

THE FALCON TIMES

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

THE FCA NATIONALS!



SEE PAGE
10



IN THIS ISSUE

<input type="checkbox"/> Blue Oval Office	2
<input type="checkbox"/> Regional Directors Report	3
<input type="checkbox"/> Club Business	3
<input type="checkbox"/> Tech Stuff	7
<input type="checkbox"/> Classified Ads	9
<input type="checkbox"/> Feathered Friends	10
<input type="checkbox"/> Odds and Ends	14

NE CHAPTER OFFICERS

PRESIDENT

Ed Lindberg #442
11-5 Rice Lane
Worcester, MA 01604
elindberg@ccworc.org

VICE PRESIDENT

Vacant

SECRETARY

Kathy Nenninger #232
66 Willowbrook Road
Cromwell, CT 06416
gnenninger@comcast.net

TREASURER

Bill Warburton #448
740 Tunk Hill Rd
Hope, RI 02831-1623
billwarb@cox.net

NE CHAPTER EDITORS

NEWSLETTER

Gary Nenninger #232
66 Willowbrook Road
Cromwell, CT 06416
gnenninger@comcast.net

WEB SITE

Ray Chevalier #068
73 Francis Road
Gloucester, RI 02857
raysfalcon@cox.net

How Lucky Can I Be!

The last month has been a time of reminiscing for me, remembering all the good times my family and I had over the years. As I reminisced I realized how lucky I have been. I could not have asked for better parents and I had them both until 2 days before my 66th birthday. My Father passed away on May 10th at the age of 91. He was a good man, not just my opinion, everyone loved Pop. My Mother lost her partner of 70 years, we will miss him but the memories of him will last forever.

I remember how Pop taught me all the different car brands (long since gone) like the Kaiser/Frazer, Crosley, Henry J, Packard, etc. but his favorite was always Ford and the Model A. He had a Falcon before I did, and when I bought mine I think he liked mine better because it was a V-8.

This brings me to my subject for this article, **Reminiscing**. I was born in 1944 a perfect time to witness the custom cars and hot rods of the fifties, and the "Total Performance" years of the sixties. The introduction of the Mustang in April of 1964 was a dream. I was there at Connecticut Dragway to see Tasca Ford leading the way with lightweights, Thunderbolts and Cobra Jets. Finally the end of the muscle cars came with the gas shortages in the early seventies. How could you afford to drive a high powered muscle car with gas at an unbelievable 50 cents a gallon! I saw and was involved in many street races on marked off ¼ mile back roads. (Don't tell my mother!) It was a time of endless cruising up and down the Berlin Turnpike. I remember the 1st McDonalds restaurant in Connecticut with 15 cent hamburgers and I think it was 10 cents more for fries and a Coke. And who could forget the fun times at the Drive-in Movies with double

features or the countless hours spent rummaging through junk yards looking for parts to keep my brothers D Altered coupe racing or his truck and forty ford sedan running. You didn't have e-bay back then and Speed Shops were out of our price range. But we were not alone that's the way we all had to do it "**in the old days**". I could get into more detail and go on forever but it's time to get back to the present. Don't forget the Regional Meet in August, chaired by Sherry McGhghy. If you would like to volunteer contact Sherry at 860-822-6552 or maybe drop her an e-mail at smcghghy@sbcglobal.net.

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

Gary



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 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.



CLUB BUSINESS

A Note from the Regional Director's Desk

As part of my responsibilities as Regional Director, I am to ask all of the members of my Chapters if they have any items that they would like to bring before the Falcon Club's Board of Directors at the annual meeting in July. If you have any ideas that might improve the Falcon Club, or if you have any complaints, I am the one to send them to. I will in turn put all of them together and submit the list to the National President to bring before the Board. Please submit in writing before July 1 so I can in turn submit my list before the National Meeting on July 14. You can e-mail me at RaysFalcon@cox.net or regular mail to: 73 Francis Road Gloucester, RI 02857.

Thanks,
Ray Chevalier
P.S.

