



THE FALCON TIMES

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

HOWARD'S BLUEBIRD



SEE THE STORY ON
PAGE 9

*More pictures of the "Dash to Dover"
See page 12*

*"AND THE WINNERS ARE"
See page 15*





I Really, Need Your Input

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Well by the time you read this it will be autumn. Were did the summer go? I know we say that every year but as we get older time slips by quickly. Again I did not use my car as much as I would have liked to but I had a lot of family, dog, and work issues to deal with this summer.

I hope things will settle down before winter hits. But time will tell. I would like to ask all members again to send in articles on their cars for "Feathered Friends" and anything you might have for the "Falcons Nest" or maybe a "Tech Stuff" article. Remember, this is your newsletter not mine! When I am left on my own I can be dangerous. I need your input so my name and car are not the focus of this newsletter.

I received an e-mail recently stating that if I could not get "My Newsletter" out in a timely manor that he wanted it sent by regular mail so he would get it on time. That statement and the tone of the e-mail really bothered me. If you remember when I volunteered for this job I mentioned I did not want this to be my newsletter and apparently there are members who look at it that way. It is time consuming but I enjoy doing this. I may not be the best, but I give you my best.

Don't get me wrong I do encourage feedback, be it positive or negative. I just ask that any negative feedback be done in a courteous constructive way.

On the brighter side, I did manage to put my two new side mirrors on the Sprint and started the installation of my new hidden remote radio. Then last Saturday night my son came over the house and helped me finish the installation. He had a hidden agenda though; he wanted to take the car to a show on Sunday. I should have taken pictures of the process but you should know what your plan is before you start. It would have been a real treat to see me upside down under the dash of a car I used to have no trouble getting in and out from in years past. At one point my son had to direct me on how to get out from under the dash and around the Hurst shifter. After that he did all the under dash work. It would have been a much easier job if I had remembered what the hanging wires, that I disconnected a week or two before, went too. It was fun and after disconnecting those wires and replacing all the fuses the radio worked great.

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

Gary



PRESIDENT'S MESSAGE

Welcome to Fall! It is now time to get the cars ready for their long winter nap. I've started moving the cars around so everything will fit once the weather gets cold, including the every day cars.

Well, we had a good meeting in September at the Car Show in Norwich, CT. Thanks to John Kaechle for setting everything up for us. We had quite a few members attending and took home a few awards too. That was a great bonus. John had a room set up for us to use for our meeting with refreshments and snacks too. Thanks again John for all your help.

One item we discussed at the meeting was the 2010 Regional Meet. The show will be held on Saturday, August 21st with our usual arrival day of Friday, August 20th to get together and have time to set everything up and visit with members. Sherry McGhghy has volunteered to chair the show with help from several other members. We also had many people volunteer to help the day of the show.

We will need to get together again for a meeting after the holidays to finalize the details. Watch your January newsletter for the date and location of the meeting.

We will need to decide on the layout for the t-shirts and the menu for the banquet. Please try to attend. The club and the show can't continue to exist without the help of its members.

"Enjoy the ride."

Rick



A Note from the Regional Director's Desk

There is not a lot of news on the National scene to report. The only item I have is that I have been appointed to a four member National Committee to look at and suggest possible changes to improve the Classes and Categories used at National and Regional Meets.

We are working to come up with clear guidelines to make it easier for Falcon owners to correctly place their Falcons in the correct category. Two years ago a new category was created called "Light Modified". This category is for Falcons that have some modifications but are not able to compete with the real modified cars.

These cars do not belong in with stock Falcons either. The new category should make the stock classes a lot better. We will be using this new category in our next Regional Meet. Hopefully we will have guidelines by then.

In September Ginny and I traveled to the western part of New York State to Niagara Falls and attended the 2nd Ontario and Erie Canal Chapter Regional Meet. The location was great, just a short walk from the falls, and we were also treated to a tour of Mac's Antique Auto Parts facility. Mac's Antique Auto Parts has always supported our events and the tour was a blast.

