

THE KEYSTONE CHAPTER
of
THE FALCON CLUB OF AMERICA

Newsletter

Vol. 5, No. 2

April, 1992



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.

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DUES are \$5.00 annually. Memberships expire with the Macungie meet in August. The Keystone Chapter Newsletter will be published with information from and for its members in the months of January, April, June, July, August and October. All items to be published should be sent to the editor.

PRESIDENT'S MESSAGE:

The Keystone Chapter's Annual Dinner was held at Meyers' Restaurant on March 21st. The family style dinner was very good, and there was plenty to eat for all.

A general meeting was held after the dinner, and the events for the year were discussed:

Saturday, May 16th in Perkasie, PA
(Lake Lenape Park)

Saturday, June 27th in Grantville, PA
(Memorial Lake State Park)

Saturday, July 18th in Bethlehem, PA
(Bethlehem Ford)

Sunday, August 2nd in Macungie, PA
(Das Awkscht Fescht)

Sunday, August 16th in Coopersburg, PA
(2 Falcon classes with trophies)

Friday - Sunday, September 18-20 in Valley Forge, PA (4th Annual Regional)

Saturday, October ?, Pocono meet

It sounds like there is going to be a full calendar this year. It was good to see and talk to the Falcon group again.

I'm looking forward to an interesting year. So uncover that Falcon and come out to our first meet on May 16th. See ya there.

Ed Snyder, President

A SAD NOTE:

One of our members, David Carson, died on January 5, 1992. Dave & Phyllis always attended our meets and annual dinners, and were certainly **Falcon** enthusiasts. Dave will be missed. Expressions of sympathy may be sent to Mrs. David Carson, Jr. at the address in the membership list.

Condolences also to Nancy Snyder on the death of her grandmother, Rose Dalesio on January 15, 1992 and her father, Augustus Dalesio on February 13, 1992.

VICE-PRESIDENT'S MESSAGE:

On January 5, 1992 I lost a friend. A friend I met at a Keystone Chapter dinner. David Carson, Jr. passed away on that day. David participated in many events and was always willing to help someone and contribute to the club. I'll miss him. 1926-1992

Bill Wisser, Vice-President

SECRETARY'S REPORT:

I'd like to take this opportunity to thank those who attended the dinner at Meyers'. We had 41 people there, and all appeared to have a good time. The events for the year begin with the May 16th meet at Perkasio.

I join everyone in the chapter in extending our deepest condolences to Mrs. Carson on Dave's passing. We all enjoyed seeing Dave at the meets, and his smile and handshake was always there to welcome us. He will be deeply missed.

Marin Ennis, Secretary

TREASURER'S REPORT:

As of 3/21/92, the chapter has 2 new members, 1 reinstatement, has lost 3 members due to non-payment of dues, and 1 member is deceased giving a total of 106 paid members.

Balance on hand (12/31/91) \$980.60

Income:

New Members	10.00
Reinstatement	5.00
Renewals	20.00
Dinner receipts	640.50
Dinner raffle	60.00

	735.50

Expenses:

January newsletter	36.53
Reminder postcard	20.80
Regional deposit	250.00
Dinner expense *	538.02
Checkbook charge	11.68

	857.03

Balance on hand (3/21/92) \$859.07

* \$100 deposit for dinner already deducted.

Linda Wisser, Treasurer

MEMBERSHIP YEAR:

The Falcon Club of America requires that all members of local chapters also belong to the National. Applications are available from the President or the Secretary and at our meets.

EDITOR'S MESSAGE:

The membership list prepared in January is included with this mailing. It is planned to issue a membership list annually. Your permanent Keystone Chapter membership card is also included. Look for it before you discard the mailing envelope.

Many thanks to all who contributed to this issue by providing ads, tips, etc. Thanks also to Steve Bortko who donated a large number of 6 by 9 envelopes for the mailing of newsletters.

A new item is available: the 1990 Second Annual Regional T-shirt is finally available! See the chapter store section for ordering information. The supply is limited.

