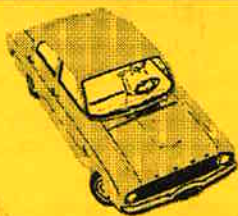


Do you, or someone you know, suffer from "Falcon Withdrawl"?



EYES
vacant
lackluster

PUPILS
dilated

BREATHING
shallow
irregular

SKIN
pale
cold
moist

NAUSEA

Winter is coming, and chances are your beloved Falcon will spend most of it tucked away in the lonely solitude of a dark garage. You may begin to miss the balmy days of summer, driving care-free through the park. To avoid the onset of "Falcon Withdrawl", we suggest the following:

1. Read this news-letter.
2. Plan some maintenance projects to keep your idle hands busy.
3. Meet with other "Falcon Nuts" to discuss your "problem".
4. Hug your car once a week. Go ahead, you're all alone, and no one will see you.

Remember,
it's never too late to enjoy Falcon.

FIG.1 Signs of Falcon Withdrawl

Knowing the warning signs could save a life!

READING THIS HANDY NEWS-LETTER IS A GOOD START



The Falcon Key

News from the Keystone Chapter of the Falcon Club of America

Issue 67

Vol. 11, no.3

November 1999



The Falcon Key

The News Periodical of the Keystone Chapter of the Falcon Club of America

Issue 67

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The Keystone Chapter of the Falcon Club of America was formed to serve the geographic area of Eastern Pennsylvania, Northern New Jersey, and Southern New York.

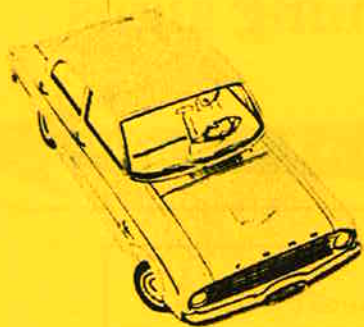
The Keystone Chapter of the Falcon Club of America is dedicated to preserving the Falcon automobile, built by the Ford Motor Company from 1960 to 1970 1/2.

Dues are \$10.00 annually. Memberships expire with the Macungie Meet in August.

The Falcon Key is published six times a year in the months of February, April, June, July, August and November. Submissions are welcomed and encouraged. All items for publication should be sent to the Newsletter Editor.

Visit the Keystone Chapter online! Do it at work, when it's free.

www.fedora.net/falconkey



President's Message

What a year for the Keystone Chapter!

Two of our members, Kevin Nace & Bob Vaughn, received special "Celebrity Choice" awards at the Carlisle All-

Ford Nationals in June. 45 Keystone members and their families attended the biggest ever FCA National Convention in Charlotte, NC.

The two new meets for this year, Wellsboro & Keller Bros. Ford, were graced

with super weather and deemed a success. The Keystone

members cruised many miles through the northern Pennsylvania mountains on the scenic weekend in Wellsboro, PA. We enjoyed a relaxing weekend checking out this town and its beautiful surroundings.

The last meet of the year was a great success with 27 Falcons at Keller Bros. Ford in Lititz, PA. The Keystone members were given a warm welcome by Dan Keller of Keller Bros. Ford. Dan owns a 1963 Falcon Convertible and the dealership uses a 1965 Sedan Delivery. Dan donated \$200 to our chapter and gave every Falcon a free oil filter. What a meet to end the year!

Special thanks to the Keystone members that helped make this year a success. Members organizing our Annual Dinner, taking time at Carlisle to hand out membership forms, getting a pavilion for the Knoebels Grove meet, finding a hotel for the Wellsboro trip, finding a Ford dealer to host a meet, and much more. Teamwork. That's what it takes to keep our club going strong. I'm sure many of our members consider people in our chapter as their closest friends. It's great to have a Falcon Family like ours.

Thanks to our officers for another year of service. We welcome Don Haring as the new Keystone Editor and thank Todd

Spencer for his time spent as Editor.

