

THE NATIONAL *Falcon* NEWS

THE MAGAZINE OF THE FALCON CLUB OF AMERICA

THIRD QUARTER
JULY 2022



ON THE COVER

Our front cover and back cover photos are both scenes from the Southern Coast Regional held in April 2022 in Biloxi, Mississippi. The Gulf Coast Chapter hosted the Regional and put on a great show.

On the front, the Gulf in the background provided a panorama of blue skies and water which contrasted beautifully with the rainbow of Falcon colors represented at the show.

The show was held at Beauvoir was Jefferson Davis’s Home and Presidential Library. Tours were available with a discount to attendees.

The weather cooperated and several states were represented with Falcons and other Falcon Club members who didn’t drive their Falcons.

More on this story on page 19.

IMPORTANT MEMBERSHIP INFORMATION

The link to the monthly online magazine on the website at falconclub.com is password protected and you must enter, when requested, the underlined password shown above to access the online edition.

For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—please contact membership@falconclub.com. To place a classified ad, email editor@falconclub.com. To submit FCA Regional event information, send information to editor@falconclub.com and admin@falconclub.com.

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To access the online magazine, technical articles, and membership directory, use password FCA1979!

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.



Jim Guthrie
FCA President

PRESIDENT'S MESSAGE

The 2022 FCA National Meet is literally just days away and it promises to be a grand affair. With approximately 200 registrations so far, there is still room for you, but only if you hurry. Visit the registration website and get ready for Kingsport, Tennessee, July 14, 15 and 16.

By sure to attend this year's Business Meeting on Saturday, the 16th. We will be holding annual election of officers and voting for at least one member of the Board of Directors. Now is the time to consider one of these leadership positions. Additionally, we will present amendments to the By-Laws for consideration by the you.

It is good to see so much activity within the various regional chapters, monthly meetings that include picnics, cruises, swap meets, and such. These are great opportunities to introduce others to the club as well as to fellowship with each other. Please submit your event stories and photos to our magazine editor for future publication.

Our new website is about to debut in July, so keep an eye out for more on that. You will begin to see advertising and outreach for new members throughout the Internet.

Once again, I want to acknowledge the outstanding work of the FCA National Meet team. We will introduce each of them at the Meet so that you can thank them in person.

Until we see each other again please drive safe and stay healthy. Remember to take a youngster along with you. AND, we'll see you in Kingsport.

Jim Guthrie (FCA #12897)
guthriejasr@gmail.com
816-288-7469

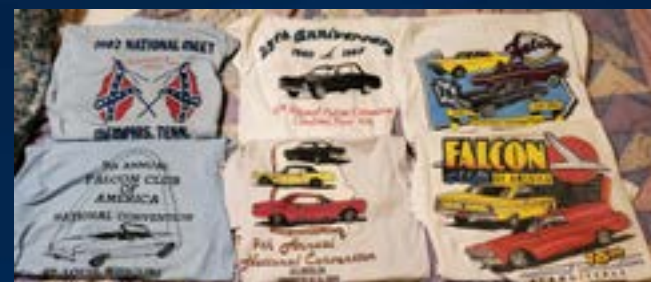
DARIN'S SHIRT STORY

If you've been in the Falcon Club of America for at least a few years, most of us probably have a drawer full of t-shirts from every Regional and National Meet you have attended. But maybe you aren't quite sure what to do with them as that drawer starts to overflow.

Darin Wood (FCA #68) of Winston Salem, North Carolina had an idea. He would collect shirts from Falcon events all over the country. It started out small with his collection from some Florida shows he had attended. Then it kind of naturally evolved into asking some of his close Falcon friends if they would like to contribute some shirts for his collection. They did indeed help...abundantly. From there his idea began to grow, and grow, and grow. Long-time Falcon Club members he knew from different parts of the country were also helpful in sending unique shirts from the northeast, midwest, north central and regions beyond.

He sold an emblem to a guy who has owned his car for 40 years. He called him back later and asked if he might have some shirts he'd like to add to the ones he had collected. His donation was a bounty of 11 shirts, and they were from some of the really early Falcon events.

You can see by all of his photos how many he has already represented. If you have a unique shirt you would like to add to his collection, track down Darin at the upcoming National Meet. I bet he'd love to see it and he may still be taking contributions.





April 24, 2022
Georgetown, Texas



Hosted by
Capital City Chapter

Image: Wally Tirado, ICC #5111187, RAS #251
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MY HOMETOWN NATIONAL

BY JOE B. NANCE



When I found out that the FCA was having its 2022 FCA National Meet in my hometown, Kingsport, Tennessee, it is an understatement to say that I was excited! The closest FCA National Meet to me before this was the 1993 meet held in Knoxville, Tennessee, which I attended. The 2022 Meet is to be held at the Meadowview Conference Resort, an amazing and beautiful complex located in the beautiful mountains of East Tennessee, and perfect for the large gathering of Falcons, Falcon owners and enthusiasts. Kingsport is headquarters for Eastman Chemical Company and is a planned city with its beautiful Church Circle and many historical landmarks.

