



THE FALCON TIMES



*The Official Newsletter of the Northeast Chapter of the
Falcon Club of America*

HAWIAN HAULER



See page 8

See page 10



IN THIS ISSUE

<input type="checkbox"/> Blue Oval Office	2
<input type="checkbox"/> President's Message	3
<input type="checkbox"/> Regional Directors Report	3
<input type="checkbox"/> Club Business	4
<input type="checkbox"/> Tech Stuff	5-6
<input type="checkbox"/> Classified Ads	7
<input type="checkbox"/> Feathered Friends	8-9
<input type="checkbox"/> Modelers Corner	10-11
<input type="checkbox"/> Falcons Nest	12
<input type="checkbox"/> Odds & Ends	13-14
<input type="checkbox"/> Remember When	15

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WHO ARE WE?

I don't know about you but cabin fever is starting to take over. Watching the Barrett-Jackson and Meccum actions, the Drag Racing Winter Nationals and the Daytona 500, add nice weather for the last week and it gets me ichen to fire up the Sprint or at least the Mustang. Then reality sets in when I hear the five day forecast and realize winter is still here. But I just remind my self that every day that passes is one day closer to spring.

This leads me to an article I read a few years ago by Larry Jewett *WHO WE ARE*. We are committed and dedicated. We are enthusiasts and proud of it. We didn't have to take an oath before buying our Falcons, or turned our first wrench. We didn't have to pass a proficiency test or get a government permit. We weren't required to do anything.

It has been said that "Ownership is not a requirement, enthusiasm is."

We are enthusiasts, some may call us fanatics. That's OK. It's a source of pride.

We all have our levels of involvement. First there is the extreme fanatic. When you look in his garage you'll see the logo of his love everywhere you look. If it would be possible, ~~my car~~ his car would be in a clean room, hermetically protected from dirt and dust. You might even find stanchions to keep the onlookers a few feet from the car (how ridiculous is that).

Then there is the unfulfilled fanatic. He feels like he has never done enough. He fusses over the little things. He spends his time paying close attention to details because any detail missed can destroy a well planned project. He is proud of his ride but feels a void. He does what he can to fill that void, but a new one pops up.

We also have your "typical" fanatic. He's the one that knows

what he wants before it comes into his garage.

Finally we have the fanatic-in-waiting. They are the ones that are waiting to buy the right car, or the ones suffering through the project with the hidden rust, counterfeit ID, or overpaid. Sometimes, a fanatic-in-waiting gets disgusted and quits. Usually we just get smarter. Regardless of what category you may fall into, we are a family and we support and help one another. Well it's time to wrap it up for now. Hope to see you March 21st for elections of officers.

"Don't Worry, Be Happy and God Bless"

Gary



Antique Auto Parts



PRESIDENT'S MESSAGE

I don't know about you but I can't take anymore of this winter. Most winters there are enough nice days to drive my Falcon a few times. Not this year. I'm having withdrawal issues. My neighbor's grandson and his friends have Mustang GTs and have been known to do a burnout or two. The kid in me has the "need for speed". It would be nice to show them what old iron can do. Last weekend was nice enough to pull the Falcon out of the garage and wash it. On Monday we got eleven inches of snow. The Falcon is staying in the garage until I know it won't snow again.

Now for some good news, the Northeast Falcon Club has a regular cruise night to call home. Beginning at the end of April every Tuesday night the Falcons can come to roost at

JC's Tavern. JC's is located on Rte. 3 in West Greenwich, RI. It is right off exit 6 of Rt. 95.

The owner is Andy Catanzaro and he was once a student of mine. He recently opened the Tavern and asked me to organize a weekly cruise night. I told him he has to buy a Falcon and he is looking.

So on Tuesday nights I will be there and hopefully this will be a place for us to get together on an informal basis. Andy has also invited us to hold our monthly meetings there. The food is good and it's not expensive.

Dover is getting closer. If you haven't made your plans yet, what are you waiting for? I can't think of a better way to stimulate the economy.

There is still hope that we will be able to get on the Dover track. Driving on a NASCAR track is always a highlight of the show.

My two best Falcon memories are driving on Charlotte Motor Speedway and Indy Speedway. So come and have a great time.

March is election time. If you wish to get involved, now is the time. We have open positions so give it some thought and come to the meeting on March 21st at the Public House in Sturbridge, MA and get involved.

"Enjoy the ride."

