

THE KEYSTONE CHAPTER
of
THE FALCON CLUB OF AMERICA

Newsletter

Vol. 3, No. 1

January, 1990



DEDICATED TO PRESERVING

THE FALCON AUTOMOBILE

1960 - 1970 1/2

The Keystone Chapter of the **Falcon Club** of America was formed in 1988 to serve the geographical area consisting of Eastern Pennsylvania, Northern New Jersey and Southern New York.

OFFICERS

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DUES are \$5.00 annually. The Keystone Chapter Newsletter will be published with information from and for its members. All items to be published should be sent to the editor.

PRESIDENT'S MESSAGE:

I hope you all had a merry Christmas, and your stockings were stuffed with **Falcon** parts. Best wishes also for the New Year.

We are planning our meets for 1990 tentatively as follows:

March 10	Second Annual Dinner at Meyers' Restaurant
May	Perkasie Park meet
June or July	Meet near Hershey Park
August	Macungie Meet
September	Second Annual Regional Meet

Please send your reservation and payment for our annual dinner at Meyers' Restaurant so that it reaches me by March 1. I hope to see you at our dinner. We'll have a meeting after the meal and discuss our future meets at this time.

We still have 13 chapter members who have not renewed for 1990. If your name on the mailing envelope is followed by 89, please send your \$5 renewal (payable to Keystone Chapter) to me to continue your membership. This will be the last newsletter sent to those who do not renew.

Let's make 1990 a great **Falcon** year!

Ed Snyder, President

SECRETARY'S MESSAGE:

Hopefully all of you had a merry Christmas and will have a great 1990. While we're taking a breather from all of the snow shoveling, it's not too early to start planning for the Keystone Chapter's 2nd annual dinner on March 10. By the time you have received this newsletter, we will have had our second appearance on BCTV's Spare Parts program. To learn if your secretary's **Falcon** has been 'claimed' once again on the air, you will find out at the dinner as we'll play the tape following the meal. Hope to see you at Meyers' in March.

Marin Ennis, Secretary

IMPORTANT MESSAGE:

The **Falcon** Club of America requires that all members of local chapters also belong to the National. We are required to furnish the National secretary with a copy of our membership list so that National membership can be verified. A few of our members are not yet members of the National club. While the Keystone chapter greatly appreciates the support of each of our members, we regret that we will not be able to renew memberships for those who are not National members. Applications are available from the President or the Editor and at our meets.

SERVICES OFFERED:

For those interested in a license plate with year of car (similar to those pictured in sales brochures), contact Marin Ennis. Price around \$30.

TREASURER'S REPORT:

As of 12/31/89, the chapter has 2 new members, giving a total of 76 paid members.

Balance on hand (9/9/89) \$314.72

Income:

Dues (2 new members)	10.00
Membership renewals	30.00
Profit from Regional	67.52
Banquet Deposit Refund	100.00

	207.52

Expenses:

October newsletter	24.00
Dinner Deposit	50.00

	74.00

Balance on hand (12/31/89) \$448.24

A complete accounting of all receipts and expenditures incurred for the regional is printed in this newsletter.

Virginia Servas, Treasurer

MEMBERSHIP YEAR:

The cutoff for the membership year has been established as the Macungie meet of each year. The address labels used on this mailing indicate year of expiration after your name. If your year of expiration is 89, please send your renewal (\$5) to Ed Snyder. (Checks payable to Keystone Chapter.) We currently have 76 members, of which 13 are now due for renewal. Let's keep our chapter strong with 100% renewals.

EDITOR'S MESSAGE:

Our second annual chapter dinner is discussed under chapter news below. Remember the March 1 deadline for receipt by Ed Snyder of your reservation and remittance. Chapter activities will be planned at the dinner. The next newsletter will appear after the dinner and list future events.

On a personal note, we would eventually like to relocate to Pennsylvania, and would like to purchase a couple of acres of property anywhere in the neighborhood of the new route 78. If anyone has any leads, please let us know.

