



only. You could order a base Falcon sedan with Deluxe Trim, but it was actually an option, sort of a quirky scheme to place the Futura and Sports Futura series up a notch, and shine light on their wide selection of sedans, a hardtop, and a convertible. Then you had the Sprint option, the Squire wagon, and the Club Wagons. All told, there were 17 distinct '63 Falcon models, plus the 4 models that were technically option packages. Understandably, over 335,000 were sold. Furthermore, the Falcon Deluxe 4-door Station Wagon was the 4th best-selling model, with almost 24,000 coming off the assembly lines.

Families on a budget, empty-nesters who found a Country Sedan was just too big, second-car shoppers, and simply smart Ford buyers all made the Falcon Deluxe 4-door Wagon their choice in 1963. Norm Huie of Southern California was one of those smart buyers when, in 1997, he chose this Falcon which started its life in Washington State. Norm tells us that it had been a daily driver, indeed, driven hard on a daily basis – in fact it was a "field car" for 7 years before he bought it. Mt. St. Helens even left its mark on, and in, the Falcon with a heavy coat of volcanic ash. Norm has devoted many hours (and, no doubt, dollars) to making it a showcase example of what America drove in the 1960s. Adding a personal but factory-correct touch, Norm opted for a two-tone paint treatment for the Falcon. Even a couple of hard hits to the Falcon's rear did not discourage Norm from restoring it to this wonderful, near-perfect...no, perfect, state.

This Legendary Ford enjoys the best of two special worlds... unabashedly adored by followers of the Falcon cult (count me as one), and being a station wagon – a part of the hobby that is growing very fast. To sum up and encourage you to get one of your own, *LFM* borrows a tag line Ford used to describe The Easiest Car In The World To Own: "...Falcon leads the compact wagon train. Like to get on board?"