

THE KEYSTONE CHAPTER
of
The *Falcon* Club of America

Newsletter

Vol. 8, No. 1

January, 1995



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. 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:

Happy New Year to all! I hope your holiday season went well and was a safe one. It's time to start your winter projects on your **Falcon**.

Our committees are working on this year's events, and all details should be ironed out by the time of our Annual Dinner on March 18, 1995 so that the complete calendar of events can be presented at that time.

Our Annual Dinner this year will be at a new location: The Candlelight Inn in Bethlehem, PA. The menu will be similar to our annual dinners in the past. This event marks the beginning of our new season, and portions of the National videotape will be shown. Be sure to send your reservations to Pam Wolfe. Further details in this newsletter under Keystone Chapter News.

The new All-Ford National at Carlisle promises to be a well attended event, both in terms of show cars as well as vendors. Originally, the Keystone Chapter planned to have the Sixth Annual Eastern Regional Meet in conjunction with this show. Now, an independent Sixth Annual Eastern Regional Meet will be held on September 8-9, 1995 in Grantville, PA rather than in conjunction with the Carlisle event. Our chapter still plans a strong showing at Carlisle.

We are pleased to be invited to Rick & Lisa Adams home in Millersburg, PA for a Spring picnic on May 6th. Additional details will follow.

Of course, the National of last year is a hard act to follow, but the variety of events for 1995 should attract many **Falcons** to our meets. Our chapter remains strong, with well over 100 members. Hope to see all of our membership at our events this year.

Our chapter was saddened to learn of the death of Jim Throgmorton, national **Falcon** Club of Amercia treasurer. At the 1995 National in Valley Forge, Jim was of assistance on the showfield, and produced a fine video of the event for all of us to enjoy in the future. His presence in the **Falcon** Club of America will be missed.

TREASURER'S REPORT:

As of 12/31/94, the chapter has 4 new members. Eighteen members were dropped for non-payment of dues, giving a total of 110 members.

Balance on hand (10/15/94)	\$4311.09
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Income:

New Members	20.00
Renewals	70.00
Chapter Store	5.00

	95.00

Expenses:

October newsletter	73.11
Sympathy Bouquet	40.07
Dinner deposit	100.00

	213.18

Balance on hand (12/31/94)	\$4192.91
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Pam Wolfe, Treasurer

GUEST EDITORIAL by Steve Bortko, Pine Beach, New Jersey

THE KID INSIDE US

Here We Go! The **Falcon** season is off to a "frying" start, and the traction is great! You know we are fortunate to get a chance to meet many people, and surprisingly they're much alike. They may look or sound different, and their tastes in cars may differ greatly, but at heart they are all just kids.

As youngsters, we were able to escape the real world as easily as throwing baseballs, singing or pushing a toy car across the floor. Later in life, lots of us are still playing with the same toys, they are just bigger and far more expensive. The kid with the baseball has season tickets to Shea Stadium, the singer sings in the church choir, and we all know how that **Falcon** ended up. It's bigger now, and instead of a wind-up key, there are 300 horses under foot.

The problem is far too many people forget that this thing is a hobby, and think of it as more of a challenge. To build a beautiful car, clean and buff it for months, line up at three in the morning to get the best "spot" in the house. But "how's it drive? Who knows? If I leave, I'll lose the spot." And if someone is already there when he arrives, you might lose the spot! Well take it from someone who's been there- one spot is no better than the next; some have trees and others don't. "Junior" just might pitch a fit! So if you are worried about someone seeing the car, feel safe in knowing that anyone who sees your car will certainly find it no matter where it is parked.

Our shows offer everything anyone could imagine, great weather, great people and tons of cars. It also has one of the most unusual parking rituals anywhere. They come in the wee hours so you better stay out of the way. For the most part, everyone is having fun, except "junior" who wants his "spot" back.