Frank Servas, Editor

NEW MEMBERS:

Rudolph E. Dubravec
5011 Pajabon Drive
Harrisburg, PA 17111

George Hetrick
27 E. High Street
Womelsdorf, PA 19567

LOST & FOUND:

Two lawn chairs were found on Sunday morning at the regional after everyone had left. Bill Wisser has them. Bill can be reached at (215) 242-6555.

KEYSTONE CHAPTER NEWS:

Saturday, March 10. Keystone Chapter Dinner to be held in Quakertown, PA. This will be our second annual chapter dinner. The menu will consist of appetizer, entree, four vegetables, beverage and dessert. The meal will be served family style (all you can eat).

Entree choices will be roast turkey or baked ham or both ham and turkey. Prices (including tax and gratuity) are as follows:

adult	\$14.00
child 7 to 12	\$8.00
child up to 7	\$7.00

Ed Snyder must know not later than March 1 the exact number who will attend. Please send your reservation with a check payable to Keystone Chapter if you will attend. Specify also the choice of entree to facilitate planning.

The dinner will be held at Meyers' Family Restaurant on Route 309 in Quakertown. From Route 78, take 309 South. From the Turnpike, take route 309 North. Meyers' is on the East side of Route 309 in Quakertown. Plan to arrive around 5:00 p.m. The meal will be served at 5:30 p.m. Planning for our chapter activities will take place after the dinner. Please call Ed if there are any questions.

REPRINTED FROM NORTHEAST CHAPTER NEWSLETTER:

REGIONAL COMMITTEE CHAIRMAN REPORT:

A meeting of the committee for the Second Annual Eastern Regional Meet was held on

November 4, 1989. All old business from our 1989 meet was finalized and plans for our 1990 meet were begun. Plans as of now are for the show to be held in the Jersey Shore area. This will make it directly in the center of the Mason-Dixon and Northeast Chapters, and no basic change for the members coming from Keystone Chapter in PA. Steve Bortko and I have looked into several spots and have had good response from the motels. We even had the idea of getting a large tent and having a combination barbecue and awards on Saturday night. We have also thought that because of the excellent entertainment at the shore that we could possibly extend the show to Thursday night and all day Friday and Saturday. We could possibly have a bus trip to Atlantic City on Friday. Let me know what you think of these ideas and any other thoughts that you may have. Just drop me a line; we need and appreciate your input!

Have a nice winter,
Chris Scioscia

NEWS FROM NEARBY CHAPTERS:

MASON-DIXON CHAPTER

Saturday, February 10. Annual Mason-Dixon chapter dinner at the Barn Restaurant in Glasgow, DE starting at 6:00 p.m. Call Phil Barber (301) 266-8271 or Glenn Stewart (302) 834-8231 for details.

NORTHEAST CHAPTER

May. Spring Meet at the Dutchess County Fairgrounds, Rhinebeck NY.

REGIONAL MEET INCOME AND EXPENSES:

INCOME:

Car Show Registrations	690.00
Banquet	1413.50
50/50 Raffle	40.00
Bin Box Raffle	89.00
Swap Meet Spaces	45.00

	\$2277.50

EXPENSES:

Banquet	1347.26
Telephone Calls	42.94
Trophies	448.02
Dash Plaques	154.25
Refreshments	13.25
Breakfast Buns	12.00
Postage- Trophies Mailed	10.84
Raffle Ticket Roll	13.90
FCA Insurance	100.00

	\$2142.46

NET PROFIT FROM MEET: 135.04

The Keystone & Northeast Chapters split the profit on a 50/50 basis, and each received \$67.52. In addition, each chapter was refunded the \$100 deposit made to reserve the Banquet room.

A special thanks to Kris Johnson who did all the bookkeeping for the Regional, and provided this summary.