It looks like we will have an active year! The planned events are listed in Ed's message, and it is hoped that you will mark your calendars to reserve these dates for our meets. Chris Scioscia, our Regional Director, mentioned at the dinner that the Keystone chapter is the largest chapter in the FCA. Plan to attend our meets to keep our chapter strong. Bring your daily driver **Falcon**, or partially restored **Falcon**. The meets are not only for show cars.

We are trying to finalize arrangements for a chapter patch which will display our logo. Details will be announced when finalized.

Bethlehem Ford, who will host our July meet, is going to donate \$150 to our chapter. While our chapter is financially strong, donations and raffles made it possible for us to purchase the coffee mugs last year, and to consider chapter patches at this time.

Frank Servas, Editor

KEYSTONE CHAPTER NEWS:

Saturday, May 16. Meet at Perkasio, PA starting at 9 a.m. in Lake Lenape Park. This will also be a swap meet. Be sure to bring along any extra parts you may have for sale or trade. Picnic tables are available, and you can use charcoal. No beer or alcoholic beverages are permitted in the park. Pizza and hoagies are available nearby. A meeting will be held at 1 p.m. to discuss chapter matters. Directions to the park appear elsewhere in this newsletter.

Saturday, June 27. Meet at Memorial Lake State Park, Grantville, PA. Take route 81 to exit 29: route 934 North. The park is 1 1/2 miles from the exit. No admission charge. This will be a chapter picnic. Hot dogs, hamburgers, rolls and soda will be furnished by the chapter. Bring a covered dish or dessert to share. Respond to Bruce & Pam Wolfe (717) 469-7252 by June 20th, giving the number in your party. Further details and a map will be in the June newsletter.

Saturday, July 18. Meet at Bethlehem Ford, Bethlehem, PA from 9:00 to 3:00.

Sunday, August 2. Meet in conjunction with the Macungie (PA) Show. Pre-registration only. Election of officers will take place at this meet. Memberships expire with this meet, and dues for the following year can be paid at this time. If you pre-registered last year, you should receive an application in the mail.

NEW MEMBERS:

Ricky L. Adams
RD 1 Box 279
Millersburg, PA 17061

John R. Roush, Jr.
RD #1 Box 515
Honey Grove, PA 17035

OTHER EVENTS OF INTEREST:

Wednesday, April 15. Allentown, PA, Blue Mountain Classics cruise at 6 p.m. at the South Mall, Lehigh Street. (Also May 20, June 17, July 15, August 19, September 16, and October 21.) Info: Bob (215) 398-7428.

Sunday, May 3. Macungie, PA, 9th Annual Car Show & Flea Market. Pre-registration \$7. Info: Donna (215) 395-0842.

Friday, May 29. Northampton, PA, Bethlehem Area Vocational Technical School and Blue Mountain Classics cruise at 6:30 p.m. behind Northampton High School. Admission is free.

Sunday, June 14. Schnecksville, PA, 3rd Annual Car Show at the Community Fire Co. #1. Pre-registration \$5. Info: Lester or Karen (215) 826-5051.

EASTERN REGIONAL STORE:

Third Annual Regional Shirts (as sold at Valley Forge) depicting Milt Robar's red Sprint are available. Cost is \$11 (including postage). Matching caps are \$9 (including postage). Send orders to:

Gerrie Scioscia
50 Spring Street
Bloomfield, NJ 07003

MEMBERSHIP YEAR:

The cutoff for the membership year has been established as the Macungie meet of each year. The year of expiration of your membership is printed above your name on the mailing label on the envelope.

CHAPTER STORE:

Keystone Chapter items displaying our logo are available at all of our meets:

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

Caps are adjustable to size. Cost \$5.00

Keystone coffee mugs. Cobalt blue with Keystone logo in white. Cost \$4.00

Chapter jackets must be ordered in advance. Color is burgundy, and jacket will be personalized with your first name:

Small	36-38	
Medium	40-42	
Large	44-46	
Extra Large	48-50	
Extra Extra Large	52-54	Cost \$35.00

NEW ITEM: 1990 Second Annual Regional T-Shirts depicting Ed Snyder's Sprint: \$10 at our meets or \$11 by mail (including postage). Please specify size.