I have been a Falcon owner and enthusiast for many years. My first Falcon was a red 1960 which I drove in my commute to East Tennessee State University during the early sixties. On June 21, 1965, my dad bought me a new 1965 Falcon Futura which I am still driving 57 years later. I now have it registered for the 2022 FCA National Meet.

My Falcon is almost totally original—even the seat covers, headliner, engine and transmission. It is impossible to list all the family and personal milestones and memories this Falcon has been a part of over these past many years—dates, weddings, graduations and vacations.

I drove my Falcon to East Tennessee State University and then to the University of Tennessee until I graduated in 1968 with a degree in Mechanical Engineering. After graduation, I began a 32-year career at Eastman Kodak, where I drove the Falcon on my first day to work in June 1968 and I also drove it to work on my last day of employment, the day I retired in December 1999. I also drove the Falcon to work there during the years I co-opted with Eastman while attending college.

I purchased a JC Penney Lifetime Battery for it many years ago and JC Penney has always honored the warranty and reimbursed me for a new battery. Years ago I wrote the TDMV (Tennessee Department of Motor Vehicles) requesting the License plate number 1965. As you can see by the photo on the right, they sent me the matching plates (two were required back then) with the plate number 6-C1965. The "6" designates the county that I lived in. I kept the plates all these years and now I have those original plate designations from 1965 are again registered to the Falcon. I still have the original owner's manual and the cancelled checks that I had written to my dad in my attempt to reimburse him for some of the purchase cost of my Falcon, which had a sticker price of \$2,545.

I can't wait to see all the Falcons here in July and meet many other Falcon owners and enthusiasts. It is going to be a memorable event for sure!

—Joe B. Nance (FCA #4421)
Kingsport, Tennessee



Back in 1966, I proudly stood beside my new 1965 Falcon.

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Kingsport, Tenn. February 7, 1937

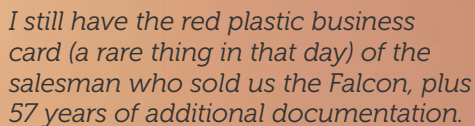
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C

A RARE '63

JOHN AND SHARON COUCH'S 1963 TWO-DOOR STATION WAGON



This 1963 two-door station wagon was one of the highlights of the Regional in Biloxi, Mississippi. John and Sharon Couch of Grant-Valkaria, Florida (FCA #16201) made the trek across the coast to Biloxi. The wagon is a Standard model with base trim and few frills. An AM radio, seat belts and automatic transmissions were the options selected.

John and Sharon purchased the 1963 wagon in 2011, while they were living in Colorado. They had been looking for a two-door wagon for about two years and found it for sale in New Jersey. They bought it and had it shipped to Colorado. The car was built in Metuchen, New Jersey. The original color was Raven Black, but had been repainted a color close

to Prairie Bronze Metallic, a color from 1964 Falcon options. The contrasting white roof was also a change that had been made from the original black. John thought about returning it to its original color, but thought better when he thought about it—a black car with no air conditioning in Florida might not be the best idea. The original two-speed automatic had been replaced with a C4 by the previous owner. When the car first arrived, it left a big puddle of transmission fluid on the driveway, so John pulled the C4 and replaced the seals and pump. He also corrected some wiring issues. He found a source in Washington who could make new seat covers with the correct “Steerhead” material, which he installed himself.

1963 Falcon station wagons came equipped with a 144 ci in-line six-cylinder that produced 85 horsepower and was capable of 32.68 miles per gallon. 1963 was the first year Falcons came with hydraulic lifters. The four-wheel drum brakes are self-adjusting, another first for the Falcon. Priced at \$2,298 the wagon was the perfect family vehicle, roomy and affordable. Backup lights could be added for \$10.70, a radio and antenna package for \$58.50, automatic transmission for \$163.10, and wheel covers for a mere \$16. John added the seat belts after he purchased the wagon. The rear end still has the original 3.50 gears and accelerates well enough to keep up in traffic and cruise comfortably at 55 mph.

Since purchasing, they’ve put over 5000 miles on the wagon. In Colorado, they used an enclosed trailer to take the wagon to long-distance shows. “It’s not a trailer queen, we still drive it, but for shows that are more than an hour or two drive, the car goes in the trailer.”

The Falcon still has its original glass in place and it is still in nice condition. The aftermarket windshields available are all tinted, so John said



instead he polished and repaired the scratches on the original glass to keep it authentic. John did make a significant mechanical modification converting the car from points to a Petronix ignition for added reliability. He replaced the coil and wires and hoses with original style pieces. the original carburetor, complete the the factory tag, is still in place. It still has a generator and 13-inch tires—one size wider than the original. The original spare tire still rides along in the back, and he has another spare at home.