Also in attendance at the Meet were Larry Ashman, Ed & Tracy Kernozek, Frank & Ginny Servas and John and Mary Byrne. The meet was great as was the weather. Thanks to the Erie Canal and Ontario Chapter for hosting a great event.

Ray





MEETING NOTICES



- Next meeting is in January, details TBA
- 2010 FCA National Convention, July 15 thru 17 in Detroit MI at the Hyatt Regency
- 2010 Regional Meet, August 21, 2010 in Sturbridge MA at the *Publick House*

Northeast Chapter Falcon Club of America

Treasurer's Report

Prepared By:

Bill Warburton, Treasurer
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August Treasurer's Report

110 Members

DATE	DESCRIPTION	DEPOSITS	CHECKS	ACCOUNT BALANCE
<i>Beginning Balance 07/31/2009</i>				\$2,581.12
08/02/09	#1025 - Ray Chevalier - Website expenses		\$47.60	\$2,533.52
08/12/09	Overage of Dover Conv. Exp. - Ray Chevalier	\$65.18		\$2,598.70
08/12/09	Deposit - New member dues	\$18.00		\$2,616.70
08/17/09	Deposit - New member dues	\$18.00		\$2,634.70
<i>Ending Balance 08/31/09</i>				\$2,634.70

Hello Everyone,

At the September meeting we discussed the 2010 Regional Meet. Sherry McGhghy graciously offered to chair the regional and I thank her very much. I will help and I know everyone else will help as well. The suggestion was made to change the date to August 21st. I checked with Publick House and the date is available. The show is officially scheduled for August 21, 2010. We are going to put a list together for the responsibilities of the different jobs for the Regional. Hopefully more people will volunteer to help. The same people can't keep doing this every year. We have added more people helping each year and I hope that trend continues. Watch the newsletter for more information in the months to come.

Enjoy the fall and get those cars out there before the snow flies.

Cris Bowes



The Falcon Times by e-mail

If you would like to have, your copy of *The Falcon Times* e-mailed to you rather than regular mail, please send your 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!



**Northeast Chapter
Falcon Club of America
Minutes of General Meeting on September 20, 2009
Dodd Stadium, Norwich, CT**

The Meeting started at 12:30 PM at the Dodd Stadium Car Show

1. **Welcome and Introduction:** Rick Bowes thanked John Kaechle for arranging to have the September meeting at today's Car Show. He also welcomed everyone and introduced the new members/visitors approximately twenty two (22) people were in attendance.
 2. **Secretary's Report:** Kathy Nennering – No Report
 3. **Treasurer's Report:** Bill Warburton - reported a balance of \$2,634.70; He reported our current membership was (110) members. Treasurers Report was accepted.
 4. **Newsletter Editor:** Gary Nennering – Please send him information for the newsletter. Also would like material for the Falcon's Nest – it can be anything of interest.
 5. **President's Report: Rick Bowes**
 - a. Rick talked about the "Regional Show". Gave us options: 1) Rotate years with Keystone Chapter & Mason Dixon Chapter, having it every third year; or 2) have our own every year. All present voted "No" to the rotating idea.
 - b. If we have a Regional next year someone else needs to step up and Chair it. The same people keep doing it over and over and are getting tired.
 - c. Sherry McGhghy volunteered to Co-Chair the Regional for 2010.
The date reserved for the 2010 Regional at the Publick House, Sturbridge, MA, is August 14, 2010. This date was not good for several people so Chris will check to see if we can get the following weekend of August 21st.
 - d. 2010 National is in Detroit at the Hyatt Regency across from FORD.
 - e. The 2011 National will be held in Denver, Colorado area.
 6. **Vice President:** Ed Lindberg – Announced that there was a Car Show on Sunday, October 18th at the Silverstone Club, 15 Sharpners Pond Rd, North Andover, MA. This is 30 minutes north of Boston. Ed passed out flyers.
 7. **Regional Director – Ray Chevalier**
 - a. The National Membership Directory is produced and sent to all members every other year. With the FCA membership down, dues down, advertising down, the Directory has become costly. They are looking for new ways to defray the cost of the Directory. A suggestion is to sell advertising spots to the chapters. A lengthy discussion followed.
 - b. Ray is on a 4-member committee to overhaul the car categories at the National Meets. They are talking about making a new class which would be between Stock and Modified, called: "Middle Class/Light Modified".
 - c. Ray and Ginny attended the Erie Canal/Ontario Regional at Niagara Falls last weekend. It was a great show and a good weekend.
 - d. We got a Thank You note from the Mason Dixon Chapter for volunteering to do the Security job at the National show. They appreciated not having to worry about it and said we did a great job.
 8. **Old Business** - none
 9. **New Business**
 - a. Next meeting – October 18th - TBD
- There being no further business, meeting was adjourned at 1:30 pm.