CHAPTER STORE :

Chapter jackets, caps and T-shirts are now available. Each will display our chapter logo, and the jacket will be personalized with your first name. Color is burgundy. Jackets are priced at \$35 and must be ordered in advance. Caps and T-shirts will be available at our meets. Our chapter will make a small profit on each item sold.

jacket sizes:	Small	36-38
	Medium	40-42
	Large	44-46
	Extra Large	48-50
	Extra Extra Large	52-54

(sizes seem to run a bit small, so it may be better to order the next size.)

T-shirts are available in small, medium, large and extra-large sizes. Cost \$8.00

Caps are adjustable to size. Cost \$5.00

Send order with remittance, sizes and personalization to:

Big A, Inc.
Glenn L. Kuhn
Drawer E
Fayetteville, PA 17222
(717) 352-2544

TECHNICAL TIPS:

Send your advice to the editor.

TECHNICAL HELP WANTED:

Send your questions to the editor.

CARS FOR SALE:

1964 Futura Convertible. 6 cylinder, 3 speed stick, rusted floor, \$495. Bill Wisser, 12 Magna Drive, Coplay PA 18037. (215) 262-6555

Send your ads to the editor.
(include full description- year, body style, 2 or 4 door, color, engine, tranny, price, etc.)

CARS WANTED:

PARTS FOR SALE:

1965 Falcon 2 door sedan left & right doors \$20 each or both for \$35, 9" Ford rear drum to drum \$50, 6 cyl 3 speed standard tranny \$50, 6 cyl clutch, flywheel and bell housing \$25, 64-65 trunk lids \$25, 66 auto steering column \$20, 67 Futura trunk moulding \$15. Bill Wisser, 12 Magna Drive, Coplay PA 18037. (215) 262-6555

Send your ads to the editor.
(Please indicate a price for each item offered.)

PARTS WANTED:

For 1964 convertible: inside windshield mouldings, rocker panel mouldings, chrome valve covers, left bucket seat, 4 14" wire wheel covers. Bill Wisser, 12 Magna Drive, Coplay PA 18037 (215) 262-6555



TECHNICAL SERVICE BULLETIN

SERVICE DEPARTMENT • FORD DIVISION • FORD MOTOR COMPANY

10 DISTRIBUTOR CAM LUBRICANT - C4AZ-19D530-A

(All)

A significant portion of ignition contact set (points) warranty has been attributed to use of the wrong distributor cam lubricant in excessive or insufficient quantities. If excessive amounts of lubricant are applied, this lubricant gets slung off or melts and runs down the channel of the moveable point arm to the contact area where it burns. If insufficient amounts are applied the rubbing block squeaks and wears rapidly. In either case, point replacement is frequently considered necessary.

To remedy this, the above lubricant, which is known to withstand high operating temperatures, is now available in convenient 1½ ounce tubes rather than the bulky 13 ounce tubes available some time ago. This lubricant meets engineering specifications and can be ordered under the following P & A number: C4AZ-19D530-A.

Application of an even film of this lubricant to the distributor cam is recommended whenever the distributor cap is removed and in such quantities that a bead no larger than the head of a match builds up on the rubbing block after one revolution.

43 VALVE MECHANISM

(1965 Falcon, Fairlane and Mustang with 170 or 200 CID Engines)

Due to a production shortage, the 170 and 200 CID engines used in Falcon, Fairlane and Mustang cars will be produced with adjustable rocker arms until approximately November 15, 1964.

The procedures for valve mechanism removal, installation, repairs or adjustment on these engines should be obtained

58 DISTRIBUTOR SPECIFICATIONS

(1965 Falcon, Fairlane and Mustang - 200 Six Engine with Automatic Transmission)

200 Six (Distributor No. C5DF-12127-K used with Automatic Transmission)

VACUUM ADVANCE. Set the test stand to 0° at 250 rpm and 0 inches of vacuum.