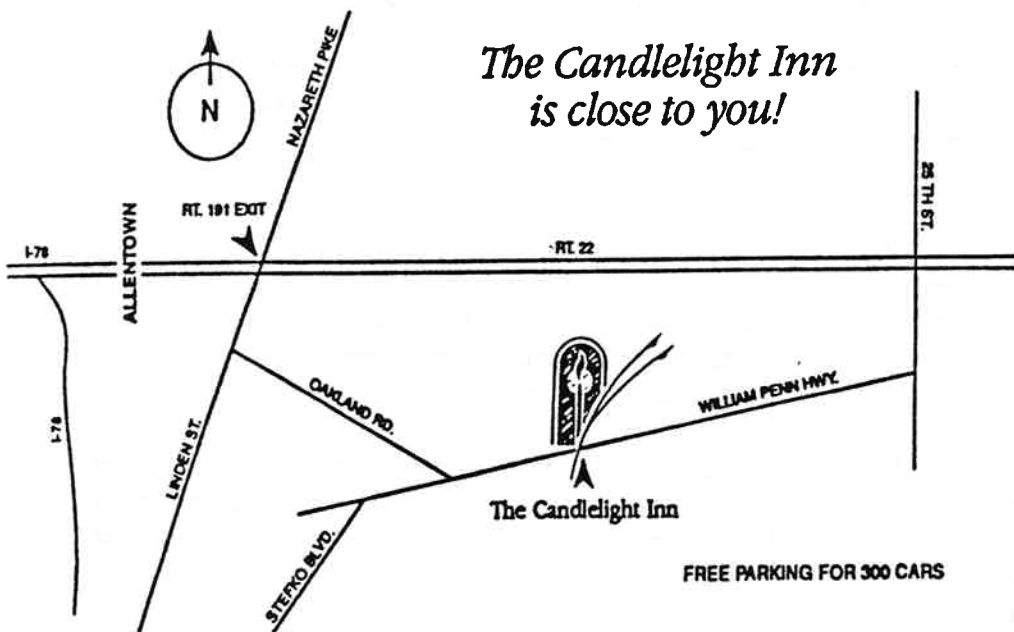
Big toys or not, we're still young at heart and like kids, we get along best when we're doing what we like best. The season promises to be great. If you attend you can bet on having a great time. Just be sure to bring your youth and the fun will follow.

KEYSTONE CHAPTER NEWS:

Saturday, March 18. Keystone Chapter Dinner to be held in Bethlehem, PA. This will be our seventh annual chapter dinner. The menu will consist of Fresh Fruit Cup, Tossed Salad, Roast Beef and Roast Turkey with Homemade Filling, Whipped Potatoes, Choice of Vegetable, Rolls and Butter, Ice Cream with Chocolate or Strawberry Topping and Beverage. The meal will be served family style (all you can eat). The price (including tax and gratuity) is \$16.50.

Pam Wolfe must know not later than March 10 the exact number who will attend. Please send your reservation to Pam (address on inside front cover) with a check payable to the Keystone Chapter. Please call Pam if there are any questions.

The dinner will be held at The Candlelight Inn, 4431 Easton Avenue, Bethlehem PA 18017. (610) 691-7777. See map in this newsletter. Plan to arrive around 5:00 p.m. The meal will be served at 5:30 p.m. Discussion of our chapter activities will take place after the dinner. The video tape of the National Convention in Valley Forge will be shown in part.



Saturday, May 6. Spring picnic at the home of Rick & Lisa Adams in Millersburg, PA. Bring a covered dish to share. Further details will appear in the April newsletter.

Friday - Sunday, June 9-11. **ALL-FORD NATIONALS** at Carlisle. An All-Ford Show with a class for **Falcons**. All cars pre-registered by December 31st will be in the **Falcon** class in our chapter area. Registration is still available at \$25 until April 15th. Call Carlisle Productions, (717) 243-7964 extension 4 for information.

NEW MEMBERS:

Ronald Klinger
43 Carriage Road
Palmyra PA 17078

Craig MacCallum
168 Midland Avenue
Montclair NJ 07042

Kenneth Walter
6810 Sigmund Road
Zionsville PA 18092

Roy Whitmoyer
594 West 3rd Street
Bloomsburg PA 17815

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.

TECHNICAL TIPS:

Send your advice to the editor.