Respectfully submitted,

Kathy Nennering,
Secretary





*In each issue of **The Falcon Times**, we will bring you a tech article or an illustration for your technical information. In this issue we have a guest technical expert, Mr. Ivan Didit. Mr. I. Didit runs a Fix-it shop in upper New England called "I. Didit Fixit Shop and Beauty Salon" with his wife Ulanda.*

In this issue we will show you how to build your own car air-conditioner from things you may have laying around the house or can easily pickup at your nearest home improvement/hardware store.

1. A working window air-conditioner (5,000 BTU's Maximum). If you don't have one lying around from when you put in your central air, your local home improvement/hardware store should have one.



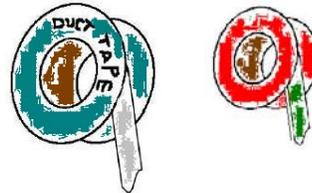
2. You then need to get your hands on a gas powered generator with the proper amperage rating to operate your air-conditioner.



3. Next you will need 4 ½ bolts, 2 or 3 inches long with nuts and washers or for the optional quick assembly, strong double faced tape. (I recommend Scotch brand.)



4. Two or more large rolls of duct tape, color is optional.



5. Six to eight bungee cords.



6. And finally two 12" L shaped brackets.



With all your needed items collected we start to install your new low budget car air-conditioner by following the below instructions carefully.

Step 1. Locate the generator in a convenient spot on the trunk, or roof. (**CAUTION ROOF MOUNTING ONLY WORKS ON CARS WITH METAL ROOFS!**)

Step 2. After your location has been selected, and generator placed, find mounting holes on frame of the generator and use as pilot holes for drilling. (Note: For added safety when roof mounting, insert bolts with the heads inside the car.) *Step 2 mounting option: After location has been selected, use double sided tape to secure generator to trunk, use the duct tape and bungee cords for added security.*

Step 3. With the generator secured, place the air-conditioner window unit in the window of your choice. (Note: I do not recommend the driver side window as it will give you frost-bite on your left ear, plus it makes it difficult going through "Drive-Troughs".)

Step 4. Using the shelf brackets and more duct tape, secure window unit to car. Use remaining duct tape to seal all possible leaks.

If you have followed the instructions carefully you will enjoy the rest of the summer heat in cool comfort. On the next page is a picture of the completed project to see if you followed the instructions correctly.



TECH STUFF



I hope this "Tech Stuff" article has helped you with your project. Until next time, this is I. Didit saying "You Do it, and I'll be back". 

A Special Note From The President:

If you have any tech. questions, bring them to the meeting or e-mail the question ahead of time so I can prepare an answer for you. If you want a demonstration on a problem you are having with your car, let me know and I will be prepared to answer your question or find someone who can at the meeting. We all have experience working on these cars lets share our expertise. If you have something you would like to demonstrate let us know and we will put you on the agenda.