In order to make a meet a success we need help. Please offer to lend a hand. Call Chairperson Sherry McGhghy at 860-822- 6552 or email at smcghghy@sbcglobal.net

"See You in a Falcon"

Ray



Treasurer's Report

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



APRIL 2010

99 MEMBERS

DATE	DESCRIPTION	DEPOSITS	CHECKS	ACCOUNT BALANCE
<i>Beginning Balance 04/01/2010</i>				\$2,551.95
04/06/10	Deposit - New member Dues	\$20.00		\$2,571.95
04/24/10	#1028 - Daytona Trophy t-shirts & plaques		\$2,000.00	\$571.95
<i>Ending Balance 04/30/2010</i>				\$571.95

MAY 2010

108 MEMBERS

DATE	DESCRIPTION	DEPOSITS	CHECKS	ACCOUNT BALANCE
<i>Beginning Balance 05/01/2010</i>				\$571.95
05/10/10	#1029 - State of RI - Corp. filing fee		\$20.00	\$551.95
05/16/10	#1030-R. Chevalier-stamps new mem. mail		\$17.60	\$534.35
05/17/10	Deposit - new members dues	\$110.00		\$644.35
05/23/10	Deposit - new members dues	\$18.00		\$662.35
<i>Ending Balance 05/31/2010</i>				\$662.35





MEETING NOTICES



- Next Chapter Meeting will be July 11 at 1:00 pm in downtown Simsbury, CT
- 2010 FCA National Convention, July 15 thru 17 in Dearborn, MI at the Hyatt Regency
- 2010 Regional Meet, August 21, 2010 in Sturbridge MA at the *Publick House*

Northeast Chapter Falcon Club of America

Northeast Chapter Falcon Club of America
Minutes of the May 31, 2010 Meeting
Annual Car Show, Johnston, RI

1. Meeting started 1:00 pm
2. Welcome and introductions offered by Pres. Ed Lindberg
3. No Secretary's Report – Kathy Nenninger not able to attend.
4. Treasurer's Report - Bill Warburton
 - a. Bank Balance \$571.95
 - b. Membership at 108 members – Renewals have been mailed out
5. Newsletter – Gary Nenninger not able to attend. Rick requested materials be sent to Gary for the Newsletter. Gary's Father passed away on May 10th. Cris Bowes will send a sympathy card from the club.
6. President's Report
 - a. Ed Lindberg discussed 2010 Regional – August 20 & 21
 - i. Sherry McGhghy is sending out emails to vendors looking for donations, also to club members requesting help at the show. Doreen Ward is also going to submit letters to local vendors that can't be reached by email. If you would like to make a donation or know of a vendor that would make a donation, please let Sherry know.
 - b. National Meet in Detroit, Michigan. From Northeast chapter – 11 members registered. Total of 225 registered with cars and 8 registered with no cars.
 - c. Simsbury Show, July 10th. The show will feature the Ford Falcon. We have 10 cars listed as the feature cars showing different body styles. All members are welcome.
7. V.P. – we are still looking for a volunteer to accept the Vice President position
8. Regional Meet Chairwoman: Sherry McGhghy – Plans are moving ahead for the show. Shirts have been ordered and we sent a down payment of \$2,000. Balance will be due before they are shipped. We ordered 144 shirts, 65 plaques, 100 dash plaques. Please register soon so we have a better idea of the number of cars that will be there. Also, remember to register for your hotel room and banquet.
9. Regional Director's Report Ray Chevalier
 - a. If any member has any suggestions about the club (National or Regional) please send them to Ray. His job as Regional Director is to submit any suggestions to the Board at the Annual National meeting.
10. New Business:
 - a. The next meeting will be held on Saturday, June 19th at the Annual Tascas All Ford Show in Seekonk, MA
 - b. Ed Lindberg heard from Melissa Sykes, Stratton Mountain Resort, VT. She is looking for information about whether the club would be interested in doing an event at Stratton Mountain. The members at the meeting thought this might be a good weekend getaway. Ed will contact her and get more information.
11. Meeting adjourned 1:45pm

Minutes submitted by Cristine Bowes for Kathy Nenninger



CLUB BUSINESS

**13TH ANNUAL
Northeast
REGIONAL FALCON MEET**

August 20 & 21, 2010
Sturbridge, MA

**THE NORTHEAST CHAPTER
FALCON CLUB OF AMERICA**

WELCOME NEW MEMBERS!

Jeffrey Barna, 117 College St.,
South Hadley, MA 01075

Roseann Smith, 21 Belmont St.,
Chicopee, MA 01013

Stephen A. Harris 5 Sun Valley
Dr. Cumberland RI

Ed Veader, 56 Heritage Rd.,
Seekonk, Ma. 02771

Your one-stop source for parts & accessories
for 1960-70 Falcon & Comet.