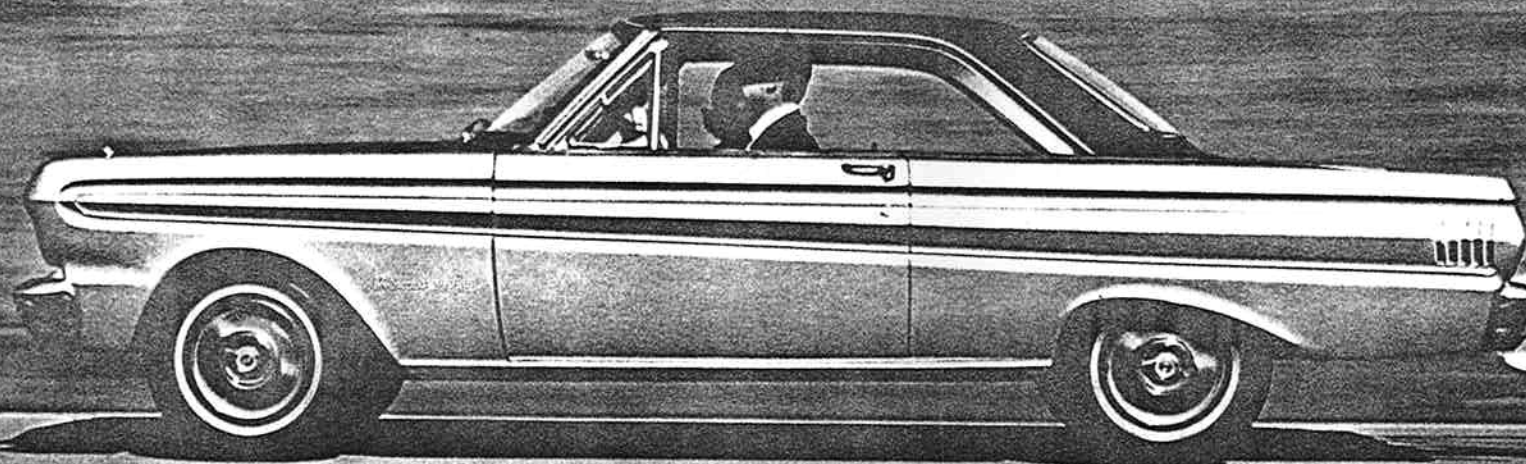
TECHNICAL HELP WANTED:

Send your questions to the editor.

SEDAN

2 PUERTAS SIN POSTE

Pruebe y sienta la **EFFECTIVIDAD ABSOLUTA** del compacto totalmente diseñado para 1964.



CARS FOR SALE:

1964 Sprint hardtop. 289 with blower, 4 speed. Very long list of new parts still in boxes. Asking \$4,500. Frank Huesser, 80 N. Girard Street, Woodbury NJ 08096. For information, call (609) 845-2961.

1960 2 door sedan. 38,000 miles, 6 cyl, auto. Original car, sea breeze green. Asking \$3,200. George (215) 624-5867 after 7:00 p.m.

1965 standard sedan. 170 cu in, C4 tranny. 186,000 miles, B-title, white exterior, red interior, new tires and exhaust. Asking \$1,500 OBO. Gary Berg (215) 674-3832.

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:

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

PARTS WANTED:

SERVICES OFFERED:

SERVICES RECOMMENDED:

CHAPTER STORE:

Keystone Chapter items displaying our logo are available at 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. Send jacket order with remittance, sizes and personalization to:

		Big A, Inc.
Small	36-38	Glenn L. Kuhn
Medium	40-42	Drawer E
Large	44-46	Fayetteville PA 17222
Extra Large	48-50	(717) 352-2544
Extra Extra Large	52-54	Cost \$35.00

Previous Regional & National Shirts and Caps:

2nd Regional T-Shirts.	Cost	\$10.00
3rd Regional T-Shirts.	Cost	\$10.00
3rd Regional Caps.	Cost	\$8.00
4th Regional T-Shirts.	Cost	\$10.00
4th Regional Caps.	Cost	\$8.00
5th Regional T-Shirts.	Cost	\$10.00
5th Regional Caps.	Cost	\$8.00
15th National T-Shirts.	Cost	\$10.00
15th National Caps.	Cost	\$8.00

Inquire about sizes available on T-shirts. Please include \$2 extra per item on mail orders, and send to Linda Wisser, Chapter Store Manager.

363 AIR CONDITIONER VIBRATION AND/OR MOAN CONDITION (30-38 MPH)

(1965 Falcon, Fairlane, Mustang - 6-Cylinder Engines Equipped With A/C)

Field service experience reveals that at 30-38MPH the subject vehicles equipped with A/C may exhibit a vibration and/or moan condition. When normal torquing of mounting bracket bolts and belt tensioning have not corrected the condition, an additional brace at the bottom of the A/C compressor mounting bracket will reduce or eliminate the vibration and/or moan condition.