We do have a couple of meets in our Keystone schedule for 2000. All-Ford Nationals and a Keystone picnic in June. Our regular meets in August are Macungie and Coopersburg. A tentative date for The Keystone 2000 Regional is Saturday, September 16th. We hope to make this Regional the best ever for the Keystone Chapter. The Keystone officers will be hav-

ing a 2000 organizational meeting soon. If you have any ideas or places to meet for 2000

please contact one of the officers.

We hope you and your family have a great holiday season and your Falcon is looking good for next year's shows.

— Bruce & Pam Wolfe
President

Treasurer's Report

Balance as of 07/17/1999 \$1,135.53

Income:

Dues	\$526.00
50/50 Macungie Raffle	\$49.00
Macungie Banner	\$18.00
Falcon 20th Anniv. Booklets	\$25.00

TOTAL INCOME \$618.00

SUBTOTAL \$1,753.53

Expenses:

New member packs	\$14.40
Newsletter	\$11.50

TOTAL EXPENSES \$25.90

Balance as of 09/25/1999 **\$1,727.63**

Editor's Message



Hello, and thanks for being patient while I put together my first newsletter. Many

thanks to Todd Spencer, who served as the Editor for a year and endured many computer crashes and late nights. He went out of his way to ensure that our club had a newsletter.

I guess I'm part of a new generation of Falcon fans who didn't grow up with these cars. Believe it or not, the first Falcon I ever saw was on the Internet! Regardless of what convoluted route I took to get here, I'm fully entrenched in all things Falcon. I now drive a 1966

Falcon Deluxe Club Wagon as my daily driver, mainly because I am naive enough to think this is actually a good idea. I also own a 1961 Futura in stock condition.

In addition to my new responsibility as Newsletter Editor, I also serve as the Internet Director of the club. We've got a website¹, and it's still small, but growing. With the website, we're trying to reach a

wider audience of folks looking for information about Falcons. I'm very active online and the exchange of information is valuable. I also maintain a Falcon website of my own called "Falconaut"².

If you have suggestions for newsletter articles, please send them my way. The newsletter belongs to the club, so hopefully some members will be inspired to contribute. Also, if anyone is willing to help assemble and mail the newsletters, that would be helpful to me.

This was a great year for the club, and it was a lot more fun for me to be able to bring my vehicles out for some of the events. As winter rolls in, don't forget to take care of those cars in storage. I'm sure we'll all be looking for nice days when we can take the car out for one more spin around the block.

Happy Holidays and Happy New Year. Remember that Falcon will be 40 years old in 2000!

— Don Haring, Jr.
Editor

¹ Falcon Key: www.fedora.net/falconkey

² Falconaut: www.fedora.net/falconaut

**Believe it or not,
the first Falcon
I ever saw was
on the Internet!**

Cars at Lititz, Keller Bros Ford

Keller Brothers Ford65 white sedan delivery
Dan Keller63 red Futura convert.
Bruce and Pam Wolfe68 blue Futura sedan
Ed and Nancy Snyder64 white fordor wagon
Frank and Ginny Servas65 white Futura
Glenn Stewart63 red Ranchero
Bruce and Joan Kichline69 blue sedan modified
Donald and Connie Snyder65 black tudor Futura
Bob Robinson and Bob, Jr60 blue tudor sedan
Chet and Becky Wisneski64 white Sprint
Jeff and Sally Powell63 white Ranchero
Bill and Linda Wissner65 blue Futura hardtop
Marin Ennis and Dave Stoudt65 white Futura hardtop
Wes and Marsha Bischel69 green wagon

Tom Kramer65 blue tudor sedan
Andy Brown67 green fordor sedan
Paul Sietz65 yellow convert.
Carl and Naomi Henderson67 red sports coupe
Frank Sellare63.5 blue Sprint convert.
Richard and Paula Hoestetter63 white Futura
Ted and Catherine Carman67 red sports coupe
Roy Kolb65 black Ranchero
Bob Vaughn and Elizabeth63 rose Futura hardtop
Rich, Lisa and Tyler Adams66 black tudor sedan
Jeff Wied68 dark blue Futura
Ira and Donna Kerns65 white Futura convert.
Ron Cassel64 black Futura hardtop
Phil Minchoff53 green Mercury

Now or Then?



