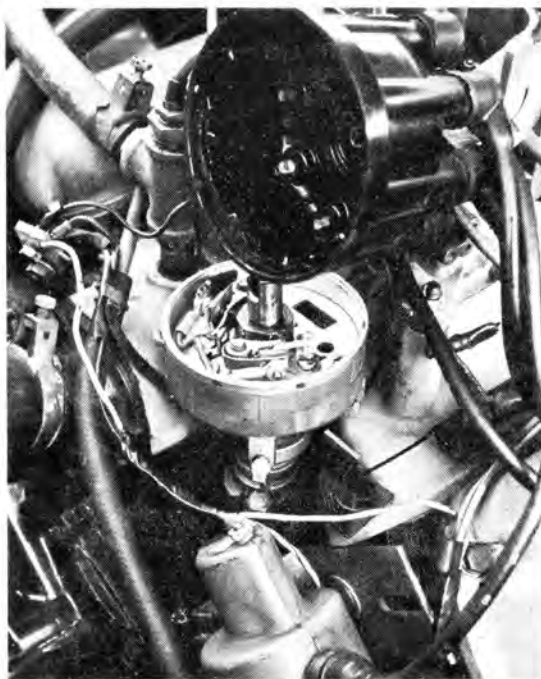
of selling "strictly for racing" parts. The cam grinders and manifold casters would starve if their trade came only from the 200-mph dragster or 150-mph gasser honchos.

The Falcon two-door Futura sedan shown here is a perfect example of the popular bolt-on, hotted-up street car that helps keep the speed shops open. It's compact and unobtrusive, yet it packs enough of a wallop to turn heads at a traffic light. The car is owned by Yutaka Nagata of Levittown, New York, mature family man who believes every car should be custom-tailored to the tastes of its owner.

To individualize his Falcon—which is not exactly a favorite with the tire-frying set—Nagata concentrated his efforts on the engine and interior. Since the Falcon was ordered with a four-speed 260 power package, all it took to get the ball rolling was a visit to the friendly Ford dealer and a copy



Top, the Falcon's aluminum air cleaner is hidden from view. Valve covers are Shelby goodies. Right, dual-point, mechanical-advance distributor is also from Shelby. The coil is a Mallory. Below, rally instrument cluster places the tachometer in the most important position.



of Carroll Shelby's Cobra catalog. Shelby supplied the solid-lifter 271-hp 289 cam matching lifters and springs, aluminum valve covers, a tri-power manifold and carburetion package (similar to the unit used on the 405-hp 406 Fords), dual-point, full-mechanical-advance distributor and dual exhaust system. Nagata himself did the bolt-on work, including the fine tuning. He also added a Mallory coil for extra boost. To match the newly-acquired power, he installed heavy-duty shocks and springs and a limited-slip rear end.

Since the stock Falcon instrumentation leaves much to be desired, Nagata molded a fiberglass panel, drilled it out for a full collection of functional dials, and finished it off with black crackle paint. Holding seven gauges, including a rally clock, the contoured instrument cluster mounts above the stock cluster right in front of the driver. A Covico steering wheel, various toggle switches and warning blinker lights dress up the rally-styled interior. The stock radio housing was blocked off, and provisions were made for the installation of an imported AM-FM radio.

Because of the limited amount of all-out speed equipment and dress-up items, this Falcon is just the ticket for family use, daily transportation, or a quick trip through the clocks. Sure it's nice to have a 425-hp street hemi, but who needs the bills?