All items above (except jackets) are available at our meets. To order jackets, send order with remittance, sizes and personalization to:

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

Second Annual Regional T-shirts may also be ordered from Glenn. The chapter makes a small profit on each item sold.

TECHNICAL TIPS:

With the upcoming season of driving our **Falcons**, let's take the time and check those rubber fuel lines. Check those hoses for cracks and softness.

Bill Wisser

When heater core problems start, don't replace the core. Have it recored, and have the tubes extended past the firewall so they are easier to get to when you replace hoses next time, plus no dripping on the carpet.

Steve Bortko

Send your advice to the editor.

TECHNICAL HELP WANTED:

Does anyone have information regarding the correct gravel guard for 1965 hardtops? I am replacing the damaged non-original part on my car and have found that there are at least two different types of gravel guards fitted to the 1964 and 1965 hardtops and sedans. Marin F. Ennis. (Address on inside front cover.)

Send your questions to the editor.

CARS FOR SALE:

1963 Comet S-22 2 door hardtop, black, red bucket seat interior, original V8 4 speed car but no motor or trans, some rust, \$225. Jerry Kratz, Jr. 216 Highland Avenue, North Wales PA 19454 (215).699-5482.

For the following cars, call George Rokita, RD#3 Box 167, Elverson PA 19520. (215) 286-0299.

1963 Futura conv, 6 cyl, auto, buckets, console, black on black, runs good, body straight, needs front seat cover & little rocker work. Asking \$1200.

1966 2 door sedan, 6 cyl, auto, needs lifters, good body, inspected and lots of new parts. Asking \$550.

1963 conv, body needs restoration. \$700 or best offer.

1964 Futura V8, auto, P/S, needs complete restoration. Asking \$750.

1965 Futura 2 door sedan 6 cyl, auto, very good body, runs good, 70,000 miles, can use paint and some touch up. Asking \$700.

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:

4 speed floor hump \$75, 60-63 rear quarter panels rear sections \$150 set, 63 Sprint dash chrome \$60 set. Steve Bortko, 914 Huntington Avenue, Pine Beach NJ 08741.

1964 black dash pad and trim \$100, 1964 hardtop glass Inquire, 1964 3 spd trans for V8 \$100, 1964 3 spd column and linkage \$75. Parting out 2 64 hardtops, 63 4 door Squire wagon, 62 and 65 Comet 2 door sedans. call with needs. Jerry Kratz, Jr., 216 Highland Avenue, North Wales PA 19454. (215) 699-5482.

NOS 63 conv quarter \$300, NOS 63 piece between lights \$75, New 63 fender skirts \$75, 64 - 260 motor complete runs good with auto trans \$325, black 64 conv boot, 63 black dash pad \$110, NOS 64 grille \$90, rebuilt 200 6 cyl head \$175, complete P/S set up off 64 V8, 65 - 200 runs good \$175, Also a selection of V8 front end pieces, hoods, grilles, fenders, 64-65 bumpers, glass, interior. George Rokita RD#3 Box 167, Elverson PA 19520 (215) 286-0299.

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

PARTS WANTED:

Dash plaque from the first regional meet. Will pay \$5 for it. I lost mine. Steve Bortko, 914 Huntington Avenue, Pine Beach NJ 08741.

NOS 1964-65 right front parking light assembly, NOS or excellent used (without pitting or dents) left and right quarter panel accent pieces (red) for 1965 hardtop or convertible, good used 1964-65 antenna bezel and retainer nut. Marin F. Ennis (Address on inside front cover.)