Request a catalog, search & order parts online
MACSAUTOPARTS.COM

877-230-9670



Check out one of our 9 other
1909-70's Ford parts catalogs

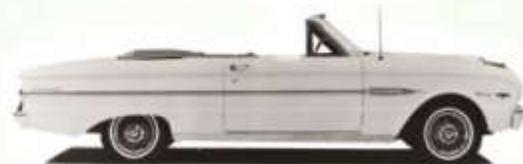
Antique Auto Parts

Parts for Falcons & Comets

Serving the Ford Restorer Since 1978

Dealer Inquires Invited

716-210-1340 local/intl 716-210-1370 fax
6150 Donner Rd • Lockport, NY 14094



1964-73 MUSTANG
1928-69 FORD CAR
1960-70 FALCON
1962-71 FAIRLANE/ TORINO
1928-79 FORD TRUCK
1955-66 THUNDERBIRD STREET ROD

**MELVIN'S CLASSIC
Ford
FORD PARTS**

*Send For Your Free Catalog!
Mention this ad!*

1521 Dogwood Drive
Conyers, Georgia
Phone: 770-761-6800
Fax: 770-761-5777

THE NEW-SIZE FORD

Ford Falcon

SABOT CAR IN THE WORLD TO OWN



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 see a specific illustration, drop us a line and we will dig it out for you. This issue reviews the typical Patent Plate for 1960/62, and 1963/65

GENERAL INFORMATION

FORD CAR PARTS

TYPICAL PATENT PLATE - 1960/62

The Patent Plate is located on the left front body pillar on Galaxie and Thunderbird models and on the lock face of left front door on Fairlane and Falcon passenger models. The rating plate for Falcon bus models is attached to the left front door hinge pillar.

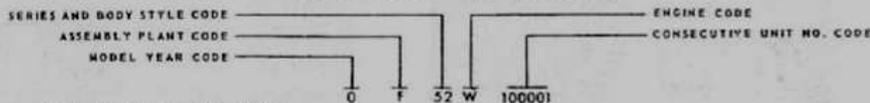
The following diagram of the Patent Plate specifies, in the Serial Number: the Model Year, Assembly Plant, Series and Body Style, Engine Type and numerical sequence of assembly.

Indicated in the body specifications are the Body Type, Exterior Paint Color, Trim Scheme, Production Date, Transmission Type and Rear Axle Ratio.

IMPORTANT: Always furnish appropriate Patent Plate information and DSO number if applicable when ordering parts not listed in the Catalog. On 1962 models if the unit is built on a DSO, FSO or PAO (special orders) the complete order number will appear in the DSO space.

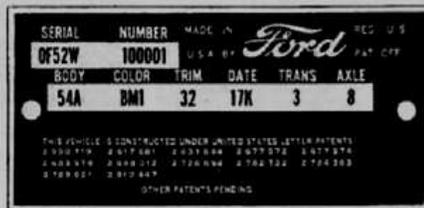
The Falcon bus models are cataloged with the Econoline Series. Rating plate information concerning Falcon bus models will be found in the General Information section of the Truck Master Parts Catalog Form AF 7636-A.

PATENT PLATE DIAGRAM



Serial Number (0F52W100001)

- "0"---- 1960 Model
"F"---- Assembled at Dearborn Plant
"52"---- Galaxie Series--4 Door Sedan
"W"---- 8 Cyl. OHV Engine--292 C. I. D.--2-Venturi carb.
"100001"---- First vehicle assembled during Model Year



1960 - 61

P-3154

1962

P-3708



Style and Body Specifications (54A - BMI - 32 - 17K - 3 - 8)

- "54A"---- Galaxie - 4 Door Sedan
**"BMI"---- Kingston Blue lower body, Corinthian White upper body- Conventional two-tone
***"32"---- First digit "3" represents material - vinyl and body cloth. Second digit "2" represents color - blue
"17"---- Seventeenth Day of Month
"K"---- Month of year - October
"3"---- Fordomatic (2 speed) Transmission
"8"---- Rear Axle Ratio of 2.91 to 1
▲"11"---- District code number

* When vehicle is two-toned the lower body color code will appear first in the Paint Color Code space. Numerals following the Color Code are for Company information.

** When a trim deviation is used and is not serviced a numerical suffix is added to the Trim Code, ie. (32-1, 32-2). If the trim deviation is serviced an alphabetical suffix is added to the Trim Code, ie. (32A, 32B).

NOTE: On not serviced trim parts refer to General Sales Manual 9B2-part 2, paragraph 28 and handle accordingly.

Beginning in 1962, District Code Number will appear in D.S.O. space for all units including regular production.



