Rainier Chapter Falcon CLUB OF AMERICA

RAINIER FALCONS FLYER

Volume 1 Issue 3 | Member Newsletter | August/September/October 2006

OK - Who stole 2006!

By Roger Moore

Is it me or did this year just fly by? It's almost Christmas again! I know they say time flies when you're having fun, but I really don't remember having much fun this year. All I remember is back to back projects with a car show thrown in every month or so.

OK, to be fair, the car shows this year were fun. We made a pretty good showing at the Ford Picnic in Bellevue and again at the Greenwood car show. A handful of us made the Bowen Scarff Ford show and two of us made the Bickford show. There were a few who attended the show in Lake City (sorry I missed it) and we hopefully proselytized a few Falcon owners to give us a look along the way. And, of course, we can't forget Curt making the trek to Indy to represent us at the Nationals. All in all, a pretty good year. Hey, even I started winning trophies with a 2nd and a 4th place trophy added to my shelf. And I know some of you won a trophy or two also.

We learned this year how to do a disc brake conversion on 4-lug Falcons as well. You can read all about this in this issue of the Falcon News. We're hopefully all going to be able to do this to our cars over time to make them as safe as possible.

So as winter slowly creeps up our behinds, we're all no doubt thinking of things we can do over the winter. I'll be looking at reworking a couple new fenders and getting those installed (I hope) and trying to finish up about a dozen other projects. I'd hoped to have more newsletters this year as well, but it's turned out to be a quarterly. Maybe once we start meeting regularly, that'll change. Until next time -- Peace.

The Falcon Forum

There is a new Forum at www.rainerfalcons.com. Be sure to register as soon as you can to stay in the loop regarding all the daily activities!
See more about the Forum on page 7.

Put a caption to the Photo - A Winner!

Kenny chose the winner for the "Put a caption on the photo" contest. Congratulations to Thor who came up with the winning caption. We almost had to give Al Langsett a prize for the highest number of entries, but in all, it was quality, not quantity we were looking for (just a joke Al - yours were pretty good too).

We'll be awarding Thor his grand prize at the next meeting to assure he'll be there. You'll be there, right Thor?

"Um, Houston, we have a problem....." - Thor Johnson.

AND NOW... THE PRESIDENT

By Kenny Likins

We've had a good summer as a club and it seemed like everyone who came to an event had a great time. Some shows were well represented and some...well, not so much. But that's the way it goes when you have a group of people with busy lives. I have been to more car shows this year than ever before but there were plenty of good ones I missed. There's always next year. Besides...I enjoy spending a weekend working on my Falcon as much as I enjoy a good car show. As I drive my Falcon to work in the early mornings this time of the year, the sun is getting low on the horizon and as I head back in the afternoons, it's starting to set a little earlier each day. There's a smell in the air and that means autumn is upon us. Only a few more car events left in the season and not much time to work on car projects.

I personally had a really great year with my Falcon. I got several projects done including a new 2-barrel Weber carb and a refurbished 8" rearend. I also upgraded my distributor to a Duraspark II electronic ignition and added a MSD unit to trigger it. I also hooked up a nice set of Stewart Warner gauges I bought and sealed up some leaks in the floor that showed up last winter after I had just replaced some sections of the floor pans. With the help of several club members I installed a new seal around the rear window to keep my trunk dry when the rain starts up again. I get such a kick out of learning about my Falcon and stepping back to admire all the small improvements I've made over the years.

The Shanty Tavern Car and Hot Rod Show in September was full of kool ol' skool rodz and a good showing of Falcons.