Keller Brothers Ford circa 1965. The Keystone Chapter plans to recreate this scene in the future. Check out all those cool cars.

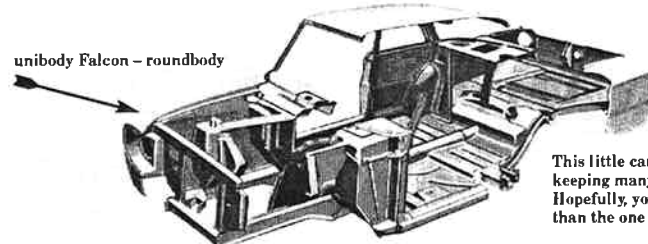
KELLER BROS. FORD MEET SEPTEMBER 25TH, 1999

This was our first meet at Keller Brothers Ford, and it was a huge success! Dan Keller donated \$200 to our club and gave every Falcon a Motorcraft oil filter. The Keystone Chapter and the Keller Bros. sales force consumed about 80 hotdogs and various covered dishes supplied by club members. A shop talk session was held on oil filters. We finished the day by cruising to a local ice cream stand.

Dan and his brother are the third generation owners of this dealership. His grand-

father started the first dealership in 1921 in Lebanon, PA. His grandfather called it Keller Brothers because his brothers helped in the garage part-time. They started another dealership in 1941 in Lititz, PA, and this is where our Keystone meet was held.

Dan said, "When my dad sees me driving my Falcon, he remembers that if it wasn't for the Falcon, many Ford dealers would have gone out of business. It was a real boost for sales in the 60s."



This little car was responsible for keeping many dealers in business. Hopefully, yours is more complete than the one shown here.

WELLSBORO TRIP

SEPTEMBER 11TH & 12TH, 1999

The Keystone members enjoyed a great weekend cruise to Wellsboro, PA. The trip included a craft show in Danville, PA, a car show at the local fire company, a delicious buffet at the Penn Wells Hotel and antique shops. We stopped at an old-time ice cream parlor in Wellsboro and the weather was super to check out the "PA Grand Canyon".

Many of the members drove over 400 miles over the weekend through the northern Pennsylvania mountains. It was a nice, relaxing weekend.

— Bruce Wolfe
President

Cars at Wellsboro

Bruce and Pam Wolfe	68 blue fordor Futura sedan
Ed and Nancy Snyder	64 white fordor wagon
Chet and Becky Wisneski	65 burgundy Futura convertible
Paul and Theresa Seitz and son	65 yellow Sprint convertible
Jeff Wied and Renee Halter and family	68 dark blue fordor sedan
Frank and Ginny Servas	the Falcon stayed home
Todd and Anne Spencer and family	the Falcon stayed home

Whether your Falcon is restored, modified, or held together with chewing gum and duct tape, it's welcome at any Keystone Chapter event!

We want to see your car no matter what the condition.



2000 Schedule of Events

Hard to believe 2000 is just around the corner. One can bet that our cars will not have any Y2K related problems, so plan for these events. The Family Dinner and Keystones Regional are not fully confirmed dates yet, so look in the next newsletter for a more complete schedule.

Family Heritage Dinner	April 15, 2000
Macungie Das Awkscht Fescht	August 6, 2000
Keystone Regional	September 16, 2000
Carlisle All-Ford Nationals	June 2-4, 2000

Hot Rod Hoedown

and
how my van became an unlikely show winner



I can now officially call my '66 Falcon Club Wagon an "award winning" truck. If you've ever seen it in person, your first question should be, "How did that happen?!" And so follows the tale of how I won my first car show award.

September 12, 1999, 8:00am. I started the day in Connecticut, visiting my sister and brother-in-law for the weekend, and was faced with the long drive back to Philadelphia to make the 12 noon cut-off time for registration in the first annual "Hot Rod Hoedown". I got stuck on the George Washington Bridge in New York City. There was a major accident on the New Jersey side, but I didn't know this until an hour of idling later.

The van certainly doesn't like to idle for that amount of time, especially when it has a clutch pedal like Superman's arm and a temperamental overheating problem. The police made us turn around. I wound my way through NYC and was through the Holland Tunnel and back on my way. For what it's worth, I'd never driven though NYC before.