Rick



A Note from the Regional Director's Desk

The July Falcon Club National Convention in Dover, DE is only a few months away. This is as close as a convention will get so it would be a great time to get to one. One of our members, Art Dammers, say he drove there from his home in upper CT in 5 1/2 hours. The Northeast Chapter will be supporting the host Chapter by assuming the duties of night security. This does not mean we will do it all we will be in charge of getting others signed up to stand watch during the night time hours.

I am also the Chapter's Membership Chairman. Along with our Treasurer we take care of finding new members and making sure that all Chapter members are paid up FCA members as well as the Chapter membership renewals. The tracking of un-paid FCA dues is a very time consuming task. I have spoken with President Rick and he agrees that we need to have a policy to handle this situation.

I will be presenting a proposal at the next meeting that will hopefully make a change to this problem. I as Regional Director receive each quarter an updated copy of the FCA's membership and between myself and Treasurer Bill Warburton we go through the list and check that all Chapter Members are on the list. If not we contact that member and remind them they need to pay their FCA dues. Most of the time this is an oversight, I know I did it once myself. But we have seen some members that have gone for many months without renewing their dues and this is the issue I would like to address. As Chapter Officers we are charged with the duty to see that this policy is maintained. The reason for this policy being in place is because of insurance purposes. The FCA carries an insurance policy that covers all members and Chapters. This means that each Chapter does not have to obtain their own individual policies.

Remember that your Falcon Club Newsletter is mailed 4th class and there are no returns or mail forwarding. If you have moved or are not receiving your Newsletters first contact me or Treasurer, Bill Warburton and we will check the last roster. The next step is to contact the FCA's Corresponding Secretary, Ruby Throgmorton to get the problem resolved.

"See you in a Falcon"

Ray





CLUB BUSINESS

MEETING NOTICES



- Next meeting, March 21, 2009 at the Public House, Sturbridge, Mass. Dinner will be at 5:00 PM and the meeting and elections will be at approximately 7:00 PM.
- 30th Annual FCA National Convention, July 16 thru 18 2009, Dover Delaware
- The Erie Canal & Ontario Chapters 2nd Regional Meet Sept. 10-12, 2009 in Niagara Falls, NY.

Northeast Chapter Falcon Club of America

January Treasurer's Report

Statement Date: 01/31/2009

Prepared By:
 Bill Warburton, Treasurer
 740 Tunk Hill Rd., Hope, RI 02831
 (401) 647-9266 billwarb@cox.net

110 Members

DATE	DESCRIPTION	DEPOSITS	CHECKS	ACCOUNT BALANCE
<i>Beginning Balance 12/31/2008</i>				\$2,339.46
01/20/09	Deposit - New member dues	\$13.00		\$2,352.46
01/30/09	#1019 - Ray Chevalier - website expenses		\$29.30	\$2,323.16
01/31/09	Interest credit	\$0.01		\$2,323.17
<i>Ending Balance 01/31/2009</i>				\$2,323.17

February Treasurer's Report

Statement Date: 02/28/2009

Prepared By:
 Bill Warburton, Treasurer
 740 Tunk Hill Rd., Hope, RI 02831
 (401) 647-9266 billwarb@cox.net

106 Members

DATE	DESCRIPTION	DEPOSITS	CHECKS	ACCOUNT BALANCE
<i>Beginning Balance 01/31/2009</i>				\$2,323
02/02/09	Deposit - new member dues	\$13.00		\$2,336.17
02/07/09	#1020 - Mason-Dixon Chapter FCA - Donation		\$150.00	\$2,186.17
<i>Ending Balance 02/28/2009</i>				\$2,186.17



CHECK OUT HAGERTY'S COOL CLUB WEB-SITE @

<http://www.hagerty.com/carclubcentral>

OR GO TO THE NE CHAPTER WEB-SITE FOR A DIRECT LINK



The Falcon Times by e-mail

If you would like to have, your copy of **The Falcon Times** e-mailed to you rather than mailing it to your home, please send an e-mail to gnenninger@comcast.net. It would save the club money on printing and mailing costs (and the world trees). Doing this would be greatly appreciated by all. **Please think about it!**



TECH STUFF

In each issue of The Falcon Times, we will bring you a tech article or an illustration for your technical information. If you would like to be the technical editor or just submit a tech article let us know.

INTERIOR SUPERIOR!