John and Sharon enjoy taking the wagon to shows, and at many Ford shows its the only Falcon wagon present. It's a conversation starter, as many have never seen a six-door Falcon wagon before. The simplicity of the car makes it very appealing, but it is also very utilitarian. It's easy to service and he doesn't need a computer to work on it.

The license plate sums it up nicely; it truly is a "RARE '63."

Information for this article is from an article published in *Ford Classics* Summer 2018 issue.



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STILL RACING THOSE FALCONS

On March 5–6, Greg DuVal of Orem, Utah (FCA #15238) was at a March Meet at Famoso Raceway in McFarland California where he noticed several Falcons racing. Here are a few photos he shared with us.



DID YOU KNOW?

Ford wanted Falcons in the racing world to make them more successful on the sales floor. Several companies initially dabbled with hopping up the thrifty six with triple-carb induction, but it wasn't the answer to a power vacuum issue. Bill Stroppe and Holman Moody both worked to create V-8 Falcons well before the factory. Holman Moody directed its efforts into refining its Challenger I.

HEAD PIPE CONNECTION TO EXHAUST MANIFOLD

My first Falcon was a 1967 two-door sedan with a 200 In Line six-cylinder. I had an issue with the head pipe connection to the exhaust manifold. I couldn't keep it from leaking. I would tighten the two nuts that attached the head pipe to the exhaust manifold but after a short time it would leak again. The six cylinders in the 1967 Falcon had a doughnut type seal at the head pipe. The early Falcons had a flat gasket seal at the head pipe. I talked to a friend that was a Ford mechanic about my problem. He looked at my Falcon and said that I am missing a part. It was the bracket attached to the engine block under the head pipe. It is clamped to the head pipe with a muffler clamp. This additional bracket eliminated the exhaust leak on my 1967 Falcon. The pictures are from the 200 six (on an engine stand) that is going into my 1962 station wagon. If you are having an issue with your exhaust leaking at the head pipe, check to make sure you have this bracket and clamp. I also use red RTV on both sides of the exhaust manifold gasket (a little messy). This has eliminated any leaks from a warped or damaged exhaust manifold. Cut the heads off two long bolts to use as alignment studs. I loosely installed the studs, one in the front and one in the back. This will make it easier to align and install the messy gasket and exhaust manifold. Adding "Never Seize" to the bolt threads and head pipe studs is a good idea for easily removing them later and eliminate breaking them off in the engine block.

Bruce Wolfe, FCA Head Tech Advisor



UPCOMING EVENTS

July 14–16, 2022
FCA National Meet
Kingsport, Tennessee
Hosted by the Falcon Club of America

August 19–20, 2022
Northeast Regional
Warwick, Rhode Island
Hosted by the Northeast Chapter

September 23-25, 2022
Keystone Regional
Bethel, Pennsylvania
Hosted by the Keystone Chapter
[https://fordfalcon.org/
events/2022-keystone-regional/](https://fordfalcon.org/events/2022-keystone-regional/)

October 14–15, 2022
Carolina's Chapter 14th Regional
Falcon Meet
Kannapolis, North Carolina
Hosted by Carolina's Chapter

More to come...

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.

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BOB'S FALCON STORY

My first car at sixteen was a Falcon. It was by pure chance that it came my way. It had belonged to the next door neighbor in a plan of 24 row houses. He was a divorced, crotchety old man that yelled at us kids for playing near his unit. However, my parents befriended him and invited him to dinner occasionally. A few years later he passed away and with no other family to leave anything, he willed my dad the Falcon. It was a '64 black sedan—a low mileage, ten-year-old Falcon. It only had one option and no automatic transmission, no radio, no A/C, no trim. But it did have a 260 V-8! Now at this point in time my parents white 1964, zero optioned, Falcon had rusted through and had been replaced by a green 1971, zero option Maverick. Since the Falcon was the "old" car, I got to drive it.

Now this old man had meticulously maintained the Falcon through the Ford dealer. One time the dealer installed a rebuilt part and he made them take it back out and put in a genuine OEM part. The 260 V-8 was exhilarating to drive for me. That car carried me to jobs in



three states over a ten year period. The day it almost killed me was the day we parted ways. The rusted-out brake line let go on a long, steep mountain hill in Alabama. The single bowl master cylinder gave no forgiveness. There were no brakes. Second gear and the parking brake wouldn't stop it and luckily no one was in the intersection at the bottom of the mountain.

I had always done my own mechanical work starting with my first Falcon. Fast forward 35 years, I had the time and money to consider entertaining the thoughts of having a hobby vehicle. My first thought was a Falcon. I wasn't sure where to look for one, but one day I spotted one on eBay. I'm not gambling type, but the pictures looked great and the description was even better. It had been stripped and repainted by a body man and his son and it had been in North Carolina its entire life. I spoke to the old, retired body man and he

verified all of the work they had done together. Once it had been painted and the interior redone, the son went off to college and the Falcon went into a barn for ten years. The son never came back for it and the body man sold it to a local preacher. A flipper talked the preacher into selling it to him and that is how it ended up on eBay. I won the bid and headed to North Carolina to pick it up. Upon arrival it looked as good as the pictures.