SERVICES RECOMMENDED:

ANNUAL DINNER REPORT:

A total of 41 members and friends attended our fourth annual dinner at Meyers' Family Restaurant in Quakertown on March 21st:

Ted & Daniel Carman
Marin Ennis
Leroy & Marlene Gearhart
Rudy & Linda Gross

Richard Hostetler & Paula Seibert
Roy & Elizabeth Hunsberger
Bruce & Joan Kichline
Mike & Sean Kirsch
Jerry & Linda Kratz
Harold Krause & Pat Zentner
Clarence & Pat Krick
Glenn & Barbara Kuhn
Jim & Donna Larkin
John & Anna Myers
Chris & Gerrie Scioscia
Matt & Mary Scioscia
Ginny & Frank Servas
Ed & Nancy Snyder
Todd Spencer
Bill & Linda Wisser
Bruce & Pam Wolfe
Lora Wolfe

Those who attended enjoyed an "all you can eat" meal of Dutchess soup, salad, roll, glazed carrots, green beans almonidine, sliced turkey and roast beef, and desert. Afterward, during the business meeting reports were made by the officers, and future chapter events were discussed. A raffle for the Falcon clock donated by Harold Krause resulted in \$60 income for our chapter. A number of chapter members indicated interest in going to the National this year in Milwaukee, WI. The tape of the recent Spare Parts program that Marin appeared on were shown. The pleasant evening concluded around 10 p.m.

Special thanks are due to many for making this evening possible:

Ed Snyder for organizing the event.

Marin Ennis for the tape of the program, and for oil change and filter from Herb Motor, Inc.

Roy Hunsberger for 5 quarts of Pennzoil.

Harold Krause for the Falcon clock.

Glenn Kuhn for 2 1990 Regional T-shirts.

Chris Scioscia for Wurth note tablets.

Nancy Snyder for State Farm key chains, pens, ID holders.

Jeff Weid for Snap-On calendars, key chains and T-shirts.

Linda Wisser for hand made refrigerator magnets, ladies corsage and mint favors.

Treasurer's report for our fourth year through 12/31/91.

Balance on Hand 12/31/90	833.80
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Income:		
	Dues for 34 new members	170.00
	Renewals	290.00
	Extra Contributions	28.50
	50/50 Raffles	64.00
	Dinner Receipts	681.50
	Deposit (1990) refund	80.00
	Profit from Chapter Store	125.00
	Profit from Regional	164.53

