

THE FALCON KEY

Keystone



Chapter

FordFalcon.org

Vol. 31 No. 3 Whole # 155

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Jim Larkin's 1963 Sprint at ATCO Speedway

30 OCT 2016 5:03 PM 14.28/96.92 MPH (more on page 6)



Although the tongue weighs very little, few are able to hold it.

Serving the Geographical Areas of Eastern Pennsylvania , Northern New Jersey, & Southern New York

Dedicated to Preserving the Ford Falcon Automobile 1960-1970 1/2

www.fordfalcon.org



PRESIDENT'S MESSAGE

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How the heck are you doing? It has been a while, and will likely be another while, before we can meet again in person. I do miss the anticipation and preparing for a show. With today's technology we can still stay in touch. It just feels good to leave a comment on our web site or participating in our monthly virtual meetings. Why not give it a try?

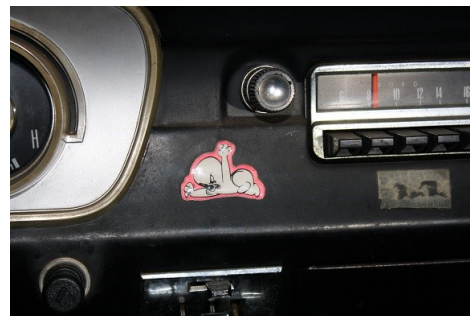
Send your story and photos to keystone@falconclub.com. I'll be sure your personal page is updated.

Even without shows this year, the officers have been busy. We are considering adopting a charity and would like your input. The new web site is in full swing. The chapter store is making a profit with the goal to cover costs incurred prior to cancelling the 2020 Keystone Regional. Did you notice Ellie is wearing the DNA shirt in her 4-Aug YouTube episode? Bruce is a snazzy DNA model in his 49 restoration video. We are also in the process of switching banks. Oh yeah, if you would like to lend a hand either as a volunteer or chapter officer, send an email to keystone@falconclub.com or USPS me.

Stay Safe, Jim and Casper
(Casper is my other Ranchero)

Jim Ogram

President, Keystone Chapter
<http://www.fordfalcon.org/>
Coatesville, PA



KCFCA BUSINESS CARDS

Better known as "KCFCA Windshield Wiper Cards". Be sure to order some, pack of 10, from our club store. They are free to KCFCA Members. Place them on Falcons you see around town and at car shows. Keep some in the glove box of all your cars. (Keep at least 2 in your wallet)



CHAPTER BUSINESS

Treasurer's Report

Dues are \$12.00
annually
Memberships expire
August 31st
Send dues to the
Keystone Treasurer
Make checks payable
to KCFCA
All Keystone Chapter
Members must hold
Membership in the
Falcon
Club of America

Balance on Hand May 15, 2020		\$4,078.82
Income:		
Dues - Smith, Leonetti, Kolb, Hoff, Servas	\$60.00	
Club Store	696.08	
Total Income	\$756.08	
Sub-Total		\$4,834.90
Expenses:		
DNA Shirt Design - Tyler Varvel	\$60.00	
Domain Name - Frank Servas	32.34	
Mailers & Boxes - Jim Ogram	34.30	
DNA Shirts - Bruce Wolfe	450.42	
Mr. Bobbin - Hats & Patches	477.00	
Shipping Supplies - Jim Ogram	60.87	
Gametime - DNA Shirts	112.75	
QNB Checks	12.80	
Total Expenses	\$1,240.48	
Balance as of August 13, 2020		\$3,594.42

MESSAGE FROM OUR TREASURER

With the uncertainty of future car shows, don't forget to send your
(PLEASE, PLEASE, PLEASE) \$12.00 KCFCA dues to the Treasurer.

Send by August 31st to:

Virginia Servas, PO Box 10, Center Valley, PA 18034

The New KCFCA Website

FordFalcon.org < Either one gets you there > Keystone.FalconClub.com

NOTE: Member Only Pass Word for viewing current newsletters is KCfca1988!



WHAT ARE YOU WORKING ON KRIS KOLLAR ?

The better question is, what haven't I been working on.....Here's my saga. I wanted to improve my '63 convertible with fancy rims. The new rims necessitated wider tires. These sweet (but slightly oversized) Cooper Cobra radials rubbed the inner rear wheel well. An easy fix, so I decided to 'modify' them. The modification required some 'surgery', surgery required welding, welding ignited fresh seam sealer (as they say, hindsight is always 20/20).