The use of the additional brace is recommended on a customer complaint basis only. The fabrication and installation procedures are as follows:

1. The added brace is to fit between the lower rearward A/C compressor bracket mounting bolt and run diagonally up to the rear outer bottom of the bracket. The brace may be made by modifying a current Falcon compressor lower brace, Part No. C4DZ-2889-A, or fabricating it from a piece of cold rolled steel, $\frac{1}{4}$ x 1 x 9 inches long (See Fig. 2).

2. Disconnect one of the leads to the battery and raise the vehicle on a hoist. Install the new brace under the lower rearward A/C compressor bracket mounting bolt. Tighten the bolt snug but not tight. Position the other end of the brace flat against the bottom of the A/C bracket; now tighten the bolt to specifications (45 to 47 lb.-ft.)

3. Using a $\frac{1}{4}$ in. drill motor, drill a $\frac{13}{32}$ in. diameter hole in the A/C bracket through the hole in the brace from beneath the vehicle. Install bolt, Part No. 20368-S8, $\frac{3}{8}$ x $\frac{7}{8}$ in. long into the hole and use lockwasher, Part No. 34827-S8, $\frac{3}{8}$ in. diameter and nut, Part No. 33924-S8, $\frac{3}{8}$ -16. Torque to 25-29 lb.-ft.

WARRANTY-STATUS-REIMBURSABLE
Oper. SP-2882-A-65

Time: 0.7 hrs.

453 WIND WHISTLE AND/OR NOISE

(1965 Mustang, Falcon, Fairlane)

Wind whistle and/or noise has been experienced on some 1965 vehicles when the tie rod adjusting sleeve slots are facing forward into the air stream.

This noise occurs at 30 to 40 miles per hour. When a customer complains of a wind whistle or noise underneath vehicle, the tie rod sleeves should be inspected for slot positioning. If the slots are facing forward they should be filled with body sealer or any caulking that will not wash away.

WARRANTY STATUS -
NON-REIMBURSABLE

492 ELECTRICAL FEEDBACK DURING EMERGENCY WARNING FLASHER OPERATION

(1966 Ford, Fairlane, Falcon and Mustang)

An electrical feedback phenomenon through the turn signal switch will occur on the subject vehicles when the following three situations are present simultaneously:

- The emergency warning light switch is in the "on" position.
- The ignition switch is in the "off" position.
- The turn signal switch is in either the left or right turn positions.

The electrical feedback will enable the driver to operate any of the electrical accessories which operate from the accessory terminal of the ignition switch such as, the radio or power windows without the ignition key. The operation of the accessories, however, will be intermittent such as the power windows will "jerk" going up or down and the radio will emit an intermittent "bleeping" noise.

Customers complaining of such a condition should be instructed not to operate the emergency warning lights and turn signals simultaneously. They also should be told that no damage can occur to any of the electrical components because of the feedback.