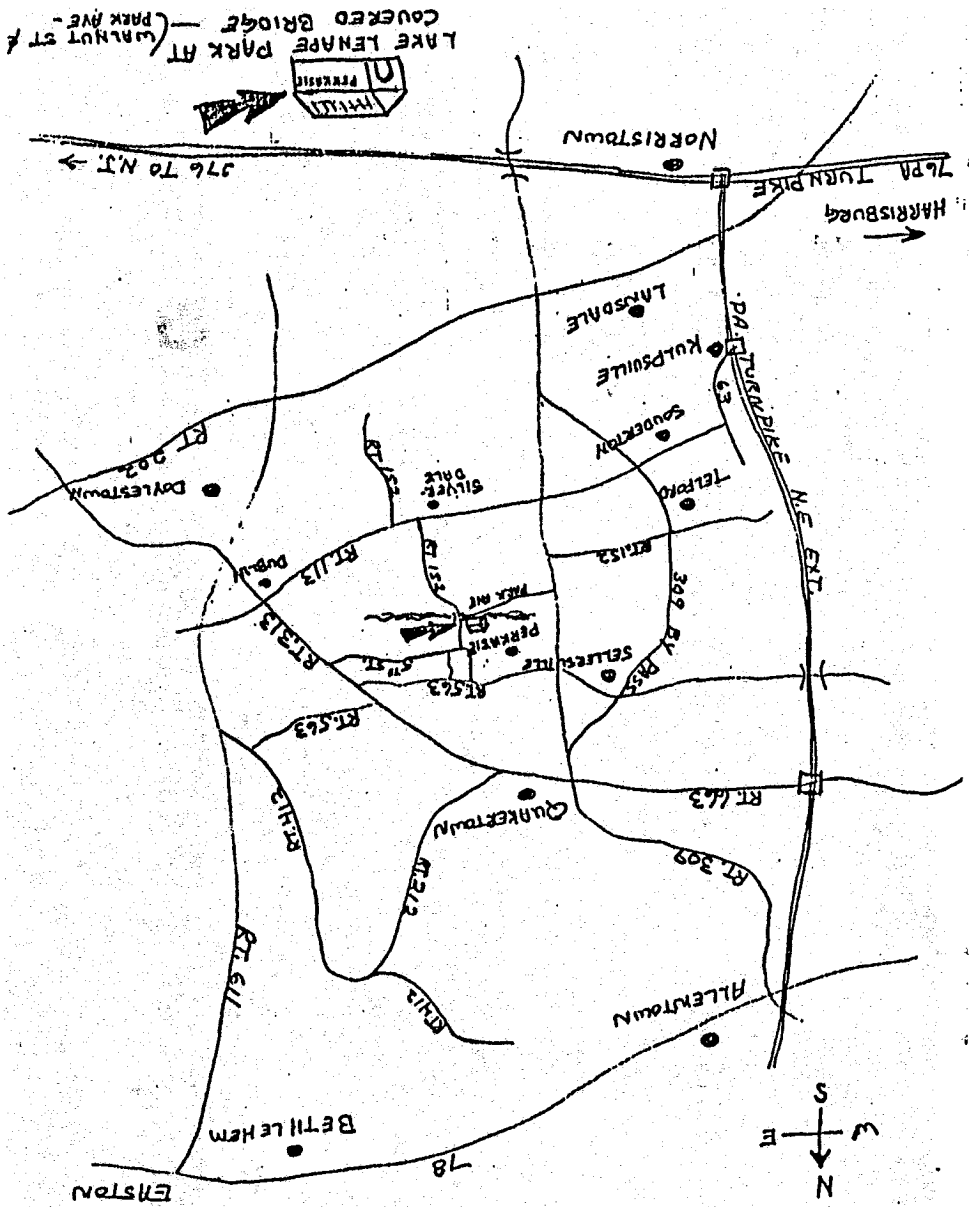
	Total	1603.53

Expenses:		
	Envelopes and postage for newsletters & cards	207.81
	Dinner Expenses	685.07
	Coffee Mugs	349.10
	Grantville Picnic	90.90
	Convalescence Gift	23.85
	Dinner (1992) Deposit	100.00

	Total	1456.73

Balance on Hand 12/31/91	980.60
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AREA MAP: LAKE LENAPE PARK



Two Perkasio Car Enthusiasts Earn Grand National Awards

BY RON KOHL

Chip Kramer of Perkasio is giving an affair. So is another Perkasio resident, Ed Snyder.

But neither wife Teresa Kramer nor Nancy Snyder have anything to worry about. Kramer and Snyder have spent many hours out of the light of their respective wives, but in this case, the ladies Chip and Ed have been fancying are automobiles.

Not just any automobiles, though. When car enthusiasts talk about old classics, they usually mention '57 underbirds or vintage Corvettes. Kramer, however, is the proud owner of a 1965 Plymouth Satellite convertible. Snyder's beauty is a '64 Ford Falcon Sprint two-door hardtop.

They're as beautiful as two cars can be, and that isn't just the opinion of two guys from Perkasio.

The Antique Automobile club of America, Inc., also thinks so, because the prestigious AACA has awarded both cars Grand National awards.

Just getting involved in AACA competition is one thing; winning a Grand national is another, an honor very few people anywhere can say they have achieved.

Which is why Teresa Kramer and Nancy Snyder have no qualms about their husbands' on-going affairs.

"At least the garage is out back, so I know where to find him if I need him," quipped Teresa Kramer, who married Chip even though she knew she would have to share his time with his favorite car.

"People ask me how I put up with it," she said. "I say, 'Well, I knew from the beginning what I was getting involved in, so I either didn't marry him or I married him and took what came with it.'"

Ed's wife also travels with him to car shows. She's been with him for the full ride. "She enjoys it," he said. "As a matter of fact, when people ask questions about the car, she's right there, giving answers."

It takes two special women to be as open-minded as these two have. But it takes two special cars to take the kind of time these two special men have devoted in winning the honors they've won.

It didn't come easy. Both men had to practically rebuild their prize automobiles with parts salvaged from other models or taken from new-old stock (new parts for the old cars that have never been taken from their boxes and have been sitting in old warehouses and garages).

Both men turned their cars over to local body shops, but aside from the assistance, the restoring chores have fallen solely upon Kramer and

Snyder. They've done the tinkering, the replacing, the labor. They've put in the hours.