The resulting fire scorched the quarter panel above the wheel arch.....the 'fix' required grinding away a prior to my ownership body filler repair revealing bare sheet metal and a few rust holes which lead to more grinding and exposing more rust holes.....rust holes are like deer at night in a soy bean field, where there's one there's more. This 'fix' required cutting out significant portions of metal which necessitated ordering a replacement front lower quarter panel section. Of course, I now needed to expand my welding gear to use shielding gas instead of flux core wire. You guessed it, next came the unexpected purchase of a full gas bottle and better set of gauges / flow meter. Welding resulted in some warped sheet metal....despite every attempt to prevent this side effect! Which in turn created more metal surgery to minimize the amount of filler needed to 'flatten the curves'. Next came painting prep and the realization that I needed better methods to remove water from compressed air. Which of course resulted in purchasing and installing two filters and an air dryer. However, since the air dryer should be placed as far from the air source as possible, that required me to install a new air line extension secured to the garage ceiling. Of course all of this required my education on proper painting techniques which resulted in viewing countless hours of YouTube videos causing my beautiful wife to be almost as upset as she was when she realized that catching the car on fire would prevent her from enjoying one of her favorite pastimes, cruising in the Falcon with the top down.

There is a moral to this story, buy skinny tires so you don't cause green seam sealer to burn, liquify and blister your Falcon's paint work. Not finished yet as the molding has to be installed. I used a high build 2 part primer and an acrylic urethane top coat. Looks better than it did!

Most importantly, I learned two critical points. One, make sure you have fully charged fire extinguishers in the garage and B, don't eliminate your wife's summertime, FALCON top down cruise nights. **Kris Kollar FCA# 16354**



WHAT ARE YOU WORKING ON JIM OGRAM?

Is it possible for a trans to wear to the point of sticking in gear?

Casper, a 1964 Ranchero manual 3 speed, developed a habit of occasionally not releasing 3rd gear when shifting from 3st to 1st. The shifter will rightly not permit another gear to be engaged, including 3rd, because 3rd is engaged. I don't recall the issue going from 3rd to 2nd, but that does not mean it has not happened. The quick fix is to shimmy under and engage neutral at the transmission, after the exhaust has cooled. A lot of time has been spent on adjusting the shifter. Last night's adjustment caused the issue to occur in 1st. So, I have not given up on the shifter adjustment angle, but starting to wonder if there is a trans problem. The adjustments are down to 1 +/- shifter rod rotation off dead center neutral. To me, this seems like too fine an adjustment being not noticeable to the eye. I pulled an identical trans from the back of the barn, where it has been sitting for roughly 30 years. To my surprise, it dry shifts and the input shaft turns freely in neutral. I really don't want to do a trans swap. The last one did not go so well. However, nice to know there is a Plan B in the wings.

PS: The installed trans linkage is not binding as in the Plan B photo.

Jim Ogram FCA# 15571



NEW WEBLINK HELPER ON THE KCFCA WEBSITE

How much time do you spend searching various Falcon questions?

Do have a list of Falcon web pages, including social media groups, to share?

Save your fellow Keystone members hours of failed searching.

Send your list to keystone@falconclub.com.

Please add a note with each link on site content.

We will add it to the members-only Weblinks page. **Password: KCfca1988!**

What are you working on Jim Larkin



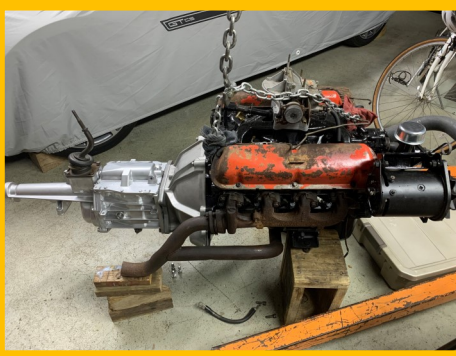
I had been looking for a Falcon. I looked at many since losing my 1971 Torino in Sept 1977. All the Falcons had some major problems, shock tower split, one so rusty it was hard to determine the color it once was! One with a tree growing thru engine compartment My brother found this one in spring 1982. I looked at the Sprint and said NO way. It was Wimbledon White ,14" wheels ,lousy ratchet shifter, firebird seats, console missing, console mounts chiseled out. It had a black broken grille, no horn, no gauges, tattered headliner no tach ,no spare ,no jack, no heater, BUT IT WAS FAST due to a 351 stuffed in the engine bay.



AUG 1982 my wife, daughter and I flew to San Diego to visit relatives. Reading the Sunday paper I saw an ad for the Ford Falcon Club of San Diego. I called the President and talked for 45 minutes and learned of the Falcon Club of America. I came home and purchased the Sprint. I used it as daily driver and started going to junk yards looking for 1963 Falcon parts.