Rick



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

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



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

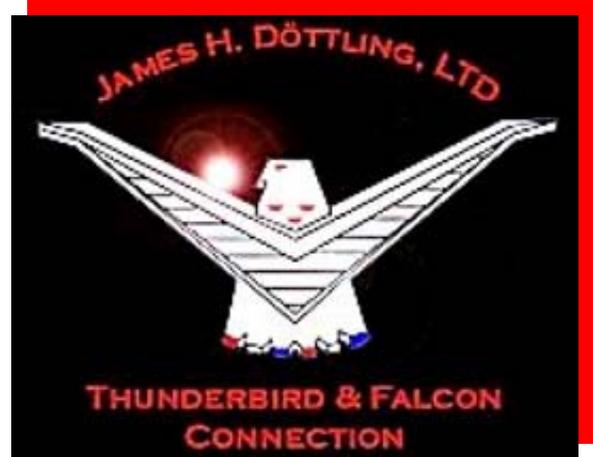
1965 Ford Falcon Futura Convertible for sale. Around 57,000 original miles. Rebuilt auto transmission. All dents and scratches removed before new paint job. (Dark red) Front and rear bumpers banged out and re-chromed. Found and installed a FALCON trunk plate in very good condition. Numerous replacements of interior parts. Owner has more than \$12,000 invested in car. Owner must sell because of serious health problems. Car is in Fairhaven, MA. Call Brad at 508-994-3170 or email at ebw1500@comcast.net.

For Sale:

1983 Crown
1963 Falcon convertible
Call Neil at 860-429-3871 or e-mail me
neil_home@hotmail.com
Check out my WEB PAGE,
<http://myhtrd.multiply.com>

For Sale:

1967 Ford Falcon Futura Sports Coupe in very good condition inside and out. This all original car has a 6 cylinder 200 engine with 62k original miles on it. It is forest green with a black interior. Seats, trunk, dash are all in excellent condition. The carpet has some fading and one spot of wear on it. Body and paint are in good condition. Must see to believe. Price \$5,250. e-mail for pictures at shalibra@comcast.net and phone Chuck Leonard at 508-958-5171 for a time that works for you and me to see it in person We live in South Easton, MA 02375.





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.

HOWARD'S BLUE BIRD!



The result of a ten year project pays off in One Sweet Falcon!

Text by **Gary Nenninger and Howard Spargo**
Photography by **Howard Spargo**

This Falcon has been in Howard Spargo's family since its purchase from Town & Country Auto in Middletown, CT. The following story is Howard's account of his Falcon's history. The car was garaged in Portland, CT for 10 years then in 1975, at the age of 15; Howard bought the car from his Aunt for a purchase price of \$1.00 with the condition that "I never sell the car". Once in his possession he removed the tired motor and did a complete stock rebuild. The cylinders were a bit out of round so the block was bored.030. Howard proudly drove the car for two years and in 1977 gave the car to his youngest sister who drove the car until 1979.



The *Falcon* was used periodically until 1984 it then sat from 1984 until 1999. It had developed a lot of rot sitting, so when you opened the driver's door it fell almost two inches. Then in November of 1999 Walt Wosko of **CT Custom Car** in Enfield, CT agreed to take on a complete frame up restoration. Walt is really a Chevy man, but had many Ford friends offering their help in locating parts from all over including Texas, Pennsylvania, and as far away as California.