I pulled into the lot at 5th and Spring Garden here in the lovely town of Philadelphia, PA. It's not often you see any classic cars in the city, and here was a collection of 70 of them.

The Hot Rod Hoedown was a wild mix of all kinds of rods and classics. It wasn't a typical car show crowd. Most of the attendees were painted in tattoos and piercings.

I took in the sights for awhile until I decided I was dead tired and knocked out from driving the van on such a long morning trip. I went home early.

I got a call two weeks later from the organizer, a guy named "Furry", of the Lucky Hell Drivers. He needed to confirm my address to send out my award. My award? What award? There had to be a mistake. What did I win? Hold on to your hats ...

"Best Lowrider." What!? My van was the tallest vehicle there, and the only truck. Most of the attendees were greasers, punks, and mods, and as far as we know, they voted on my van rather than give the award to an

My award? What award? There had to be a mistake.

actual lowrider — sort of a big loosely organized joke.

If anyone in the club wants to contest me on who has the best lowrider, I've got the award to prove it. If you've seen my van, it's obvious why I'll take what I can get!

— Don Haring, Jr.
Editor



Falcon Trip Checklist ✓

If this seems like a lot of "junk" to carry, listen to other people's horror stories. I can personally attest to a clogged fuel filter that stalled my Futura at 55 m.p.h. in driving rain on the PA Turnpike. I can also tell you about a broken fuel pump at 8:00pm on a Sunday on - guess where? - the PA Turnpike. Or what about the radiator that blew open, spewing a cloud of anti-freeze into the cab of my Club Wagon? Maybe you're saying, "Well, this guy's a terrible mechanic and that wouldn't happen to me!" That might be true, but do you want to take that chance? Other people can tell you about carb fires, flat tires, and broken belts. Maybe it's as simple as being dog-thirsty on those 100 degree days at the car show.

- ✓ First Aid Kit
- ✓ Directions, road atlas
- ✓ Fire Extinguisher
- ✓ FCA Directory
- ✓ Sunscreen, sunglasses, hat, umbrella
- ✓ Lawn chair, cooler, beverages and snacks
- ✓ Camera, film, batteries
- ✓ Tool kit, flashlight, duct tape, wire
- ✓ Fuses, light bulbs, headlight
- ✓ Extra parts: belts, hoses, spark plugs, points, etc.
- ✓ Tire jack, gauge, lug wrench
- ✓ Oil, water, anti-freeze
- ✓ Rags, cleaning supplies, car cover

Make sure your car has an engine.
This is very important for getting you
to your destination.



*Plan ahead.
Enjoy the trip.*

STOCK

The cars in this class should be as close to stock as possible. There should be no obvious modifications that were not available from Ford. Stock colors, interiors, and engine. Radial tires and aftermarket batteries are acceptable changes, but otherwise, the cars in this class should look like they would fit in a 1960s dealership.

STOCK PLUS

The cars in this class are not pure stock but have not been modified enough to fit in Modified class. At a glance, these cars look stock, but when you look closer, you will see the owner's minor changes to personalize the car. Mag wheels, extra engine chrome, or a new modern stereo system would be examples of a Stock Plus car.

MODIFIED

These cars have a changed look from the word GO! There is no mistake when you look at these cars that some major modifications took place in the development of these cars. They might have different paint schemes or major modifications under the hood or to the interior. These cars most likely have modifications to make them fly faster than other birds.

DIAMOND IN THE ROUGH

These cars are in the very early stages of restoration or very early stages of being modified. They could be a daily driver that needs a total restoration. When you look at these cars it is obvious that not much has been done to restore them to original condition. This class is for the people that want to enter their car in the Regional meet but don't have the time or money right now to complete it. Everyone likes to see these cars progress over the years and eventually move into the other classes.

Regional Falcon Classes

In our new outline of Regional Falcon Categories, there is a major shift from "year of Falcon" separation to "body type" class separation. When entrants register a car, they would pick from the following: year, body style (2dr sedan, 4dr sedan, hardtop, convertible, station wagon, Ranchero, or Heavy Duty). They would also select from the following: Stock, Stock Plus, Modified, and "Diamond in the Rough".