This Futura was everything my first Falcon wasn't. It was Rangoon Red with Magnum 500 wheels, a lot of stainless trim, great re-upholstered interior and newish chrome bumpers. I drove it around the block and, although it ran rough, the red '65 Futura was too pretty to turn down for what it apparently just needed was a tune-up.

It was a long drive home in winter and I towed the Falcon home. It needed to be put in my garage straight away. My driveway has a slight uphill grade to get into the garage. I rolled the Falcon off of the trailer and tried to start it and drive it into the garage. But it cranked slow and wouldn't stay running. I eventually had some neighbors help me push it into the garage. The

flipper guy had even mentioned that maybe I could fly down from Pittsburgh and drive it home. Well upon going through the various mechanicals, I found the battery was almost dry, the radiator fluid was way low, the wipers and speedometer didn't work, the manual transmission was devoid of grease and last but not least, the single bowl master cylinder was low as well.

Once I gave a tune-up and topped-off all of the fluids, I headed off in it to a local auto parts store for some new spark plug wires, air and oil filter and oil. I didn't make it. The three-on-a-tree linkage locked up and left me under the car on the side of the road trying to untangle the rods and levers to shift gears again. I got it home and looked in my repair manual on how to adjust the manual shift linkage. It worked better, but it still locked up occasionally; especially when my wife attempted to drive it. A few short trips around town, I found the oil dip stick down 1½ quarts. I topped it off again and again every time I drove it any distance. I found a guy who would rebuild the engine for me and it was then that I discovered it was actually a 302. I came up with a re-buildable 289 block and went on from there.



Falcon engine rebuild



Transmission replacement

I was just looking to drive the car as much as possible, so it was rebuilt stock and I reconditioned the engine compartment in the process.

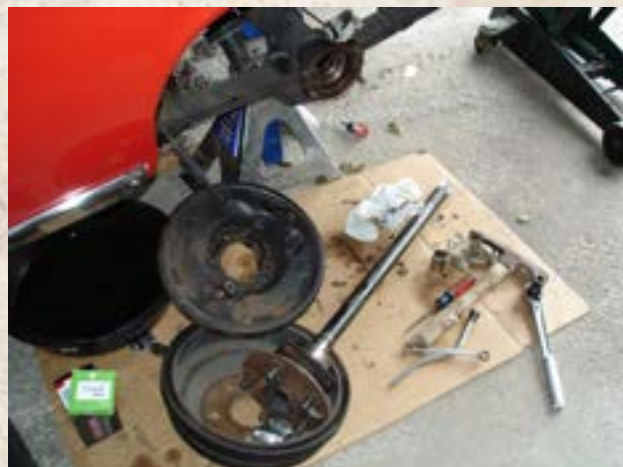
That solved the engine problem, but the mechanical issues kept coming. The next repair was to swap the single bowl master cylinder for a dual bowl system. It required some new brake lines and a distribution block and I ended-up replacing the wheel cylinders and brake shoes too. The instrument panel was a mess with the speedometer/odometer not working, light bulbs out, idiot lights were dead and the turn signal cam was broken. As time went on, I replaced all of the front end parts and installed power-assist steering from OEM parts I gathered on the Internet, got new radial tires and got a good alignment. It drives so much easier now.

I have had the Falcon for thirteen years now. Buy now, I have replaced just about everything but the sheet metal. Parts for this car are easier to get now then when it was new, so if it needs something, it gets it.

I still find it thrilling to drive this car with its three-on-tree transmission, non-power brakes, AM radio and no A/C...just like in my youth.

When I take it to a car cruise, it gets a lot of attention from the kids and they are welcome to get in and wind the manual windows up and down, open and close the vent windows and play with the AM radio. It's about a thirty year old restoration and won't win any concours trophy, but it occasionally gets a people's choice award at a car show. That kind of recognition makes all of my efforts worth while.

—Bob Smith (FCA #12969)
Pittsburgh, Pennsylvania



SOUTHERN COAST REGIONAL

APRIL 1-2, 2022
BILOXI, MISSISSIPPI



PHOTOGRAPHS BY LARRY BLUM,
BILL AND JANET WILKERSON





The Gulf States Chapter hosted their regional April 1–2 in Biloxi, Mississippi. Beauvoir was a beautiful setting where shade trees surrounded us and the beauty of the Gulf showed off in the background. Beauvoir was Jefferson Davis's Home and his Presidential Library. The museum and library is owned and operated by the Mississippi division of the Sons of Confederate Veterans. Tours were available with a discount to attendees.