In November 1982, Altair Airlines, my 11 year employer went bankrupt and closed forever. I drove the Falcon to my new job but had to fix another car for winter. January 1983 I hit a bump and needed 2 hands to hold it the on road. The engine had to come out to fix a bad accident repair. Put the 351 back in to move to present home in Sept 1987. After many hours of work, and sweat I returned it to the road in April 2005. We went to 5 nationals, 21,000 miles, 39 dragstrip passes, 15 states.



May 2020, the 351 had to come out due to a freeze plug leaking. I am now rebuilding a 260 and going to use a T5 tranny. The Sprint is getting a complete paint job and will be back to almost stock soon.

Jim Larkin FCA# 1344



WHAT NEW FALCON DID YOU BUY GLENN HOFF ?

I purchased this **Econoline Pickup** in the last week of April. It had been sitting in storage for at least 9 years. It was dragged home with no brakes and 9 year old fuel in the fuel system. Fortunately, or unfortunately, I was only out of work for 3 weeks. So, it's become mostly a weekend and after work project. (situation normal for me) Now, with the fuel system cleaned and rebuilt, brakes gone through, new tie rod ends, rebuilt steering box, and minor welding it has passed Pennsylvania state inspection. My license plate finally arrived in July. I have now used it for 2 trips to Philadelphia (72 mi. round trip) where I work construction and many trips locally around town.

Like my other Falcons, it will remain "a work in progress" for now! **Glenn Hoff FCA# 14062**



1965 Spring Special (Dealer Promo)

?11,000 Miles

200 Six replaced the 170 Six

3 Speed Stick



Another KCFCA Veteran

Leon G. Smith US Airforce 1966 -1970

Vietnam 1969—1970

THANK YOU FOR YOUR SERVICE

NEW SHIRT IN “OUR STORE”



**\$19 PLUS
SHIPPING**

1. To order go to “**Our Store**” menu on our KCFCA site www.FordFalcon.org.
2. Then pick a category or a displayed featured product. The new DNA T-Shirt is in the Apparel category as well as featured. More categories may be added down the road.
3. On each product there is a button to take you to the next step. T-Shirts have an options button where you select the size and quantity. Here you will also be able to magnify the images of the product as well as see a description.
4. Now it is time to hit the “Add to cart” button. You can continue shopping on the site. At this time only personal checks are accepted.

MAKE CHECKS PAYABLE TO KCFCA

DNA T-SHIRT



IT'S IN MY DNA

www.FordFalcon.org

Quote from “Ellie’s Garage”. “This is my favorite shirt right now and I wear it all the time. It’s so soft!” Check out the project Ellie is working on with her Dad at <https://facebook.com/elliesgarage> or <https://youtube.com/elliesgarage>



KCFCA 2020 EVENT SCHEDULE

- AUG 21 & 22nd** CANCELED Northeast Chapter Regional—Warwick, RI
- AUG 22nd (Sat)** CANCELED Halderman Ford - Kutztown, PA
- AUG 28th—29th** CANCELED Carolina's Chapter 14th Regional—Kannapolis, NC
- AUG 29th—30th** CANCELED New Garden Summerfest—Air & Car Show
- OCT 17th (Sat)** CANCELED LB Smith 20th Annual All Ford Show
- OCT 18th (Sun)** Cabela's Car Show - Hamburg,
- Check out <https://keystone.falconclub.com/events/> for more up to date event info.

DID I ASK FOR AN OIL CHANGE ?

HERE YOU GO !



Russ Hunt, FCA# 7885, sent pictures of his 1966 Ranchero before and after the oil change. The one part he changed is pretty obvious. There is another part that he changed. Can you find it? Your Getting HOT ! Keep Looking!

Chrome Radiator Cap



WHAT IN THE WORLD IS A FALCON CLAN BY GHIA

1963 Ford Falcon Clan, by Ghia, a prototype hatchback coupe based on the US Falcon and an early example of Ford's relationship with Ghia, who had worked extensively with Chrysler in the 1950s and early 60s. Ford took over Carrozzeria Ghia in 1970. Check out the familiar parts from the 1963 Falcon. Thanks to Chris Shead, a Falcon Club member from Australia, for sending us this RM Sotheby's auction post.

<https://rmsothebys.com/en/auctions/mt20/the-mitosinka-collection/lots/r0025-1963-ford-falcon-clan-by-ghia/919174>



If you have any ideas, comments, feedback, stories or anything else you would like to see in *The Falcon Key*, please contact the Editor at afutura@verizon.net