Seat Tricks

This **TECH STUFF** article is from our friends at the old Mustang & Fords magazine from March 2004 on upholstery tricks. In the near future President Rick Bowes will be reupholstering the seats in his sprint and I hope to photograph the process for a future **TECH STUFF** article.

To quote Jim Smart from his article INTERIOR SUPERIOR! "We want to highlight the secrets of restoration professionals and amateurs that truly make a difference in the quality and outcome of an interior restoration."

We will look at things that could frustrate us, and how to make them easier to live with.

Seat Tricks

We see countless restorations with crisp, new upholstery, but seats that work and feel awful. There's the spring that catches you – well – you know where. You're short on legroom. So, you grab the seat-adjustment lever to slide back, only to discover one of the tracks has shown up for work. Maybe the most recent journey found you in the back seat, when the front seatback broke at the pivot. This is all easy stuff to correct.



One of the most important seat tricks is protecting yourself. Before removing seat tracks, always carefully remove the helper spring, which will reduce the risk of injury from a runaway seat track.



Whenever you are reupholstering seats, clean and lubricate the seat tracks for smooth, reliable operation.



www.mustangandfords.com



When your seats are stripped down, install new burlap material for "like-new" support. Do not forget to reinstall the wire structure shown here. Some folks leave it out, thinking it is unimportant. But this is what you're going to hog ring the new upholstery to.



We see a lot of interiors with loose-fitting vinyl. There is a way around this. Mike Ambrose Custom Interiors in North Hills, California, lays down 1/2-inch layer of foam over the gauze material. This fattens up the seat, and makes it more comfortable to boot.



Project KISS is getting new standard-black-vinyl upholstery from The Paddock, manufactured by Distinctive Industries. What we can expect is an outstanding fit.



▲ In 1980, Ford did a recall addressing '68-'69 Mustang seatback failures. These failures were rooted in the inboard seatback pivot point. The fix is a bolt-on pivot assembly installed by drilling a hole and installing the new pivot, which is much stronger than original equipment.

Also troublesome for '68-'73 Mustang seatbacks is the latch mechanism. They fell apart with great regularity. While the foam and upholstery are stripped off, check yours for proper operation.

DOVER DELAWARE

Marion Dixon
"Dash to Dover"

30th Annual
National Convention
Falcon Club of America
July 16, 17, 18, 2009

Visit Our
First State

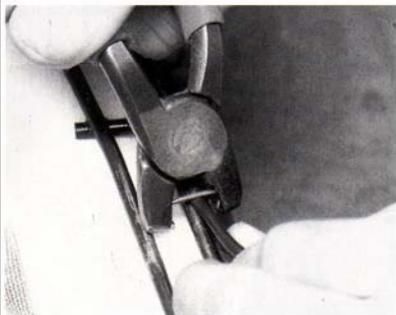


INTERIOR SUPERIOR!

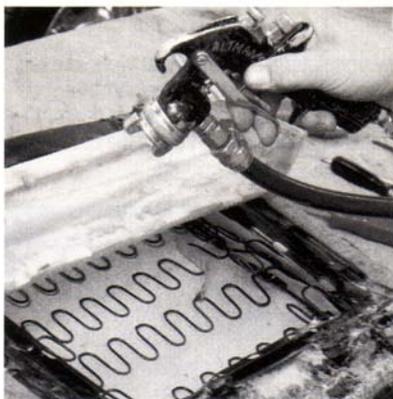
Seat Tricks



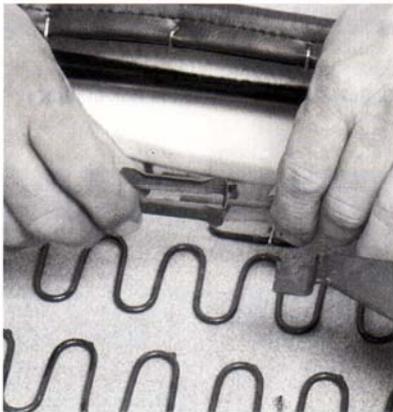
Mike Ambrose shows us an easy way to slip on the new vinyl without frustration. He places a vinyl bag between the new vinyl and the foam, which makes the Distinctive upholstery easier to slip on.



Mike suggests going by the book when ever you're building seats. He uses steel hog rings, not copper, because steel hog rings are easier to use. Hog ring pliers are a must.