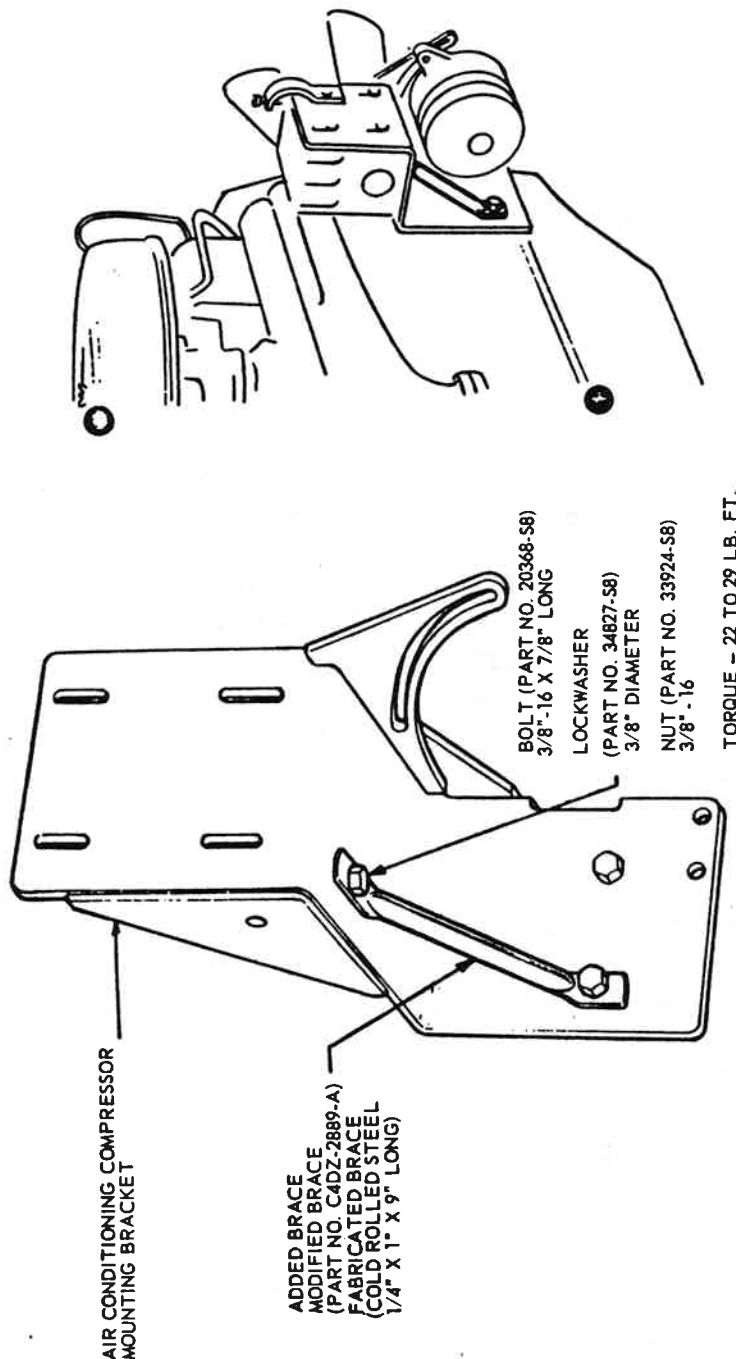


Fig. 2 - 6-Cylinder With Air Conditioning Moan And Vibration Periods Due To Insufficient Compressor Support. - (Article 363)

336 SQUEAKS AND RATTLES EMANATING FROM THE INSTRUMENT PANEL

(1964-65 Falcon and Fairlane, All Models)

Squeaks and rattles in the instrument panel area may be caused by loosely installed radio speaker grille and/or the omission of one or both of the grille bumpers or supports, and on Fairlane, squeaks may result from contact of the instrument panel retaining top moulding with the grille or omission of tape on the grille mounting pads.

A closer surveillance of these operations is being maintained to preclude reoccurrence of the problem.

Should dealers encounter complaints of noise originating from the instrument panel in the speaker area, the following

1. Remove the instrument panel radio grille and attaching screws. If the grille bumpers, Part No. 376892-S are found omitted or out of position, install the bumpers as required. If the support is missing on the Fairlane grille, fabricate

a new support from sponge rubber 1 x 1 x 5/8 inches and secure in place with COAZ-19552-A adhesive. (See Fig. 12.)

2. On Fairlanes, apply CIAZ-19627-A tape or AB-19560-A body sealer, if omitted, on grille mounting pads and along the underneath side of pad mould-