A slightly overcast, cool morning gave way to a bright sunny day. There were about 50 cars registered representing outstanding restorations. Other members without Falcons were in attendance and many passersby stopped to take a look at all these beautiful birds.



The Poker Run was a fun event scheduled for Friday morning. Falconers had five destinations on a card in an approximate 30-mile radius around Biloxi. At each stop, you received one playing card for your poker hand. Falcons darted from place to place throughout the morning, waiting in a few lines, and of course, being good tourists purchasing items at the stops. Traveling along the Gulf on a beautiful day made for an enjoyable morning cruise. Stops along the way included The Tatonut Shop, Martin Hardware, Biloxi Visitor Center, High Caliber Guns, and The Pecan House.



The final landing spot was lunch at a local seafood establishment, where the final cards were dealt and winners with the best poker hand emerged.

The TatoNut Shop was a popular beginning spot for many on the Poker Run. The Donuts did not disappoint! Falcon friends and participants of all ages had smiles for the camera. There were unique designs, classics of every style—originals, drivers, and highly modified. There were also a couple of beautiful Econolines in attendance.

One member, Tia Blum (FCA #8659) of McDavid, Florida had been challenged to get a Falcon Club tattoo, and we have the evidence of the completion of that challenge.

Mike and Misti Sigler (FCA # 11458) of Gulfport, Mississippi did a great job coordinating the raffle prizes and 50/50 tickets. Kudos to them and the other volunteers from the Gulf States Chapter who spent time preparing, welcoming, and putting on a terrific show!



EASY MAINTENANCE

(Reprinted from "HotCars" website)

Here's What Makes the 1965 Ford Falcon the Easiest Muscle Car to Maintain

By Edwin Karico

(Published December 4, 2020)



The 1965 Ford Falcon commands a relatively forgiving purchase price, and restoring it comes with even less of a hustle.

The American muscle car has been a long-standing car enthusiast heartthrob for the last half-century. The 60s and 70s saw the meteoric rise of V-8 powered coupes and sedans which virtually all had a drinking problem, a perfect match for the club-hopping generation of the time, who were just reeling from the effects of a booming economy. Fast forward to 2020, and a decent number of the classic cars remain, albeit with most of them in a rather rickety state. The lucky individuals who still own mint-condition muscle cars handle them with kid gloves, and religiously parade them at classic car events, some of them hoping to fetch a healthy price for the vehicle.

Given that during the two-decade explosion of muscle cars they produced more models than you could poke a stick at, it's quite the

formidable job to pick a winner for the easiest model to maintain. One car, however, does a pretty impressive job of easing the burden of maintenance, making it our top pick for a project car. That car is the Ford Falcon. The 1965 Ford Falcon commands a relatively forgiving purchase price, and restoring it comes with even less of a hustle. It Has Simple Design, but in No Way is it Child's Play

Everything in a Ford Falcon is just put together in a logically sound way. Minimalism is the name of the game when it comes to the design of the Falcon, whose parts fit together in a very transparent way. This is supremely important when it comes to maintenance because chances are the owner will not be a mechanic with a career spanning 50 years and having all the tools lying around to rebuild an exotic engine from scratch. Being a pre-cursor to the Ford Mustang, the Falcon features the same barebones design, with everything coming off and being easily attachable just like the early Mustangs. Everything on this car

MUSCLE CAR...

is mechanical, there's nothing computerized, and you therefore, know everything that is happening within the car.

It was a relatively economical car at the time of its production compared to other muscle cars, meant for the general population rather than enthusiasts, but that didn't stop Ford from making it eye-candy. Ford went ahead to boost its fuel economy, doing about 30 miles per gallon, pretty impressive for American muscle from the 60s!

This Car Doesn't Die

The 200cu engine of this car runs for an eternity. While competitors would be dying left, right, and center, the engine running this vehicle seems to never give. In the early months of 1965, Ford Motor made the decision to upgrade the 200 series engine to seven main bearings, which had the direct effect of reduced harmonic vibrations, and was largely improved durability. The same engine was inherited by Ford Mustang and formed the basis of engine design for the Ford sedans for the next decade. The longevity of the car's engine is further propelled by the light weight of the car. Topping out at 70mph, the Ford Falcon is not particularly quick by today's standards, but it does make for a perfect cruiser. Owners of the 65 Ford Falcon tend to switch out this engine, however, with faster engines like the V-8 289cid variant, a perfect engine for the Falcon, that gives it a generous performance boost.

While owning the mintiest vehicle from the age of muscle cars is a gratifying experience, maintaining it in that state requires some TLC. A good portion of cars from that era are actually quite unmaintainable, given the fact that most dealers will not have parts that complement the vehicle, and if they do, you won't have enough kidneys to purchase them. The Falcon does not share this truth though. A quick scan for parts over the interwebs returns a flood of results, with dealers practically engaged in a discount war to lure Falcon and Mustang owners. Since a lot of the Mustang parts are interchangeable with Falcon parts, it makes it a breeze to come across car parts for the Falcon, given the popularity of the Mustang.