"Other than the body work, I did everything myself," Kramer maintained. "I did the engine work, the interior. I tore it apart. We both have sweated over our own cars. They aren't professionally restored like a lot of cars are. We're just amateurs."

But now they're nationally-known amateurs.

"The Grand National award is rare. It's not that common," Kramer explained. "and it increases the value of the car. It's recognized nationwide."

"He's known," Teresa added. "We'll get calls from across the country sometimes. The word gets around, and it travels."

Both men went the same route to their Grand National awards, moving quickly up the ratings

of two guys from Perkasio.

took what came with it."

have fallen solely upon Kramer and

moving quickly up the rati

ladder to the AACA's top prize. Neither, however, got into tinkering with their cars with any such delusions of grandeur in mind.

Chip Kramer's father Ralph bought a used '65 Plymouth Satellite in 1968, and his mother Jane tooled around in the car for 10 years. "That was my first car," he said of the hardtop, which he still owns. "I drove it as an every-day car for a while, and I redid it. That started my affair with '65 Plymouths, and then I got several more."

In all, Kramer now owns ten 1965 Plymouths, all of them Satellites save for a Belvidere station wagon.

Which makes him one of the country's leading owners of '65 Satellites, because very few of them were actually made. "In 1965, it was the least popular Plymouth made," he said. "They only made about 1200 of this particular model, so we're talking very rare."

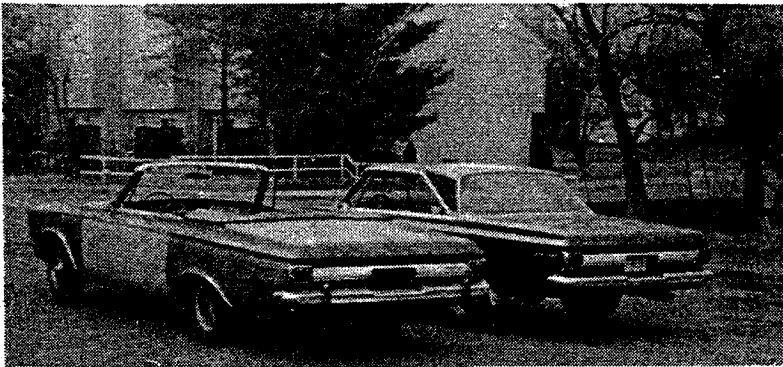
Kramer found his future award-winning convertible at a flea market. "We were at a flea market, and I saw a convertible exactly like (the hardtop Satellite he already owned) that was totally run into the ground. It needed 100 percent restoration. But I fell in love with it, bought it, and dragged it home."

Literally. The car wasn't in running condition. But at least it had a rust-free body. "If you're going to restore a car, that's a primary concern," he said. "But it was thoroughly run into the ground. The motor was completely blown. So was the transmission. And all the mechanicals had to be redone. And the interior was trashed."

At just 21 years old, however, Chip Kramer didn't know any better. "You know how it is when you're really young," the 1979 Pennridge graduate said of his restoration

work, which began in 1982. "I don't have any fears of not being able to get it done. If I would start something like this now, I probably have second thoughts."

What Kramer soon found was that he had a kindred spirit in Snyder, with whom he works at V & M Tire Company in Perkasio. Snyder, now 45, was already an admirer of the Satellite hardtop. Kramer drove around in on an every-day basis. When he started looking around for a car for his daughters, he started looking for something fairly similar



This is the way Chip Kramer's 1965 Plymouth Satellite convertible looked on the day he bought it and literally dragged it home. The eventual Grand National car is on the left. On the right is another 1965 Satellite—the first car Kramer ever owned.



Ed Snyder's 1964 Ford Falcon Sprint looked like this when he first bought it.

Back when my daughters
ided they wanted to start
ing, I needed another car for
transportation. So I picked up a
(a Ford Falcon) two-door sedan,
which I still use today as an every-
day driver. They learned on that,
and after I drove that car, I started
searching for a Falcon Sprint, which
is the deluxe model."