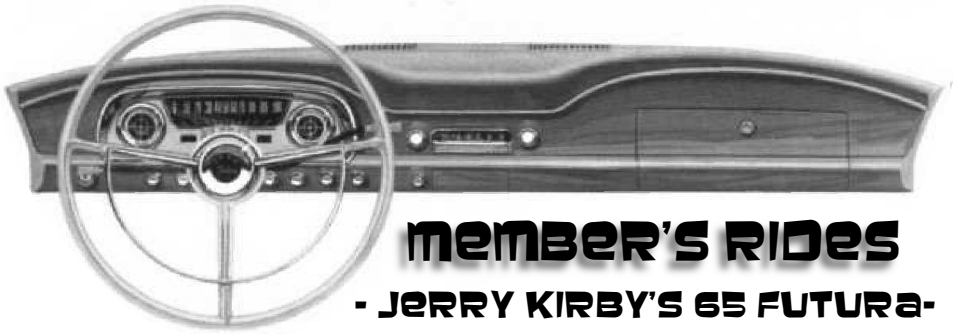
I've said in the past that it's going to take several motivated members to gro this club and I think we have a really good base so far. If you read the FalconList forum or get this newsletter and haven't actually met the group in person yet, I strongly encourage you to show up to the next meeting or car show. Anyone with an interest in old cars and specifically the Falcon is welcome to join us. If you like what you see, we hope you'll get involved and use any special talent you have to help the Rainier Falcons stay on the road. There are plenty of tasks to tackle and just as car projects take less time when there are lots of people helping out, getting this club going will happen quicker when everyone pitches in.

I have to apologize for the lack of meetings this summer but it's been a busy one for me. I hope the car shows and tech days we had were enough to keep you interested. I'm committed to making the Rainier Falcons a wonderful club to be a part of and I'll do what I can but I need your help. Each year I hope to get the club more organized and make it a place where people can see the value of being a supporting member.

More than having meetings and parking together at the shows, I'm most pleased to see members helping each other. We've had a couple of tech days including the installation of my rear window seal and Gary's front disk brakes. I've seen several instances where parts were found on the email list and good troubleshooting advice was given. And just ask Caro and Allie how much they appreciated Roger's help getting their engine in shape and under the hood looking good. They may have never met if it wasn't for the Rainier Falcons. I'm really excited about the new Falcon Forum Internet bulletin board that Pat Brown and I have implemented. I think it will have many advantages over the FalconList email discussions. You will have the ability to use your browser to read and participate in discussions at your leisure. It's a much more organized way to keep track of different topics and we will have a separate area specifically for the buy/sell/trade of classic car related items.

So I hope you had as nice a summer as I did and encourage you to get involved with the club. Send our editor Roger a story and some photos about your Falcon or send me an email to let me know how you'd like to get involved. We're always open for suggestions.

Kenny Likins
kenny@redfalken.com



Member's Rides

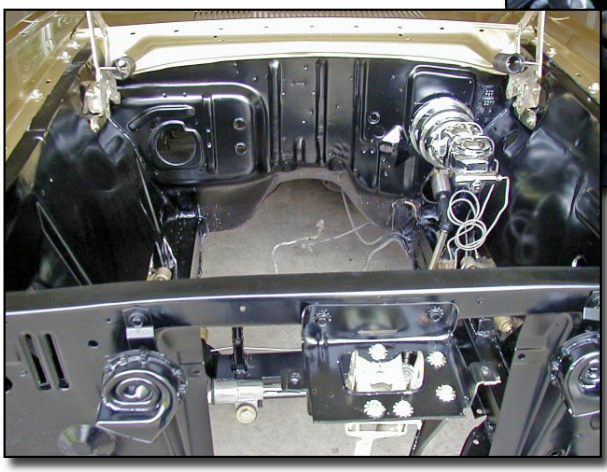
- Jerry Kirby's 65 Futura-

Not all of our Falcons are on the road yet, but many are on the way to getting there. I didn't want this part of the newsletter to only reflect those of us who are able to drive our cars, so this month it's a work in progress you are witness to.

Jerry Kirby, from Spanaway, WA, is smack-dab in the middle of a restoration that is going to be a sight to behold.

I had a chance to meet Jerry a few months ago to give him a little advice as well as to pick up a few items he was offering to anyone in the club who could use them. What I saw was a fantastic 65 Futura with a fresh coat of gold paint and a complete Mustang II front end. He didn't have the engine in at the time, but he's making good progress. Here's what Jerry has to say about his Falcon:

Once left for dead in the back yard!