The Ford army takes great pride in its American brand and its extension in Australia. The large community that owns Ford sedans and other models make Ford Falcon information nearly ubiquitous. You would be hard-pressed to find unknown unknowns when it comes to the Ford Falcon, with scores of people having restored this brand to near perfection.

The Ford Falcon is a great project car, one that barely requires any car expertise to rig up with muscle parts and get going, and once it does get going, it won't stop.

—Brian Stadler (FCA #16090)
via Metro Detroit Chapter newsletter

Can you name these 1970 FORDS?



(left) Falcon Club Coupe • Ranchero 500 • Pinto (right) Falcon '70½ • Maverick



(left) LTD four-door sedan • Mustang Grandé • Torino Brougham Hardtop
(right) Thunderbird Landau • Torino Squire • Galaxie (Australia) • Mustang Milano Prototype

PROPOSED BY-LAWS CHANGES

During the past several months, a work group established by the Board of Directors and consisting of representatives from each region has been reviewing Section 5 of the By-Laws. The work group was given wide latitude in proposing changes, if needed, to improve the current classification system.

The work group has completed the first round of evaluations and has brought forward for membership consideration several changes. We are publishing these proposals this in the magazine for the membership to look over so we can vote on the amendments at the Nationals Meet in Tennessee. After quite a bit of discussion, these are the items that we are bringing for a vote in July.

1) Adding a Lite Modified Best of Show. (Concours)

2) Opening the Concours class to any past winner of Best of Show at a National Meet. In the past, with the criteria of the last 3 year's winners, not many cars have attended. Each car would then be awarded a one time only grill medallion of some sort, and the owner acknowledged at the banquet.

3) Start an award for a member who under 30 years old. Their car would still show in the class that it pertains to. It would be an additional voted on award similar to Ladies Choice.

These are just some of the issues that were discussed during our meetings. Hopefully we can address more in years to come. The main objective is to have fun at our shows, and if we can help make it better for all, we have succeeded. Any questions feel free to call or email me at 740-586-3426 or at dbarnhd@yahoo.com.

Thanks, Danny Barnhouse, Board of Directors

The following By-Law Changes are recommended:

Additions are Blue **Deletions are Red**

4.1 Vehicle judging is done by registered participants using a people's choice ballot.

4.5.1 Awards consist of:

Longest Distance Driven

Best Stock Falcon

Best Modified Falcon

Oldest Falcon

Ladies' Choice - Claude Daniels Chapter Participation

Best Lite Modified Falcon

Individual class winners – suggested but not required

4.5.1.1 **Concours Masters Category**

This category is for the "Purist." Falcons entered in this Category will have won the Best Stock Falcon award in any **of the three** previous FCA National **Conventions Meet**. The Falcons entered here will really open your eyes and make your mouth water. These cars are as correct as one can possibly make them, right down to the smallest detail. Nothing fancy but all exactly like the factory built it. Correct interior, correct paint color, correct engine transmission combination, everything the factory data plate indicates is correct. It may have just received a ground-up restoration, or it could be a low mileage original. In all cases, these Falcons are the **"Best of the Best."**

4.5.1.2 **Modified Masters Category**

This Category is for the "Mild to Wild." Falcons entered in this Category will have won the Best Modified Falcon award in any **of the three** previous FCA National **Conventions Meet**. These Falcons have been modified either **lightly** for safe driving, performance or convenience such as modern engines and drivetrains **while retaining the stock look; or and are** heavily modified such as wide slicks, custom bodies or blown engines. The sky is the limit. Quality workmanship and attention to detail make these Falcons the **"Best of the Best"**.

4.5.1.3 Lite Modified Master Category

This category is for the mildly modified. Falcons in this Category will have won the Best of Show Lite Modified award in any previous FCA National Meet. These Falcons have been lightly modified and but retain the stock look, and could be returned to stock if so desired.

Keep in mind; although the Categories will remain constant, the guidelines are **just that...** guidelines! Except for the Concours, **Modified and Lite Modified Masters Categories**, those that register at a National Convention are free to enter in the Category that they feel best fit their Falcon. Falcons entered in the Concours and Modified Masters Categories shall be restricted to the cars listed in Sections 5.6.3.6 and 5.6.3.7 and 5.6.3.8.

4.5.2 Standard Car Classes for National Conventions Meets

These are **MINIMUMS**. The hosting chapter may at its discretion add classes if the situation in their area calls for it. This requires prior approval of the Board of Directors.