Having been weaned on a Falcon
before, Snyder wanted something of
a showpiece. A newspaper article
told him of such a car in
Lehigh Valley (Lehigh Valley), and
after a little checking and double-
checking, Snyder found himself
entering at a restoration project that
included both a Sprint and a four-speed
with a tachometer on the dash and
bucket seats.

"I purchased it, basically, as a car
to drive," he said. "Not as an every-
day car, but as the kind of car that,
when you drive it down the road,
people would look at it and say,
'Here's a nice-looking car.'"

Before then, though, Snyder's
first-purchased Sprint (which he
actually bought in 1980, thereby
beating Kramer's award-winning
Satellite) needed a lot of work. "It
was close to being in the same
condition (as Kramer's dragged-
out car)."

Kramer and Snyder decided to
rent space at the old Snyder cigar
factory on 4th St., turning industrial
space into their own garage. And
there they toiled, turning near-
garbage into gem.

In the back of his mind, Kramer
had always envisioned himself as
the owner of an award-winning car.

"I used to go to the New Hope Auto
Show when I was 12 years old and
compete with little model cars," he
recalled. "There was always this
row of (full-size) cars out front
which they called the senior cars. I
never understood what it meant,
what it was. But I always knew in
the back of my mind that someday I
wanted to have a senior car."

Those "senior cars" turned out to
be AACA automobiles that had
achieved Senior Award status.

Meanwhile, Snyder fixed up his
car, started to take it to auto shows
and compete with it. "After going to
shows and starting to compete, I
would look at the other cars that
would get first, second and third
places, and I started thinking,
'What would I have to do to be a
third-place winner?'" he said.

Then his expectations were raised
to second-place status, and then to
first-place status. And then he
started to think about AACA com-

petition. "Then," he said, "you
jump off a cliff."

That's Snyder's way of saying you
had better be serious about antique
automobile competition, because
AACA status isn't given away
freely. "When you get involved in
the AACA, that's when you start
taking everything apart. That in-
cludes the undercarriage, the motor
compartment, the interior, the
trunk. Every nut, cotter pin and
washer...is taken off and replaced
with new-old stock or with some-
thing that was on another '64 and is
good enough to put back on your
car."

In 1989, Snyder entered his first
AACA Junior competition at
Catonsville, MD, bypassing third
and second level status in earning a
First Junior award, which qualified
him for Senior Award competition.

Snyder took his first shot at a
Senior Award in Hershey back in
October, 1989, and hit the bullseye on
his first try at the all-or-nothing
distinction.

From there, it was off in quest for
a Grand National Award, which is
given away at just one competition
per year—at Grand Nationals.
Because a car cannot achieve both
Senior Award and Grand National
status in the same year, Snyder had
to wait until 1990, where he took his

Falcon Sprint to Canandaigua up-
state New York.

AACA meets judge automobiles on
a 400-point scale, with judges taking
off points for just about every minor
infraction imaginable, even to
having too much wax around the
automobile's name-plate. By the
Grand Nationals, prospective first-
place cars must score at least 380
points and must also finish within
three points of the top car in the
class to achieve that distinction.

Despite the scrutiny of six judges,
Snyder won a Grand National award
in only his first shot. He has since
added five Repeat Preservation
Awards for his Falcon, thereby
earning perpetual status.

Because AACA standards require
a car to be 25 years old before it
becomes eligible, Kramer's 1965
Satellite was a year behind Snyder's
Falcon Sprint. But with Snyder
having been through the entire
process, Kramer had a somewhat
easier time.