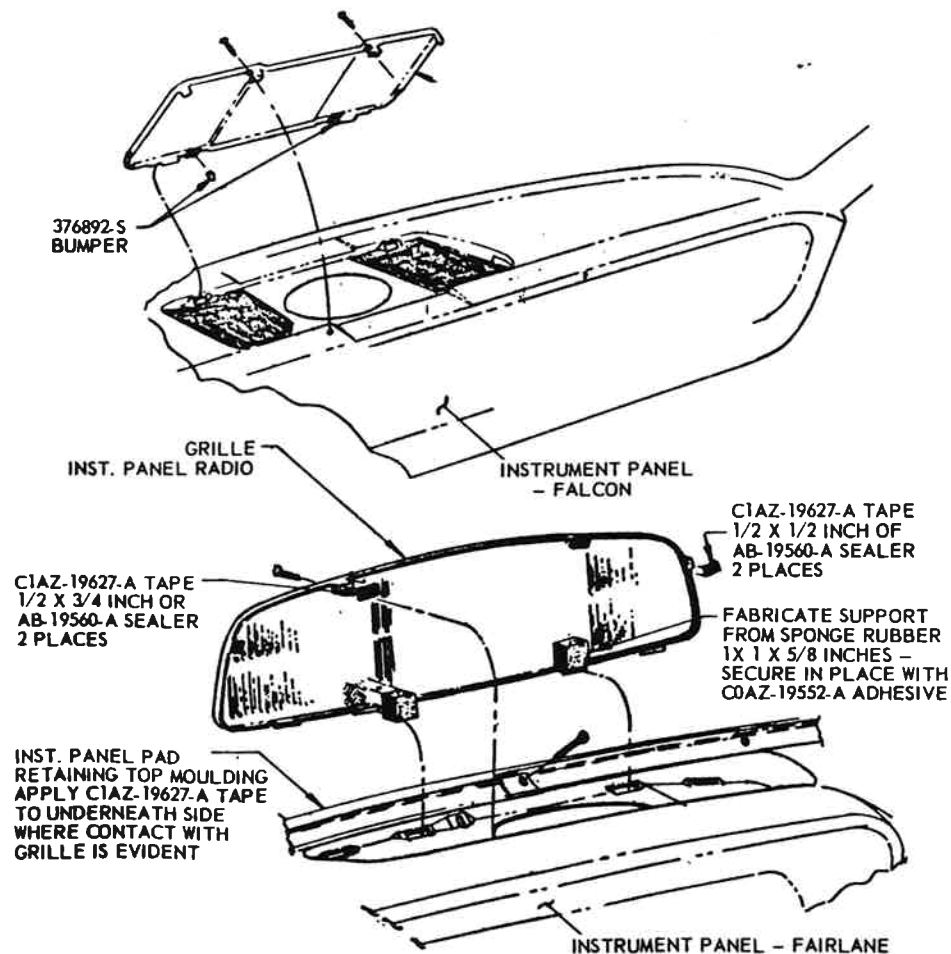


Fig. 12 - Procedure to Correct Rattles Emanating from the Instrument Panel - 1964-65 Falcon-Fairlane - (Article 336)

ing where it contacts the grille.

3. If the attaching screws appear stripped, replace screws and reinstall instrument panel radio grille.

WARRANTY STATUS - REIMBURSABLE
Oper. SP-18490-C-65

Time: 0.3

567 STEERING WHEEL AND HORN BUTTON OR HORN RING REMOVAL

(All Car Lines, Present And Past Models)

Whenever the steering wheel, horn button or horn ring are removed for any repair operation, it is **mandatory** that the battery be disconnected before such operation is performed.

Disconnecting the battery is required to prevent shorting out any electrical components in the steering column, particularly the horn brushes of the turn signal switch.

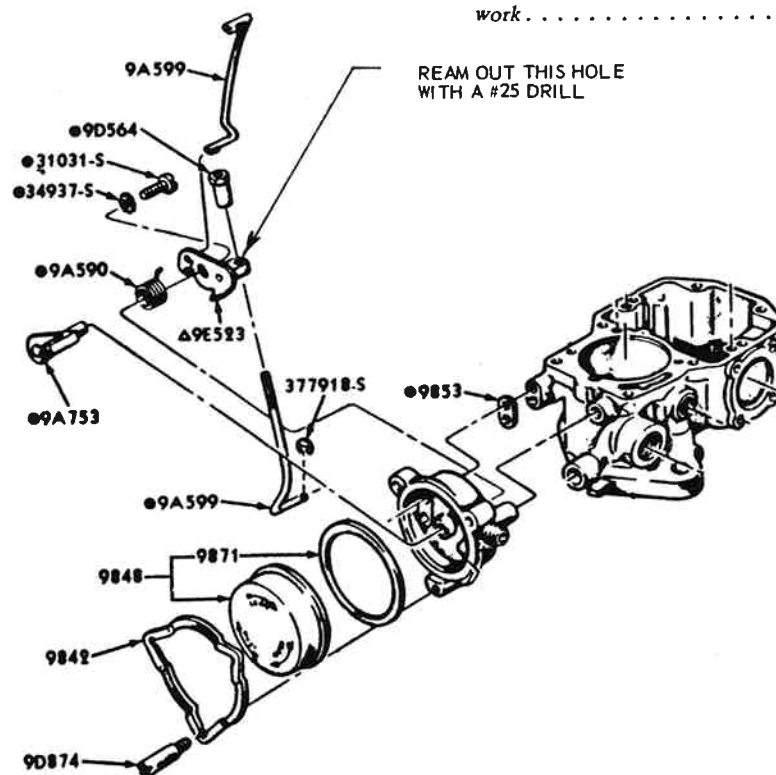


Figure 14 - (Article 566)

566 POOR FUEL ECONOMY - AUTOMATIC CHOKE STICKING

(1963-4-5 Vehicles With 170 and 200 CID Automatic Choke Carburetors)

Customer complaints of poor fuel economy and/or sticking automatic choke can be caused by excessive corrosion and dirt deposits on the choke pulldown rod and in the choke lever and swivel assembly.