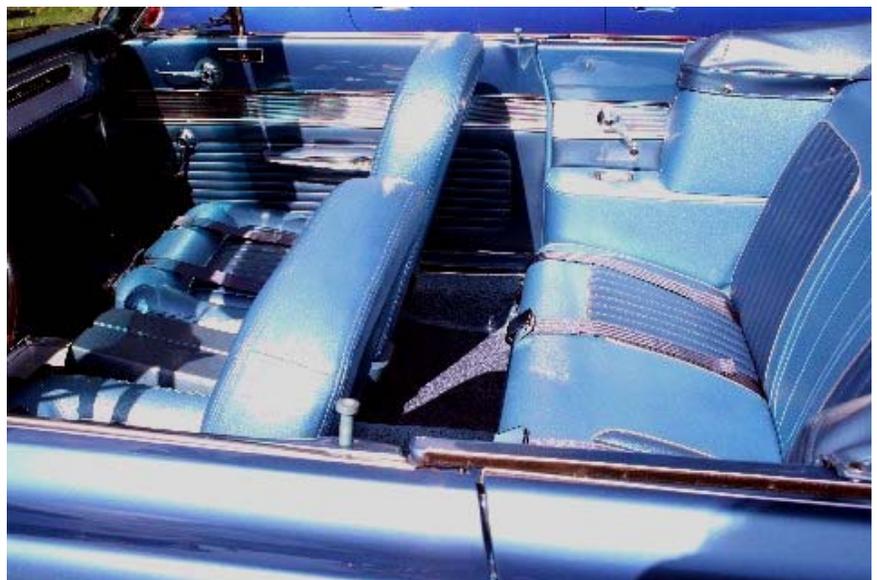


Along with the complete body restoration, the motor, interior, and electrical systems needed attention. Tom Hillary of **Hillary Hot Rods** in Windsor Locks, CT took on the task of the motor, and drive train. Again using the original motor, the block was cleaned and honed. The heads were switched so the car would run on unleaded gas with out the help of additives. A new Edelbrock intake and 4 barrel carb were installed along with new headers and a complete stainless steel dual exhaust system. The front brakes were converted to disc; however they remain manual as Howard

decided he did not want power. The electrical system was upgraded to an alternator. All electrical options including the original cigarette lighter are functional. Many thanks go to Tony at **AAA Transmission** in Canton, CT for his perseverance in rebuilding the original two-speed automatic transmission. The motor with it's after market cam, dropped the vacuum pressure causing Tony to loose a few more hairs. Thanks to folks in Texas, the parts required to fix the problem were shipped and the transmission is now smooth as can be.

The interior and convertible top was re- done in its original color scheme and style. Kenny of **Redans Auto Upholstery** in Newington, CT took the time to insure every detail was brought back to life. A small modernization was made by replacing the original kick panels with after market panels that house 6" coaxial speakers so Howard can enjoy the 10 disc CD player hiding in the trunk. Yes, even the trunk was done to its original appearance matting and all.

With the renovation to the interior Ken suggested having all the chrome done as it was quite pitted. **New England Chrome** of East Hartford



took on the task and did a fantastic job of bringing the chrome back to that new look.



FEATHERED FRIENDS

The next challenge came when it was time for the dash bezels to be done. The chrome on the plastic was faded. The process is vacuum metalizing. Howard had read an article and knew of a company in Canada, but did not want to send his parts so far away. With some internet research he found **American Classic Restoration** in Uxbridge MA. The job they did is amazing. The bezels were stripped, re-chromed, and detailed with both the black and silver/grey detail. The original brown wood grain plastic wheel was sent to **Gary's Steering Wheel Restoration** in Carlisle, PA. for a complete refurbishing making the wheel looks like new.



The original brown wood grain plastic wheel was sent to **Gary's Steering Wheel Restoration** in Carlisle, PA. for a complete refurbishing making the wheel looks like new.

The next job was finding 14" hub caps. When the switch was made to disc brakes the wheel size changed from 13" to 14". Howard had the original 13" caps with spinners and inserts in excellent condition. After many months he finally found four near perfect 14" caps from **Hubcaps.com** in CA.

All in all this project took from November of 1999 until the car finally came home in August of 2009.

The effort by all to complete this project is greatly appreciated. Howard's final words sum it up. "All knew my reasons for wanting this done. My Aunt who sold me the car



is now 88. I picked her up, and took her on the drive she used to take me on when I was a little boy. This was truly a sentimental restoration worth every dime. Just seeing the smile on her face and watching her mind going back enjoying all her memories in driving the Falcon." 