FORD CAR PARTS

GENERAL INFORMATION

13

TYPICAL WARRANTY PLATE - 1963/65

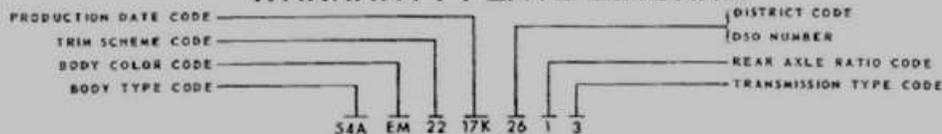
The Warranty Plate is located on the Lock Face of left Front Door on all Passenger and Falcon Bus Models. The following diagram of the Warranty Plate specifies, in the Vehicle Data Line: the Body Type, Exterior Paint Color, Trim Scheme, Production Date, District Code and D.S.O. Numbers, Rear Axle Ratio and Transmission Type.

Indicated in the Vehicle Warranty Number Line, formerly "Serial Number", are: the Model Year, Assembly Plant, Series and Body Type, Engine Type and Numerical Sequence of Assembly.

IMPORTANT: The District Code Number will appear in DSO space for all Units including regular production. Always furnish appropriate Warranty Plate information and DSO Number, if applicable, when ordering parts not listed in the Catalog. If the Unit is built on DSO, FSO or LPO (Special Orders) the complete Order Number will appear in the DSO space in addition to the District Code Number.

The Falcon Bus Models are cataloged with the Econoline Series. Warranty Plate information concerning these vehicles will be found in the General Information Section of the Truck Master Parts Catalog, Form AF 7636-A.

WARRANTY PLATE DIAGRAM



VEHICLE DATA SPECIFICATIONS (54A-EM-22-17K-26-1-3)

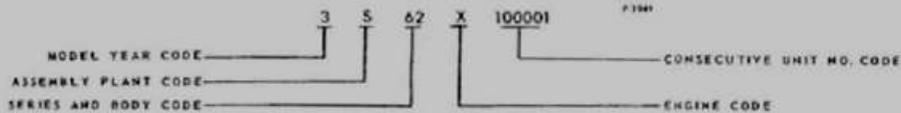
- "54A" ---- Galaxie - 4 Door Sedan
"EM" ---- Viking Blue lower body, Corinthian White upper body - Conventional two-tone
"22" ---- First digit "2" represents material - Gleam broadcloth and Crush Vinyl. Second digit "2" represents color - medium Blue.
"17K" ---- Seventeenth Day of Month - October
"26" ---- Washington District (and DSO number when applicable)
"1" ---- Rear Axle Ratio of 3.00 to 1 (Alpha Code for Equa-lock Axles)
"3" ---- Fordomatic (2 speed) Transmission

NOTE: On non-serviced trim parts refer to General Sales Manual 9B2, Part 2, Paragraph 28 and handle accordingly.

Black Background Plate Identifies a Unit Painted with M30J (Non-Acrylic) Enamel. (Solid Color Unit or the Lower Body Color when Unit is Two-Tone.)



Grey Background Plate Identifies a Unit Painted with M32J (Acrylic) Enamel. (Solid Color Unit or the Lower Body Color when Unit is Two-Tone.)



VEHICLE WARRANTY NUMBER (SAME AS FORMER SERIAL NUMBER) (*3562X100001*)

- "*" ---- Asterisks precede and follow the complete Warranty Number to prevent unauthorized addition of numbers or symbols.
"3" ---- 1963 Model
"S" ---- Assembled at Pilot Plant
"62" ---- (6) Galaxie 500 Series, (2)-4 Door Sedan
"X" ---- 8 cyl. OHV Engine--352 C.I.D.--2 Venturi carburetor
"100001" ---- First Galaxie Series vehicle assembled at Pilot Plant during Model Year

Revised August, 1968

COPYRIGHT © 1968 - FORD MOTOR COMPANY - DEARBORN, MICHIGAN

Change No. 36



The Falcon Times will list your classified ad free (including one picture). If you have an item you would like listed, please contact us to have your ad included in the next newsletter. We will run the ad until you notify us of the sale of the item or any changes. The Northeast Chapter is not responsible for any items sold from advertising on this page.

For Sale: 1963 falcon ranchero
California car no rust, 170 6 cyl 2-speed trans.
Sandshell beige. 83,xxx miles.
\$6,500 email snglbrl@yahoo.com



For Sale: 1967 Ford 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 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.