Distributor (rpm)	Advance (Degrees)	Vacuum (Inches of Mercury)
800	¾ - 1¾	0.79
1200	3¾ - 4¾	1.90
1600	5¾ - 7	3.00
2000	7 - 8¾	3.80

Maximum Advance Limit. 12¼°

77 BULLET TERMINAL REMOVAL FROM TURN SIGNAL SWITCH MULTIPLE CONNECTOR

(All 1965 Car Lines)

Considerable difficulty may be encountered in the field on all 1965 car lines in removing the bullet terminals from the turn signal switch multiple connector at the lower end of the steering column. As an aid in removing these bullet terminals, two ways of fabricating a tool at the dealer level are shown.

The tool, as illustrated, is T-shaped for easy gripping in the palm of the hand and can be fabricated with 3/16 in. drill rod stock or 3/16 in. copper tubing. The end of the tool when inserted over the individual bullet terminal to be removed, compresses the locking latch at the end of the bullet and allows the bullet terminal to be pulled away from the multiple connector. (See Figs. 18 thru 21).

The locking latch at the end of the bullet may become overly compressed in some cases and will not allow the bullet terminal to lock in the connector upon re-installing. When this problem is encountered a knife edge may be used to pry

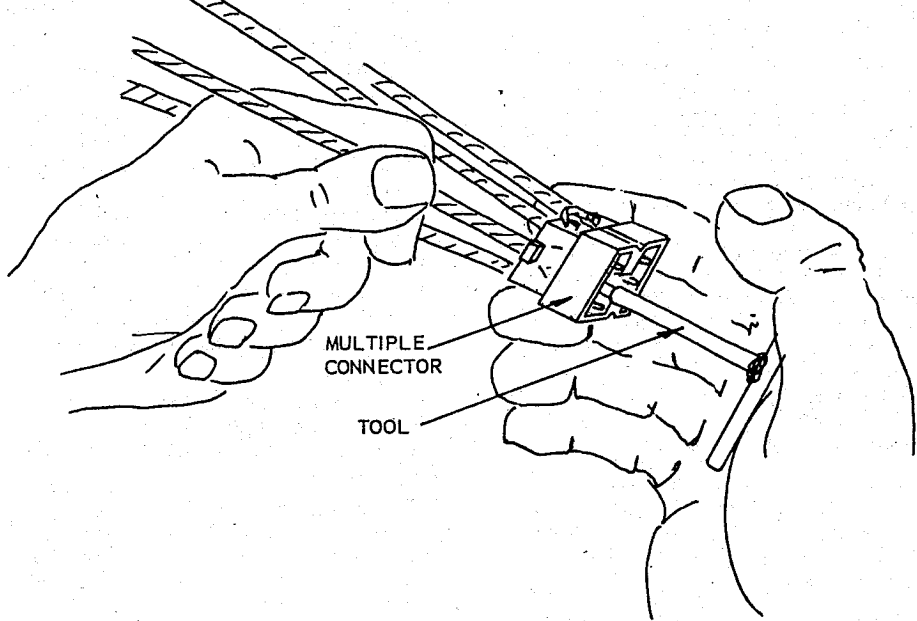


Fig. 18 - (Article 77)

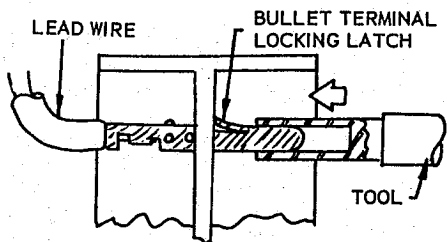


Fig. 19 - Multiple Connector Cross Section
(Article 77)

