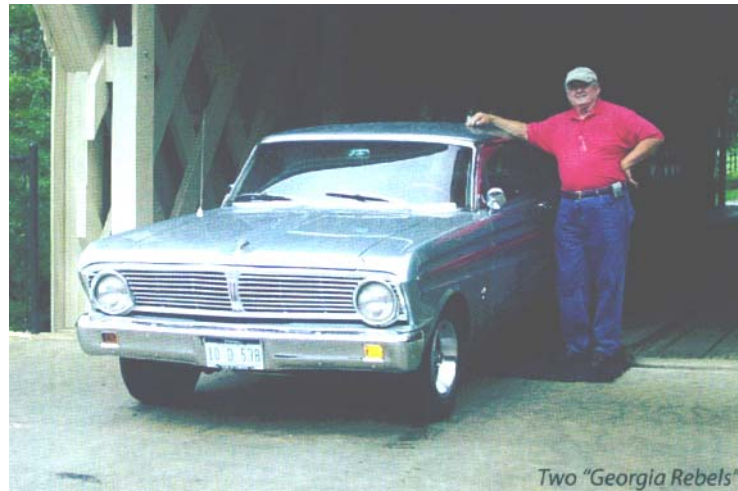


The Georgia Rebels



Two "Georgia Rebels"

It is my pleasure to give a brief history of The Georgia Rebel. No, I'm not talking about myself, so please continue reading. "The Georgia Rebel" was the name I reserved in my mind the moment I saw the 1965 Falcon Sprint Hardtop painted a dull, battle-worn Confederate gray with faded remnants of red showing through years of dust, grime, and fallen pecan leaves accumulating from years of storage in an open sided shelter. At the time, in 1999, it belonged to the second owner, Mr. Ashley Smith of Forsyth, Georgia. Let's begin by following a logical sequence of the story. The Falcon Sprint hardtop was built on December 8, 1964, in Metuchen, New Jersey, and shipped to Wilson Ford in Thomson, Georgia where it was purchased on December 23, 1964 by W.A. Graves of Macon. Mr. Graves retained ownership for ten years before selling the rebel Falcon to a Mr. Ashley Smith of Forsyth on June 12, 1975. Apparently Mr. Smith never titled the car because I received the original title when I purchased the car in 1999.

Sometime during his 24 years of ownership, Mr. Smith had brushed painted the Falcon with multiple coats of a "Confederate gray" colored paint that really protected the metal. Once the old paint was removed, the Falcon showed no signs of any rust with the exception of one small area on the trunk lip itself. I decided leave it to show that the Falcon Sprint is not perfect.

In late summer of 1999, Mr. Smith sold the Falcon to a close friend, Mr. Ervin Castlebery. The late Mr. Castlebery established and operated Specialty Power Windows



Brush painted when bought in 1999

of Forsyth, Georgia and had purchased the Falcon for his son, who planned to tub the Falcon for drag racing. Fortunately, the son was very wise, and wanted a Chevy. To make this story shorter, I acquired the Falcon for \$1850 from Mr. Castlebery in October 1999. The Falcon was completely original and stood straight. The odometer showed 126,000 original miles, and it was last tagged in 1994. An old oil change sticker dated 1993 showed 123,426 miles. If you can believe it, all outside and interior trim was in place, including the optional bucket seats and center console. The Falcon was well equipped with factory power steering, under-dash air conditioning, a 289 cubic inch V8 2V engine with three speed Cruise-o-matic transmission. It sported 14" wire wheel covers, AM radio, and a factory light group option which included a lighted ash tray, trunk, glove box, under-dash courtesy light, back-up lights, and door courtesy switches. Dealer installed options included a dash clock and dual outside mirrors.

After having bought the Falcon I was most excited, but unknowing of how collectible all styles of Falcons are by car admirers, especially the Sprint hardtops and convertible models. Ford production numbers were 2806 and 300 respectively for the Sprint models in 1965. I also wasn't prepared for how pleased I would be when the restoration was note asking, "Guess the which one



is the "The Georgia Rebel." His immediate reply, The Confederate silver colored Falcon most certainly; the guy with all that silver hair is much to old to be any kind of a rebel, especially a Georgia Rebel: Webster defines the word rebel: "to resist change or control".

That's me, plain, simple and loving it. Enough said.

Submitted by Conrad Lavender
FCA# 8970
Jefferson, Georgia





GEORGIA REBEL SPRINT SPECS

Body Code 63D (Sprint, bucket seats)
Paint Code K (Silver Smoke Gray) which is a very rare color Interior Trim Code
85 (vinyl, red)
Engine Code C (289 Challenger 2V 200 HP)
Build Date 08M (December 4, 1964)
Build Plant 21 (Metuchen, NJ), DSO (Atlanta),
Unit Number (27928) Transmission (Automatic C4) Axle Ratio (6 - 280:1)
Unit Produced -63D (Sprint Bucket Seat) 2806

SUGGESTED RETAIL PRICE *

Futura 2-Door Hardtop: \$ 2226.
Sprint Package (V8, bucket seat, Sprint ID): \$222.
C 4 Cruise-o-matic w/ 8 cylinder: \$182.20
Power Assist Steering: \$86.30 Padded Visors: \$4.50
Air conditioner: \$257.50
Dash Clock (dealer installed): \$27.30 Console: \$51.60
Radio and antennae: \$58.50 Courtesy Light Group:
\$25.10
Wire wheel Covers (over standard): \$45.10
Seat Belts (retractable): \$7.55 Closed Emission System:
\$5.30
Dual outside mirrors (dealer installed): \$9.65
Tires 6.95 x 14 4-ply, Extra Charge over standard: \$37.00 Typical Whitewall
Tire Option: \$29.90
Suggested Retail Price Total: \$3275.50

*(Jim Osborn Reproductions, Inc MP22 and Total Performance
Accessories for 1965.)

Note: Does not reflect charges for delivery to Dealer, this is unknown.