This problem was corrected in production on February 8, 1965, with the incorporation of larger choke swivel clearances which will tolerate more dirt and corrosion without impairing the operation of the choke.

Complaints of automatic choke malfunction due to pulldown rod and swivel corrosion can be corrected by reaming out the choke swivel I.D. with a #25 drill and cleaning the pulldown rod. (See Fig. 14.) Refer to the Shop Manual Part 40-2 for the recommended procedure to remove and install the choke pulldown rod and swivel.

WARRANTY STATUS - REIMBURSABLE
Oper.: SP-9510-A-66

Automatic Choke Pull Down Swivel Rework 0.5 hrs.

385 CLUTCH - HIGH PEDAL EFFORTS OR SCRUBBY PEDAL CONDITION

(1965 Ford, Fairlane, Falcon and Mustang)

Customer complaints of high pedal efforts or a scrubby pedal condition are caused by improper clutch adjustment, inadequate transmission front bearing retainer lubrication, or a poor quality clutch release lever. This condition also places excessive stress on the clutch linkage and causes premature wear or failure of linkage components. This condition can be corrected by the following procedure:

1. Check clutch total travel, over-center assist and free travel adjustments in that order on all units where applicable to be sure this is not the problem cause.

If adjustments are proper and the problem still exists, continue as follows:

2. Remove the transmission assembly.

(Warning - do not attempt to lubricate the transmission front bearing retainer by any external means.)

3. Thoroughly clean the transmission front bearing retainer external surface.

4. Remove the release bearing hub and examine to be sure the spring clips are not distorted and release contact points have not worn to any depth in the hub surface. Replace if necessary.

5. Replace the clutch release lever with the applicable lever received from depot stock after the July 1, 1965 certified quality date. (No change in part number.)

6. Replace the bearing hub if necessary from previous inspection, or thoroughly clean the internal surface of the bearing hub to be reinstalled.

7. Lubricate the following areas with ESA-M1C75-A Molybde (part number C3VY-19586-A):

- A. Apply a light film to the outer diameter of the transmission front bearing retainer. (Warning- be sure there is no lubricant on the input shaft spline.)
- B. Apply lube to the radial groove only in the bearing hub bore.

- C. Apply a light film of lubricant to the points on the release lever that contact the bearing hub and spring clip and also the release lever fulcrum.

8. Install the bearing hub and transmission assembly.

9. Ford units only - If not equipped, install a revised release lever to bell housing window boot which covers the end of the release lever (part number C5AZ-7513-A).

10. Examine the clutch linkage for excessive wear at bearing locations and lubricate these areas with ESA-M1C75-A Molybde.

11. Properly adjust clutch total travel, over-center assist and free travel adjustments, in that order, on units where applicable according to maintenance manual specifications to complete the repair.

For further assistance in clutch problem diagnosis and repair procedures refer to Section 5 of the appropriate maintenance manual.

WARRANTY STATUS - REIMBURSABLE
Oper. Standard

443 1964-1963 SPEEDOMETER DRIVEN GEAR REPLACEMENT

(1964 Ford, Falcon, Fairlane and Thunderbird; 1963 Fairlane)

In the event of failure or a noisy speedometer driven gear on 1964 Ford, Falcon, Fairlane or Thunderbird or on a 1963 Fairlane, it is recommended to replace the original 15 tooth speedometer driven gears with 16 tooth gears as follows:

Remove 15 Tooth Gear	Install 16 Tooth Gear	Part Name
C30A-17271-A (Brown Color)	C0DD-17271-A (Wine Color)	Gear-Speedometer Driven (R.H. Helix)
C3DA-17271-A (Brown Color)	C2DA-17271-E (Wine Color)	Gear-Speedometer Driven (L.H. Helix)