The '68-'69 seatback's foam arrangement differs from the '65-'67. This two-part foam block makes the seatback thicker. Don't be foolish and throw it away, thinking the aftermarket offers a reproduction. It doesn't. Use 3M Trim Adhesive to rejoin the two foam blocks.



When you install the seat tracks, adjust the tracks by pushing both of them all the way back or forward. Tighten up the turnbuckle to a point where the seat-adjustment lever releases both seat tracks. Do not overtighten or the seat tracks will stay released.

Silence

If you own a newer vehicle, you've likely noticed the quiet when you hit the road. We can't make classic Mustangs any more aerodynamic than they are, which would surely make them quieter. However, we can isolate road boom and driveline harmonics with a firewall pad and sound-deadening kit from Mustangs Plus. Our job begins with space-age technology—stick-on sound absorbers that soak up vibration and resonance. They stop the echo effect we get from steel panels and unit-body construction.

When the stick-on sound absorbers are installed, we lay down sound-deadening material that not only absorbs noise; it keeps out heat and cold to boot. We're going to show you how easy the hush can be.



This is the stick-on sound absorption kit from Mustangs Plus. We begin with stick-on synthetic strips, which stick to the steel panels. You can install these all over the floor pans, wheelhouses, doors, and firewall. Installation is easy. Make sure you install these synthetic strips on a clean, rust-free surface. Once installed, they soak up a lot of noise and vibration.



These sound-deadening pads not only keep out noise, they keep out heat and cold as well. Spray the trim adhesive, included in the kit, in liberal amounts on the back. Allow to tack off for five minutes. Then, lay it down.



Press the sound deadening in place. Even if it doesn't stick firmly, the carpet will hold it in place.

Unique Automotive Tools and Supplies
Castwood
 Since 1974
 Single-Stage Urethane
AUTOMOTIVE FINISHES



CLASSIFIED ADS

The Falcon Times will list your classified ad free (including one picture). We will run the ad for one issue. If the item does not sell, you can re-submit it for the following issue. Ads must be sent to the editor by Jan 1st, March 1st, May 1st, July 1st, Sept 1st, or Nov 1st, to be in the Times for that month's issue.

Parts/Cars for sale

For Sale: 1965 289 complete top to bottom front to back, mustang exhaust manifolds, have a set of Falcon if needed, 2bbl engine with carb \$500 complete.

4speed shifter from 1965 Sprint removed & rebuilt over 25 years ago \$350 complete w/linkage.

66 Mustang C4 trans with Hurst shift kit, complete 66 front end w/20 yr. old never used parts and complete rear end. E-mail Chris at: certrtwngnut@yahoo.com

For Sale: 1965 Ford Falcon Futura; 2 door hardtop, 302 with small cam, automatic with a stall converter. New front end; new brakes, new tires, new chrome dash, 80% of the car is DONE. Body has been totally sprayed with DP90 to protect against rust! This car has been registered and plenty of extra parts included! Priced to sell: \$4,500.00 Call: (860) 681-8665

For Sale: Falcon Parts for sale. <http://fabtospec.topcities.com/falconparts.html> Contact Doug at: tequalsfr@comcast.net

For Sale: 63 Falcon convertible top-frame, complete with header. Removed (working) from car in early seventies \$450.00. Call 978-448-6852 or e-mail: sartini38@charter.net

Parts/Cars for sale

For Sale: Late 1950's Ford 9" rear end. I bought this for a Maverick project a few years ago. Has the correct spring perch spacing for Falcons, early Mustangs and Mavericks. Comes with the big brakes. Center section could be an N or the WAR case, not sure because of lack of markings. Bring a truck and a \$100 and it's yours! E-mail: joemin@comcast.net

For Sale: for sale misc. 63-4 falcon parts, 4-speed trans and linkage, and bell-housings for V8's and one 6. Four barrel intake for 289-302. Nos. 64 falcon convertible inter. Front buckets and rear. (turquoise). 66 falcon bucket seats (light blue). I have more, please call Vin DeLucia Waterbury CT. 203-753-6534, or email: v.lucia@sbcglobal.net

For Sale: 1963 Falcon Sprint Convertible. Rebuilt 289 engine, auto trans new interior, tires, chrome, top, etc.. Car is done up as an old school hot rod. Very nice cruise night car! Car is located in Middleboro, MA. Call Rick at (508) 946-1844 or e-mail to: careyr@comcast.net