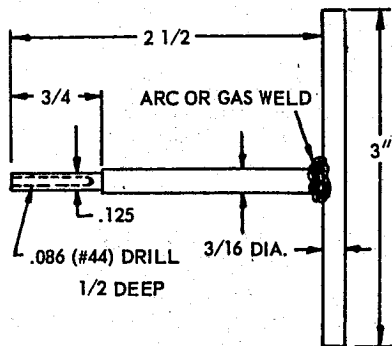


Fig. 20 - Fabrication No. 1 -
(Article 77)

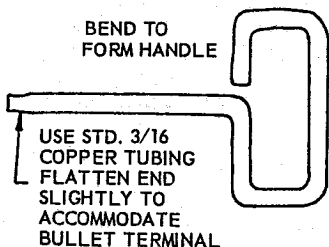


Fig. 21 - Fabrication No. 2 -
(Article 77)

103 DISCONNECTED SPEED-OMETER CABLE

(All Cars)

Several customer complaints have been received indicating that the speedometer cable was not connected at the time of new car delivery or after performing service work on the customer's car. Precautions must be taken to preclude this problem.

If the speedometer cable is disconnected for any reason, it is imperative that the speedometer cable is connected and properly tightened before delivering the vehicle to the customer.

118 MALFUNCTION OF TURN SIGNAL SWITCH

(All 1963 - 1964 - 1965 Vehicles)

On a customer complaint of turn signal switch malfunction and prior to judging the switch to be the cause of malfunction and replacing as defective, it is suggested that the following areas must be checked and repaired to make certain that they are not causing the problem:

1. The steering shaft should be centered in the column so that the steering wheel hub cancelling fingers are in proper relation to the switch cancelling mechanism. This can be accomplished by loosening the column attachment to the dash panel and shifting the tube in relation to the shaft.

2. Make sure that the ignition switch is not sticking between the "Start" and normal engine "On" position, thereby adversely affecting the electrical circuit.

3. Excessive Loctite on the threads of the turn signal lever may be contacting the turn signal switch mechanism causing a binding condition.

4. The fingers on the steering wheel hub cancelling cam may be bent so that proper contact with the cancelling mechanism cannot be accomplished.

506 FUEL SENDER ASSEMBLY

(All 1966 Falcon and Fairlane
(except Station Wagon))

On some early production vehicles, the fuel sender float has been found to drop off due to improper installation of the spring-nut which retains the float to the fuel sender rod. It results in the fuel gauge reading empty at all times.

On customer complaints of this nature, remove the fuel sender unit. If the float is missing, install a new sender unit.

It is not necessary to remove the loose float from the tank, because it is made of Buna "N" rubber, and it will not cause a rattle.

Before installing a new fuel sender, check the spring nut to make certain it is tight on the Float rod. This problem was corrected in vehicle production approximately September 20, 1965 by using double float retention nuts.

150 ERRATIC WINDSHIELD WIPER OPERATION

(1964-1965 Falcon - All Models)

Windshield wiper system chatter or thumping noise is the result of the windshield wiper motor attachment being mislocated thereby causing excessive travel of the right hand arm and pivot assembly until the arm interferes with the pivot.

This condition was corrected on units built after November 16, 1964 by the use of a more precise method of wiper system alignment.

Should dealers encounter complaints of erratic or thumping windshield wiper operation, the following corrective procedure is recommended:

1. Disengage the right hand windshield wiper mounting arm and pivot shaft assembly (C3DZ-17566) by removing the clip and washer attachments at the motor and at the left arm and pivot assembly.

2. Remove the arm and pivot assembly (right hand) from the vehicle after first removing the wiper blade and attachment nut and spacer.

3. Shorten the right hand arm by cutting out 3/16 of an inch minimum to 1/4 of an inch maximum from the center of the arm assembly.

4. Fabricate a steel reinforcement for the arm 2 x 1/2 x 3/32 inches in size.

5. Tack braze, gas or arc weld the reinforcement to the shortened arm six places and along the joint cut line of the arm.

NOTE: Parallelism and proper alignment must be maintained when joining the cut arm together prior to welding to preclude any possible bind in the system.