The Last Missing Piece

Howard is still looking for the stainless strip for the center console top trim. If anyone reading this has one or knows of one please let me know and I will pass on the info to Howard.

Gary



ODDS AND ENDS

Let's take a look back at some Northeast Chapter member's cars that participated in the Dash to Dover last July.



Jack and Doreen Ward



Mark MacEachern



Gary and Kathy Nenninger



Rick and Cris Bowes



Leon and Cindy Dudley



Jeff and Terry Yates



Larry Ashman



Art and Cathy Dammers



Bruce Ahlquist



ODDS AND ENDS



Frank & Ginny Servas



Charlie Smith



John Byrne



Ed Kernozek



Miles T. Monster



Ray, Ginny & Bob Chevalier



It was truly amazing to see so many outstanding engine compartments

Editors Note: I would like to apologize to Stan and Cathy Miknaitis, and Gail Ahlquist for misplacing their pictures. If anyone has a picture of either or both of the cars from the show I will get them in a future issue. Thanks,

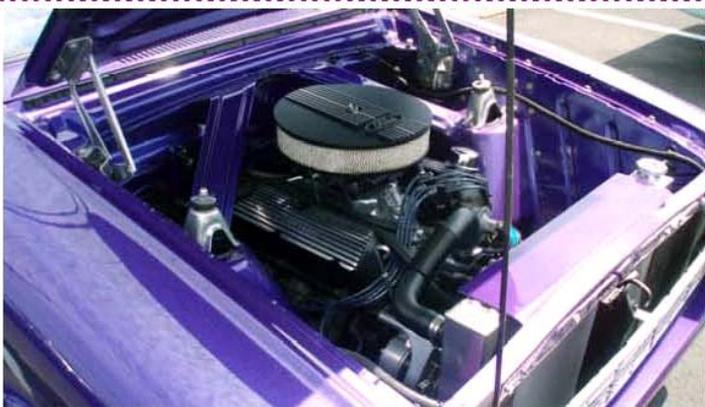
Gary



ODDS AND ENDS



This neat little Falcon roadster is 302 powered. With no top the interior is water proofed using drain holes and vinyl to help with the drying out process if you get caught in the rain.





DID YOU KNOW

The pictures below are from the July 25th All Ford Show at Goddard Park in Rhode Island and the July 26th "Time Machines" Show in Guilford, Connecticut.



Pete Diaz, Ray Chevalier, and Jack Ward receiving awards at the All Ford Show at Goddard Park in Rhode Island on July 25th.



July 26 in Guilford found Jack and Doreen Ward and Ed Kernocek in Class G "63-80 Ford-Lincoln-Mercury" Class. Ed won 1st and Jack & Doreen received 1st in un-restore and 2nd in class. Doreen, Jack, and Ed can be seen on the Tim Machines website.

Special Note: I would like to thank Jack Ward for the surprise he brought me on September 20th. I had to leave the Norwich show shortly after the club meeting to attend to some family matters so I was not there for the awards ceremony. When the door bell rang at about 9:30 that night I could not imagine who it could be. I was surprised to see Jack and more surprised when he handed me the first place award for "Ford 1954 thru 1983" and the judging sheet with a score of 99! I can't explain it, but it sure was nice.

Gary



Falcon flies you First Class - at low economy fares!

First class? Falcon's ride is the plushest in the compact class. Smoother, too – thanks to its lively new standard Six. ***Economy?*** There's Falcon's low initial cost, easy twice-a-year (or 6,000-mile) service schedule. And, when you couple its standard 170 cu. In. Six to a 3-speed Cruise-O-Matic option, Falcon delivers up to 15% more gas savings. Take a test drive. Find out how beautiful economy can be.

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The Drive That Inspires You!*
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FORD • THUNDERBOLT