Wanted

Wanted; I'm looking for a right front fender for a 63' hardtop. My tel. is 401-647-9266 and my e-mail is billwarb@cox.net

Wanted: 1 Pair Headlight buckets with bezels for 1960 Falcon. Rusted buckets will be considered. E-mail Neal at: neil_home@hotmail.com

Wanted: front bumper brackets or front bumper. I will take either one or the other. One 13 inch five lug rim and bumper jack. Vin DeLucia Waterbury CT. 203-753-6534 or e-mail: v.lucia@sbcglobal.net

Wanted; a photocopy or an email attachment of the 12/84 "Tech Tip" in the FALCON NEWS regarding Hoisting and Jacking 60-65. I am still very new in this hobby and want to make sure that I am jacking my 65 wagon up safely. I'll be very happy to cover your costs. E-mail Mike Rossi at mfrossi@charter.net

Wanted: Set of 4 wire hub caps to fit 14" wheels or set of 4 trim rings to fit same. E-mail to: vssman@yahoo.com



Falcon





FEATHERED FRIENDS

Feathered Friends will feature a Falcon every issue if we have the articles to do so. Let us know about your car, How you came by it, where you got it, the story of the restoration, what ever you want to tell us.

THE TIKI TAXI

Photos by Gary Nenninger



Text by Joanne Wcislo

Here is a brief accounting of how the Tiki Taxi came to be: My husband Ron, who is mechanically inclined, has always been involved with cars. I have always had an appreciation of antiques. We eventually combined our interests and now share the activity of building and enjoying custom classic cars and hot rods.

We were leaving a local cruise night in our 32 Ford coupe one night, when we came upon a Falcon Squire station wagon in a shopping center parking lot, with a For Sale sign on it. My husband asked me if I wanted to stop to look at it.

Thinking of the 1947 Chevy panel delivery that we also owned at the time, I answered no! Being a woman, I used my right to change my mind, and at the last minute decided it wouldn't hurt to look. The car needed work! I can't imagine how many people passed it by, oblivious of its potential. We however envisioned what the car could be, and ended up buying it.

We eventually sold the 47 truck and the 32 coupe, built a 32 Ford roadster and transformed the Squire into a Surfer. Originally the wagon was white with a red interior with cracked and faded contact

paper that was peeling off of the side. I found a bamboo fabric that I wanted to use in the interior, and it took off from there.

We get pleasure from seeing the reaction of spectators that take the time to step up to the car and look it over. Everyone that steps away from the car does so with a smile as they recall a Gidget or Beach Party movie, or a Jan & Dean or Beach Boy song. The most frequent comment made about the car is COOL!



FEATHERED FRIENDS

On the door panel is the bamboo fabric material that started it all.



SURFS UP!



This picture is from the March 2009 GOODGUYS, "GOODTIMES GAZETTE".



4. Joanne and Ron Wcislo's '64 Falcon from Ansonia, CT was decked out with a surf motif and dubbed the "Tiki Taxi."



The "Tiki Taxi" won Ladies Choice at the 2008 Northeast Chapter Regional meet in Sturbridge, MA.





MODLERS CORNER

Text and Photos by
Gary Nenninger

Saving Another Piece Of Ford's Scale Automotive History

In this addition of the Modelers Corner we will restore an E-BAY \$9.95 1949 Ford 4 door sedan. You may say why? Well, I say why not. My father had a real one in black and I thought it would be nice to have one and paint it black. In one Saturday afternoon I disassembled the car, finding that the plastic body, chrome plated metal windows, bumpers and grill were all in excellent condition. I cleaned and polished the body and chrome plated metal parts frame and turned metal hubcaps. Now I had a problem, it was to nice/original to paint and how do I replace the tires? They are not your average model car tires. Then I remembered that I had several 57 Thunderbirds that I used for parts to restore the 3 in my T-bird collection. The T-Bird tires looked perfect, but they had to be reworded to fit the 49 hubcaps. When I put them on I could not believe how good they looked. I was very pleased with the way the car looked for being 60 years old.