STANDARD CAR CLASSES FOR NATIONAL CONVENTION MEET

STOCK CATEGORY

Class	Body Style	Year	Class	Body Style	Year
A	Sedan	60–63	J	Convertible	64
B	Sedan	64–65	K	Convertible	65
C	Sedan	66–70½	L	Station Wagon	60–65
D	Sport Coupe	66–69	M	Station Wagon	66–70
E	Hardtop	63	N	Ranchero	60–63
F	Hardtop	64	P	Ranchero	64–66
G	Hardtop	65	Q	Sedan Delivery/Van	61–67
H	Convertible	63			

DAILY /STREET DRIVEN CATEGORY

R	Sedan	60–70½
S	Hardtop	63–65
T	Convertible	63–65
U	Utilities	60–67

DIAMOND IN THE ROUGH CATEGORY

V	Sedan	60–70½
W	Hardtop	63–65
X	Convertible	63–65
Y	Utilities	60–67

LITE MODIFIED CATEGORY

AA	Sedan	60–70½
BB	Hardtop	63–65
CC	Convertible	63–65
DD	Utilities	60–67

MODIFIED CATEGORY

EE	Sedan	60–70½
FF	Hardtop	63–65
GG	Convertible	63–65
HH	Utilities	60–67
JJ	Pro/Comp	60–70½

CONCOURS MASTERS CATEGORY**

All	60–70½
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MODIFIED MASTERS CATEGORY

All	60–70½
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CONCOURS LITE MODIFIED MASTERS CATEGORY

All	60–70½
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** The Concours Masters and the Modified Masters categories are non-voting categories. All pre-registered entries receive an Appreciation Award. The Concours Masters Category will consist of the winning Falcon from the “Best Stock Award” in any of the **three** previous FCA National **Conventions Meets**. The Modified Masters Category will consist of the winning Falcon from the “Best Modified Award” in any of the three previous FCA National Conventions.

CLASSIFIEDS

FALCONS FOR SALE



1961 Falcon Futura, restored in 1989, two-door, silver interior, red exterior, bucket seats, custom under-dash A/C, five speaker AM/FM stereo, front seat belts, later model 200 ci, six-cylinder, three-speed C4 automatic transmission, 12 volt system, new 13 in. tires. \$9,500. Ken, 512-743-2426, TX. 220710

1964 Sprint Hardtop, Rangoon Red, black interior, four-speed, 302 c.i., tri-power, aluminum heads, comp cam, MSD ignition, dual exhaust, \$22,500. Kenneth, 895-201-9181. Gainesville, MO. 220699

1967 Falcon Futura, four-door, six-cylinder, automatic, runs good. Turquoise with white top. Cracked windshield and wrecked rt. qtr. panel. Have qtr. skin ready for welding in. Re-chromed dash, electronic ignition, new gas tank and tires. Have all A/C parts except for the compressor. Most of the interior looks very good, but needs a headliner and carpet. Have some new door seals and extra parts. \$3,500. Call Dave Miller, 210-573-1531. TX. 220610

PARTS FOR SALE

White headliner for 1962 Falcon Ranchero, brand new, still in box, \$150. Grille for 1962 Falcon Ranchero, needs some massaging, only \$75.00. Pictures upon request. Tony Marchetti, tmarchetti2008@gmail.com. WV. 220707

1960–65 Falcon parts for sale: doors, windows, trunk lids, fenders, chrome, taillights, hinges, heater parts, wheel covers, tailgates, real nice 1965 Mercury Caliente grille. Mercury Comet tailgate for station wagon or Ranchero with extra nice larger chrome, hardtop windows. Willing to sell all of 30-year collection of parts. Bob, 806-683-1246 or 806-683-3550. TX. 220699

Power steering unit to fit 1964 Ford Falcon 289 or 302. V8, two P/S pumps, two bracket assemblies, complete under car steering system (tie rods, adjuster sleeves, center link, control valve, slave cylinder and slave cylinder bracket to frame. Have over \$1,200 invested. Yours for \$1,000. Ron McClelland, 909 Palm Forest Ln., Minneola, FL 34715. 220499

Pair of Crites manufacturing 427 Falcon engine mounts (new), \$60. Doug Elliott, 715-723-4295. WI. 220622

1962–63 Falcon/Ranchero front bumper \$25. 1960–63 Falcon/Ranchero rear bumper with brackets and license plate light, \$150. Two 13" X 4½" five lug 4½" bolt circle wheel, \$70. 1965 289: crankshaft, \$150; valve covers, \$60 NOS piston and wrist pin C50E-6108-AF, \$15. 1967 289 distributor cast #C7OF-12127-B; date 7F30, \$75. 1967 289 exhaust manifolds, \$150.