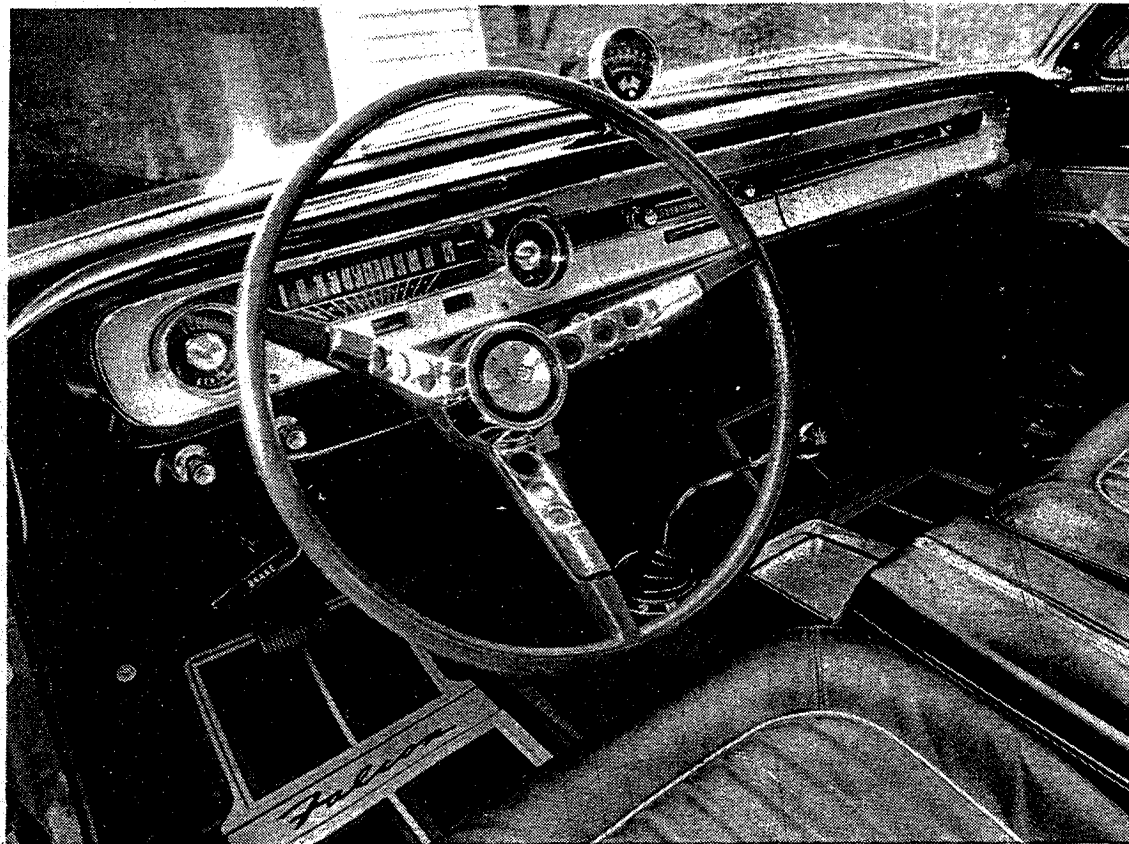
In his first AACA meet, Kramer
earned First Junior rank in
Hagerstown, MD. From there, his
next competition saw him capture
his Senior Award in Hershey. And
when Kramer and car went off to
Grand Nationals in August in Cedar
Rapids, Iowa, he also earned a first
place Grand National Award.

"Ed has just helped me so much," Kramer said. "The fact that he went through it a year ahead of time...he went with me to my First Junior show...and he said, 'You've got to have this, you've got to have that.'"

"I had such a smoother road to follow because he was able to say what they're going to look for, what they're not going to care about. It was really nice to follow in his footsteps because he had been there before."

Both homes have loaded up on plaques, trophies and awards, but the most important thing both have achieved is a lasting bond, a timeless friendship. And that's probably as good a reason as any for why both wives have put up with their husbands' on-going affairs for as long as they have.

"It's really great, it really is," Kramer said of his friendship. "And we've met a lot of other nice people, too—both ourselves and our families."



The interior of Perkasio resident Ed Snyder's 1964 Ford Falcon Sprint shows an incredible attention to detail as Snyder painstakingly replaced part after part with items that would have been available for Falcons back in 1964.



Ed Snyder (left) and Chip Kramer show off the cars that have earned prestigious Grand National status with the Antique Automobile Club of America. Snyder's car is a 1964 Ford Falcon Sprint while Kramer's is a 1965 Plymouth Satellite convertible. Both Perkasio men did most of their own restoration, taking years to rebuild their classic automobiles.

Photos by Dave Moyer