For Sale
1965 Ford Falcon Futura Convertible. Around 57,000 original miles. Rebuilt automatic 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 small replacement 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: Falcon literature for sale:
Red 60 four door, standard postcard, mailed but clean
62 Falcon Squire postcard, white car, not used
66 Sports Coupe postcard, yellow car, like new
68 Sports Coupe postcard, red, not used
69 Sports Coupe postcard, red, not used
64 Falcon 'Musclecars' cards, 2 views of Romy Hammes car. Postcards were used by dealers for new car introductions. \$5.00 each including postage (\$5 for both Hammes cards)
64 Dealer showroom upholstery & colors catalog. Binding split on left side, missing overlays \$245.
Have several different Falcon sales brochures and other Ford products, postcards and brochures.
Call with wants. Howie Wheeler, Tel. 860-749-0587 (howardwheeler@sbcglobal.net)



FEATHERED FRIENDS

Feathered Friends In this issue we will take a look back at some of the FCA Nationals that Kathy and I have attended, starting with the 1999 in Charlotte, NC, then 2001 in Cromwell, CT, Indy in 2006, and last year 2009 in Dover, Delaware.

20th FCA National Convention Charlotte, NC July 1999





22nd FCA National Convention Cromwell, CT July 2001





FEATHERED FRIENDS

27th FCA National Convention Indianapolis, Indiana July 2006





FEATHERED FRIENDS

30th FEA National Convention Dover Delaware July 2009





ODDS AND ENDS

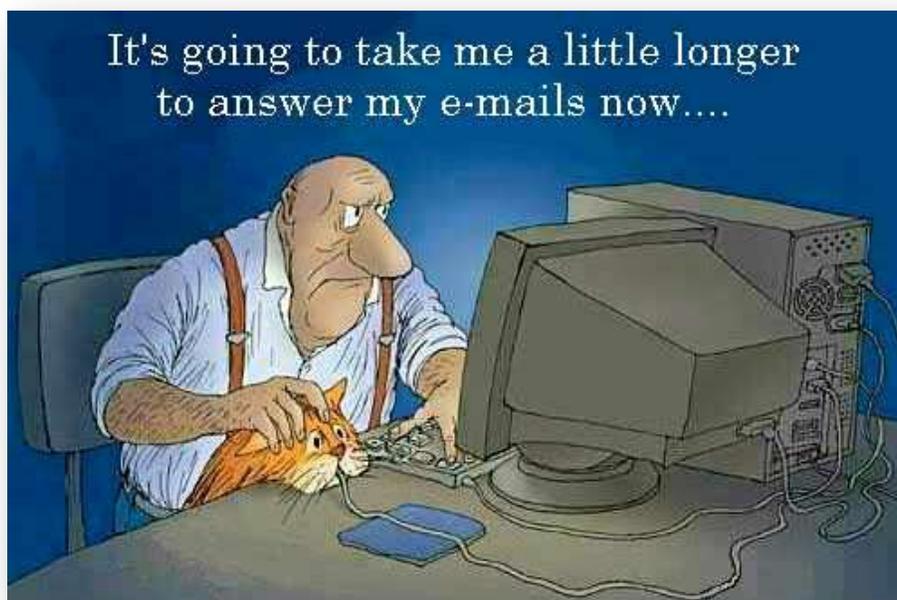


HELPFUL HINTS



1. TO AVOID CUTTING YOURSELF WHEN SLICING VEGETABLES GET SOMEONE ELSE TO HOLD THE VEGETABLES WHILE YOU CHOP.
2. TO AVOID ARGUMENTS WITH THE FEMALES ABOUT LIFTING THE TOILET SEAT JUST USE THE SINK.
3. FOR HIGH BLOOD PRESSURE SUFFERERS ~ SIMPLY CUT YOURSELF AND BLEED FOR A FEW MINUTES, THUS REDUCING THE PRESSURE ON YOUR VEINS. REMEMBER TO USE A TIMER.
4. YOU ONLY NEED TWO TOOLS IN LIFE - WD-40 AND DUCT TAPE. IF IT DOESN'T MOVE AND SHOULD, USE THE WD-40. IF IT SHOULDN'T MOVE AND DOES, USE THE DUCT TAPE.
5. IF YOU CAN'T FIX IT WITH A HAMMER, YOU'VE GOT AN ELECTRICAL PROBLEM.

ON A PERSONAL NOTE:





AMERICAN DRIVER

BY DAVID E. DAVIS, JR.



Unimaginable Acceleration

What actually happens when you light off your Top Fuel dragster.