6. Reinstall the arm and pivot assembly into the vehicle in reverse order of disassembly.

7. Operate the wiper motor and turn it off to assure that it is in park before installing the wiper arm and blade assembly.

8. Check out wiper system operation.

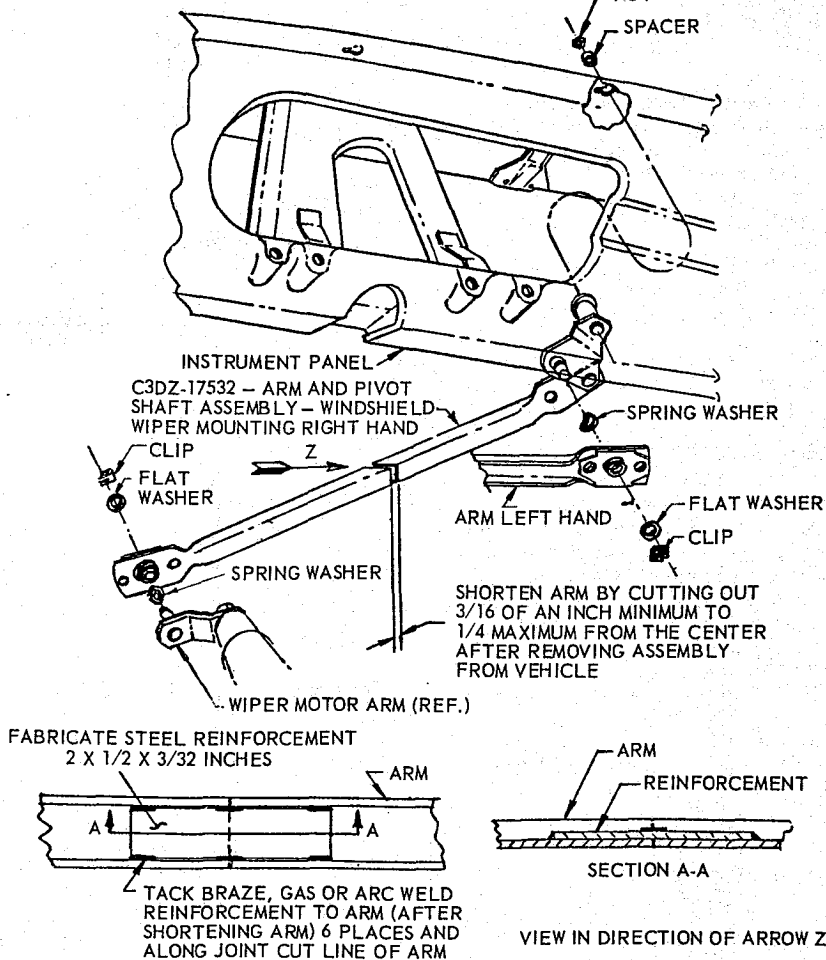


Fig. 16 - Windshield Wiper Linkage Rework - 1964-65 Falcon - (Article 150)

403 VALVE ROCKER ARM IDENTIFICATION

(1962-1966 240, 300, 221, 260 And 289 CID Engines)

Although similar in appearance, the 240 and 300 CID six-cylinder engine valve rocker arms are not interchangeable with those used on the 221, 260 and 289 CID V-8 engines. To minimize the possibility of installing the incorrect rocker arm on any of these engines, they are identified by a cast letter on the upper surface of the pushrod end of the rocker arm. The cast letter "E" is used to identify the 240 and the 300 Six rocker arms. The cast letter "A" identifies the 221, 260 and 289 V-8 rocker arms.

465 CAMSHAFT BEARING REPLACEMENT

(170 and 200 Six Car Engines)

In the 1966 Comet, Falcon, Fairlane and Mustang Shop Manual, under Camshaft Bearing Replacement (Pages 8-46 and 8-47), the specifications in Step 6 are incorrect. The correct specification for camshaft bearing dimension distance from front face of engine block is 0.115 to 0.125 inch. The specifications in Part 8-5 are correct.