MODLERS CORNER



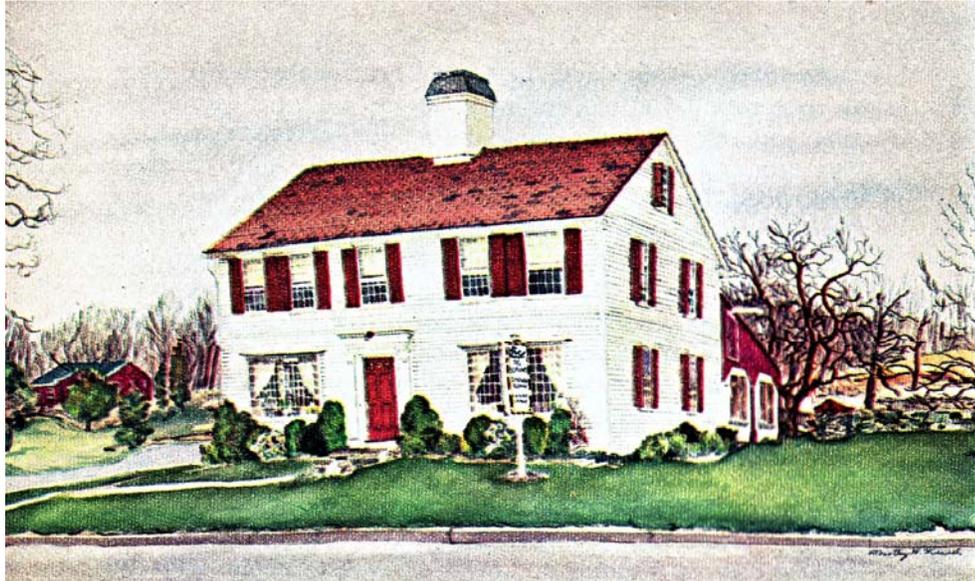
Check out some of my other models on-line at <http://community.webshots.com/user/TheSprint> . This is just a portion of my collection and will be added to on a regular basis. Until next issue boys and girls be good and keep on modeling (Those Fords of course). 



The Falcon's Nest is for all to submit remedies, recipes, tales, stories, arts & crafts, or anything you wish to share.



painting of The Boxwood by Dorothy H. Manuel



Favorite Recipes of Famous Taverns

The Boxwood is located in a beautiful old home that has housed an inn since 1704. It is on the Boston Post Road between Quonset and Wickford, Rhode Island. Open for dinner only. Closed on Mondays.

CHEESE CAKE

2 envelopes unflavored gelatine
1 cup sugar
 $\frac{1}{4}$ teaspoon salt
2 egg yolks
1 cup milk
1 teaspoon lemon rind
1 teaspoon lemon juice
3 cups cottage cheese, sieved
1 teaspoon vanilla
2 egg whites, beaten
1 cup heavy cream, whipped

Mix together gelatine, sugar and salt in top of a double boiler. Beat egg yolks

and milk together and add to gelatine mixture. Cook over boiling water stirring constantly, until mixture thickens. Remove from heat, add lemon rind and juice. Then stir in cottage cheese and vanilla. Chill until mixture mounds slightly when dropped from a spoon. Then fold in egg whites and whipped cream and pour into cheese cake pan. Combine 2 tablespoons melted butter, 1 tablespoon sugar, $\frac{1}{4}$ teaspoon cinnamon, $\frac{1}{4}$ teaspoon nutmeg, and $\frac{1}{2}$ cup graham cracker crumbs and sprinkle on cake. Chill until firm.

This recipe is from the November 1956 issue of the Ford Times, featuring "Cars to Fire the Imagination" the 1957 **Ford** line of fine cars and trucks.



ODDS & ENDS



In the summer of 1964 the Kansas Badman, a 427 powered 64 Falcon, driven by Ted Detar came east to Connecticut Dragway. (Photo by G. Nenninger)



Joe Germann's "Wild Child" at Indy in 2006



Tom Macomber's 63



Your editor on the track. (Connecticut Dragway 1964)





Falcon Pictures from Across the Nation



Now, this is one good looking 63.

What do you mean it will take longer than 6 months to finish the restoration?



A little wash and wax, and it will look like new.



Hang on Snoopy!



Neat little 64, I wonder if it's a V-8 or six.



REMEMBER WHEN

**Pictures from the 20th FCA National Convention
Charlotte, NC. July 1999**

(Photos by G. Nenninger)





See our big blue picnic machine. It's a **Falcon**. Daddy says it has total performance—refined and perfected in open competition—and the freshest look in compacts. On weekends, its big 260 V-8 takes you to wonderful places. But I should warn you: on weekdays it may take you to school!



TRY TOTAL PERFORMANCE FOR A CHANGE!

FORD

Falcon • Fairlane • Ford • Thunderbird