The Stock Plus category might be considered street-driven or daily driver. Since this category is slightly modified, there would be some restrictions similar to the All-Ford Show in Carlisle. Mag wheels, pin striping, a new stereo system or engine dress-up would not count as a major modification. If the car has one of the following changes, it would be considered Modified: non-stock paint, non-stock interior, non-stock engine, headers, or body modifications. There has been some confusion and abuse of these categories in the past.

I am hoping this new scheme will bring more Falcons to meets, mostly in the Stock Plus category. This class is for people who have made small changes from pure stock but do not think the car should be in the Modified category.

The people who enter the Diamond in the Rough class could register at a lower rate. We are only handing out 3 Class

winner plaques in this category. The lower rate might attract more entrants.

We will no longer have a Masters Class. Last year's "Best of Show" winner would be displayed in a special place to show off the car. It will be a feature car. The car won last year so instead of giving it another award, we will feature the car and make the owner feel welcome, perhaps with a free t-shirt and hat, free banquet entry, or special recognition at the banquet. We want to give them a reason to come back to show off their Falcon.

All previous "Best of Show" winners would be placed back in their classes, but would not be eligible to win Best of Show for a set number of years (maybe five?). For example, they could have a special green windshield sticker stating "Previous Best of Show Winner" and "Do not vote for green sticker cars for Best of Show". We have a lot of nice cars in our club. If you have ever counted ballots at our shows, you know how few votes it takes to win Best of Show. Putting the Master cars in with the other cars does not mean they will always win first place in their class.

This whole idea is a little different, and I hope that it will mix things up a bit. We don't want to have the same winners each year, but we want to keep it fair and fun for everyone.

- Bruce Wolfe
President

Which class would this Falcon enter?



If you show up with this Falcon, you should automatically win every prize. Ford never built this wacky cabover Ranchero, but this concept illustration sure is fun to see.

Make the 2000 Regional the biggest ever!

Classified Ads

SAVE MONEY * BUY USED

1960 FALCON FORDOR SEDAN

1960 Ford Falcon fordor sedan, white, 144 straight six and automatic, only 16,000 original miles. Garage kept but needs a little TLC.

\$2500/Negotiable. Ad submitted by Andrew Brown, Call Donald Keller at (717)-432-3168.

1960 FALCON TUDOR PROJECT

Loss of storage space and hard times are forcing the sale of my 1960 Falcon. Please keep this bird from going to the junkyard. I have less than one month to find it a new home!

My intent was to build a replica of a factory-supported LeMans race Falcon. Stored in Philadelphia, PA. and as been in storage (protected from the weather) for the last 20 years.

1960 Ford Falcon 2-dr. body rough, but very restorable. Some rust, but never hit.

Engine: Ford 302 V8, Transmission: Borg-Warner T-10 4-sp manual, Hurst Competition-Plus shifter, Mustang rear axle. Sun gauges and tach (old metal stuff, NOT plastic!)

Only \$1000/OBO.

Contact Chris at sandz@gateway.net or call (610) 279-7643.

**EVERYONE DRIVES
A USED CAR**



Classifieds are free for Keystone Chapter members or \$5.00 for all others. Please contact the Editor for details to submit an ad. Ads run for one issue only.

Happy Engagement News

I love you
nearly as much
as my Falcon



Congratulations to:

**Jeff Weid & Renee
Kevin Gable & Johanna**
on their recent engagements!



Wisdom from FoMoCo:
*Young people take to Falcon
the way they take to romance.*

WELCOME NEW MEMBER:

**Scott Classen #9239,
Bryn Mawr, PA**

WEB SURFING?

check out these sites

FCA on the Web:

www.falconclub.com

The Ford Falcon News:

www.dallasnw.quik.com/thorne

Falcon Key, Keystone Chapter Online:

www.fedora.net/falconkey

Falconaut:

www.fedora.net/falconaut

Register early

and save money!

*Carlisle early deadline is January 31, 2000!
Don't sit on your tail — stick it in the mail!*