230 FRONT DOOR TRIM PANEL ORNAMENT

(1965 Ford Galaxie 500/XL and Falcon Futura)

On some early production vehicles the door trim panel ornaments work loose and/or fall off the front door trim panels. It has been determined that the spring nuts used to attach the ornament do not provide positive retention in all cases.

This problem was corrected on units manufactured after November 9, 1964, with the use of improved retention.

Dealers encountering vehicles with loose ornaments should remove the front door trim panel to gain access to retaining nuts. It is recommended that new spring nuts (379642-S2) be installed and seated as tight as possible. (See Fig. 16.) In case these spring nuts do not hold sufficiently it is recommended that the trim panel holes be enlarged to 1/2 inch to accommodate palnut (378205-S35) 5/32 self threading nut. Caution should be used to cut these holes so as not to cut into the metal applique panel. (See Fig. 17.)

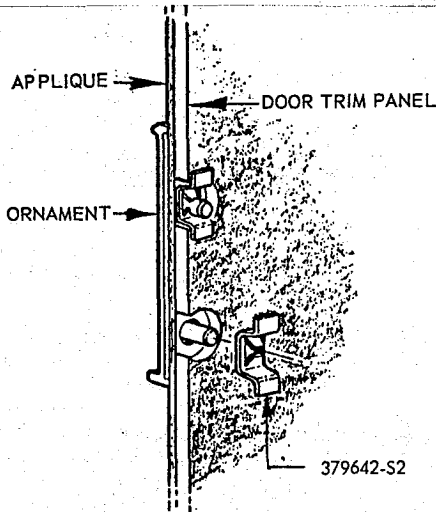


Fig. 16 - Service Fix Ornament Retention - (Article 230)

230 FRONT DOOR TRIM PANEL ORNAMENT - CORRECTION

(1965 Ford Galaxie 500/XL and Falcon Futura)

The caption on Fig. 16 of Article 230, TSB of 3/29/65, should read: "ORIGINAL ORNAMENT RETENTION", instead of "SERVICE FIX ORNAMENT RETENTION".

Ornaments that cannot be corrected as described above or are missing, procure and install the new ornaments currently used in production. (See Fig. 18.)

The part numbers for the new ornaments are as follows:

Car Line	Part Number	Class	Part Name
Ford	C5AZ-6320802-B	C	XL Ornament Assembly - Door Trim Panel
Falcon	C5DZ-6220802-A	C	Ornament - Door Trim Panel

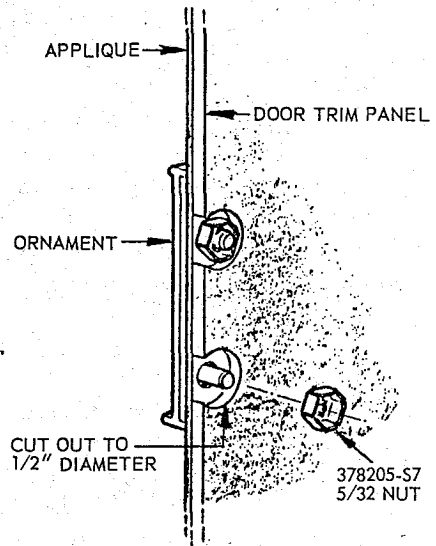


Fig. 17 - Service Fix Ornament Retention - (Article 230)

BEND TABS OVER AFTER INSERTING IN DOOR TRIM PANEL

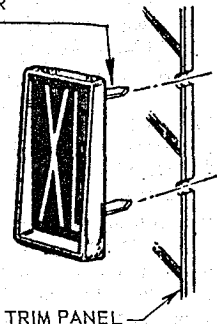


Fig. 18 - New Ornament Retention Design (Article 230)