NOS 302 piston and wrist pin C8OZ-6108-A, \$15. 351C 4BL Exhaust manifolds, one pair, \$450. 351C A/C bracket D0ZA-2882-C, \$100. 351C engine bracket D0OE-10145-A, \$75. 351C engine bracket D1AA-2A964-AA, \$125. 351C engine bracket D0AE-OAO17-DA, \$75. Lots more 351 Cleveland parts! 390 tri-power set up, \$2,500. 1966 428 short block with CJ rods cast #C7AE-B \$2,800. 1967 GT 390 motor, \$3,500. 1971 429 CJ four-bolt main short block, \$4,000. 1965 289 Hi Po aluminum water pump: cast #C5AE-8505D, \$400. CARTER fuel pump: cast #3939, date 5H5A, \$350. 1968-70 428 CJ / SCJ parts and 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 220421

Parting '60-'65 Falcons. 15 year collection! Good sheet metal, lots of trim, mechanical parts, etc. Thanx for driving a Falcon! Call Steve, 360-430-0143. WA. 220618

1960-63 Falcon sedan "No-Mar" gas tank guard and NOS stainless steel gas cap, in original packaging, rare accessories, \$275 for the set; '62-63 hood scoops good to excellent used condition, \$75-\$200, 1963 Sprint fender spears (no paint in the center stripe) nice driver quality, \$395/pair. 1963 Futura spears, nice also, \$395. 1963 "deluxe" fender spears, (not Futura) three sets, \$95-\$195 per set; '62-'63 fender top ornaments, restored, \$75-\$100/pair; (two) 1960-61 Comet dash clusters, nice chrome, original and complete, \$195 each; 1963 Comet dash, needs restored but complete, \$100. 1965 Falcon horn rings (three), driver to quality to near mint; \$75-\$150 each; 1963 Comet/Falcon convertible top bows + pump (no header bow)

\$495; convertible quarter windows, regulators, trim, hardware; inquire for prices; convertible "belly pan" set up for bucket seats /console, \$295. '63-65 convertible bucket seats, need complete restoration, \$600; '60-65 pedal sets, complete with bracket and hardware, \$195. '60-'65 V8 motor mounts: frame mounts, bolts, "C" brackets and heat shields, \$200, eight-piece set. '63-65 V8 exhaust manifolds, no cracks, \$180/pair. Five bolt 14" stock Falcon/Fairlane wheels ('63-'67 style), 14"x 5" and one set 14"x 4.5", \$70 each, set of five, \$325; late model ('68-'70) five-lug 14"x 5" & 14"x 6" also for sale \$70 each, \$325 per set. 4 bolt 14"x 5" 1 set of 4, \$280; four-bolt 13" wheels, \$25 each, set of five, \$110. '60-65 Falcon jacks, restorable, \$100/set of four pieces; '60-65 four-door sedan doors, stripped or complete, no rust, \$100-\$200 each; '60-65 Falcon/Ranchero hoods, over 25 to choose from, \$100-\$350 each; '60-65 Station Wagon tailgate cranks w/keys in good used condition, up to NOS, \$250-\$490. 1964-66 Wagon/ Ranchero gas tanks, \$200 each; 1960-62 two-speed electric wiper change-over, a set of: motor, mount, wiper transmission, linkage, bezels, \$250. 1965 two-speed wiper conversion: wiring harness, switch/bezel motor/ bracket, tested and working, \$295. (One) '66-70 trunk lock complete, nice chrome, all attaching parts w/Falcon keys, \$165. '66-67 trunk lid, has a few dings, but solid \$150. '68-70 L/R taillight surround, excellent used condition, \$95. '68-'70 taillight lens, excellent used condition, \$50. 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$200; bumper brackets for the same, \$200; front bumper rock shield, three pieces, needs some work, \$125. L/R front fenders, near perfect, \$300 each; excellent hood \$300. Dash cluster, great shape, \$100. We

have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. Email lenkellogg@lpbroadband.net, call 970-593-1964, or visit us at kelloggsgarage.com. CO. 220721

PARTS WANTED

I am looking for bucket seat tracks for my 1965 Falcon. Doug Elliott, 715-723-4295. WI. 220622

Idler pulley C3AZ 8678-B. Fits '63-64 Ford, Fairlane, and Falcon with factory air and 221, 260, or 289 V8s. Back of pulley could be marked COAE 8A618-A. Base approximately 2 13/16" x 3 13/16", approximately center mount. Contact Jim Elliott at 225-343-6900 or jim_celliot@bellsouth.net. Baton Rouge, LA. 220799

WANTED: 289 Hi Po San Jose built four-speed radiator; top tank is stamped: C4ZE W-MO G2 2-65. 3939-S fuel pump, I am looking for Feb. 1965 date code. My car was built on March 24th, 1965 at the San Jose, CA plant. Carburetors for FE engines: part numbers on air horn C8AF-AD, C8OF-AB & C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part numbers on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition, either used or NOS. Keith Litteken, 6274 Rocky Grove, Cedar Hill MO 63016, 314-480-2556 or kslitteken@aol.com. 220421

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- Please include item info and price, your name, location and FCA number. Try to limit your ad to 50 words. Ads will be edited as needed.
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- FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.
- Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. FCA reserves the right to refuse advertising from any person or business.

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