I ONCE CHATTED BRIEFLY WITH THE LATE PETER GREGG AT A PORSCHE Club function, and I mentioned that the Mercedes-Benz I was driving that weekend was a lovely road car and a wonderful cruiser, but it lacked really startling acceleration. Peter gave me a sidelong glance and said,

"It's been my experience that straight-line acceleration is probably the first aspect of automotive performance that any intelligent driver gets bored with." Ever since that day, probably thirty years ago, his statement has crossed my mind as I nailed the throttle in some Porsche 911 Turbo or Mercedes-Benz S600 and giggled like an idiot.

It crossed my mind again when I received the following e-mail, forwarded from my great friend Mr. William Neely. Bill Neely and I have been enjoying each other's company since I first took over *Car and Driver* magazine in 1962. Since that time, he has written about a jillion magazine pieces and some three dozen books, including *Stand on It*, the fictional memoirs of the infamous Stroker Ace, which he cowrote with our mutual friend the late Bob Ottum. Here is the e-mail:

Subject: Top Fuel Dragsters

- One Top Fuel dragster's 500-cubic-inch Hemi engine makes more horsepower than the first four rows at the Daytona 500.
- A stock Dodge Hemi V-8 engine cannot produce enough power to drive the dragster's supercharger.
- With 3000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition. Cylinders run on the verge of hydraulic lock at full throttle.
- At the stoichiometric 1.7:1 air-fuel mixture for nitromethane, the flame front temperature measures about 7000 degrees Fahrenheit.
- Nitromethane burns yellow. The spectacular

white flume seen above the stacks at night is raw burning hydrogen, separated from atmospheric water vapor by the searing heat of the exhaust gases.

■ Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder.

■ Spark plug electrodes can be totally consumed during a single pass. After half-distance, the engine is dieseling from compression plus the glow of exhaust valves at 1400 degrees Fahrenheit. The engine is shut down by cutting the fuel flow.

■ If a spark plug fails early in the run, unburned nitro can build up in the affected cylinder and explode with sufficient force to blow the cylinder head off in pieces or split the cylinder block in half.

■ In order to exceed 300 mph in 4.5 seconds, dragsters must accelerate at an average of more than 4 g's. In order to reach 200 mph before half-distance, the launch acceleration approaches 8 g's. A Top Fuel dragster reaches more than 300 mph before you have completed reading this sentence.

■ With a redline that can be as high as 9500 rpm, Top Fuel engines turn approximately 540 revolutions from light to light. Including the burnout, the engine needs to survive only 900 revolutions under load.

■ Assuming that all of the equipment is paid off, the crew works gratis, and nothing breaks, each run costs an estimated \$1000 per second.

■ The current Top Fuel dragster elapsed time record is 4.441 seconds for the quarter-mile (October 5, 2003, Tony Schumacher). The top-speed record is 333.25 mph as measured over

the last 66 feet of the quarter-mile (November 9, 2003, Doug Kalitta).

■ Putting all of this into perspective: You are driving the average \$140,000 Lingenfelter twin-turbo Corvette Z06. More than a mile up the road, a Top Fuel dragster is staged and ready to launch down a measured quarter-mile as you pass. You have the advantage of a flying start. You run the Vette up through the gears and blast across the starting line and past the dragster at an honest 200 mph. The "tree" goes green for both of you at that moment. The dragster launches and starts after you. You keep your foot down, but you hear a brutal whine that sears your eardrums, and within three seconds, the dragster catches you and beats you to the finish line, a quarter-mile from where you just passed him. From a standing start, the dragster spotted you 200 mph and not only caught you but nearly blasted you off the road when he passed you within a mere 1320 feet.

That doesn't sound too excruciatingly boring, now, does it? I called my equally good friend Don Prieto, of the Prietive Group in Torrance, California, to check the facts. He suggested that the business about heat from dragster exhaust igniting the hydrogen in the atmosphere was probably hypothetical.

Prieto then reminded me of a factoid he had passed along in the days of front-engined dragsters. He said, "You know that you're in deep trouble in a dragster if you can suddenly see things clearly. That means the supercharger has been blown off the top of the engine and the raw nitromethane fuel has eaten through your visor."

Prieto has written a terrific history of hot rods called *Hot Rod Chronicle*, and if anybody can capture all of that, it would be my pal Prieto. The book is beautiful as well as instructive, published by Publications International Ltd. Well worth your attention. EJ

FALCON '69

Sports  Coupe