My 1965 Falcon hardtop Futura was purchased new by my mother in March of 1965 in Van Nuys, California from Wray Bros. Ford on Van Nuys Blvd.. I still have the original license plate holders from Wray Bros. Mom drove the car until the late 70's. Around that time she moved from California to Washington where we were living and gave the car to my middle boy Eric in the mid 80's . Eric, who at the time was going to college and working part time, used (and abused) the car for pizza delivery. After Eric graduated college he gave the car to his oldest brother Art who wanted to run it at the Seattle International Raceway and Bremerton drag strips. Art made some minor alterations and ran it for 3 or 4 years, which culminated in a Northwest ET racing championship in Oregon. The Falcon was eventually retired to the Art's back yard gathering rust, mice, spiders etc., until finally on a spring day in March of 2005 I rescued it . Since then we have done the body work, paint, and the engine rebuild. What remains now is getting it all back together and seeing if it will run. I hope to have it at the first show in Spring 2007.

Jerry

So, as you can see from the pictures Jerry has indeed been busy. He's a little further along as well - since these pictures were taken in July. What you don't see in these pictures was a room full of parts, some that have now been installed. I'm going to propose we gang up on Jerry one weekend someday soon and try to get his car together for him as much as possible. So expect this to be an upcoming tech meet.

Read the article on Jerry's Falcon during its racing days on page 7

Been there, done that... TECH DAY

Scarebird Disc Brake Conversion on Gary MacDonald's '63 Falcon

Step 1 - After doing the obvious jacking up of the car and holding it up with a decent pair of jack stands - remove the front wheels, drums, and brake hardware. This is what you see when it's stripped to the spindles and backing plate. Now would be the time to press out the hubs and studs. Remove the backing plate and clean up the bolts, which will be reused.

Step 2 - The hubs will be reused in this conversion. These must be machined to fit inside the new rotors. The instructions indicate to machine these to within .010 of the inside diameter of the rotor, but there is a ring supplied with the kit as shown in step 5 that would seem to make this moot. Doesn't hurt to do it though.

Step 3 - Here's what you see after you remove the backing plate and stock brake hose. If you've got the time you might want to clean it all up and paint things up. We were in a bit of a hurry, so Gary will likely do that later.

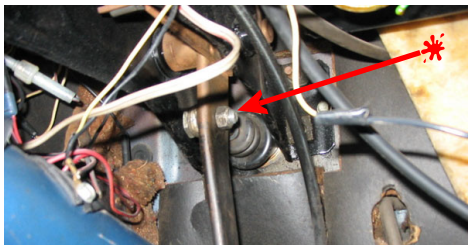
Step 4 - Typically the backing plate would hold these bolts in place while you tighten them, but you'll need to hold them with a crescent wrench when using the Scarebird backing plate.

Step 5 - Install the studs into the hubs and then install the hub and bearings. This is where the centering ring is installed over the hub to keep the rotor centered on the hub. Please read the notes on page 6 regarding installing the studs, since they were kind of on the loose side.

Step 6 - Time to clean and nstall the rotor.

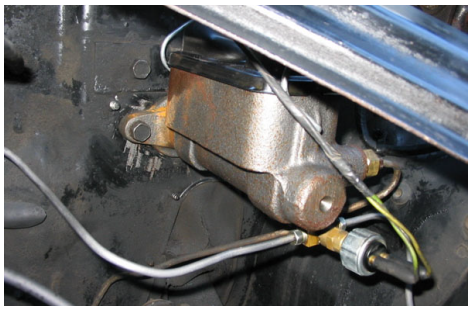
Step 7 - Install the pads into the calipers and install the calipers onto the backing plate with the bolts supplied with the calipers. The calipers mount forward of the wheel center as shown.

Step 8 - Install the new brake line. The new line came with brackets, but they are not needed and are easy to remove.



Step 9 - You'll need to replace the master cylinder in this conversion as well. To pull the old one, remove the bolt attaching the master cylinder plunger to the brake pedal. You must use the plunger from the original Falcon master cylinder or the brakes will not release!

Step 10 - Install the new master cylinder. This particular master cylinder needed only one adapter fitting to fit the 3/16 brake line.



Step 11 - The rear brake line is installed in the front port of the master cylinder and the front lines install into the 4-way tee removed from the original master cylinder. This will accommodate the brake light switch as well and required the addition of a 1/8" pipe coupler. If you have a brake light switch on the pedal, use the 3-way 3/16 brake line tee.

That's about it other than bleeding the brakes. The notes from Scarebird, instructions along with the parts list, are found on page 6.

Upcoming Events

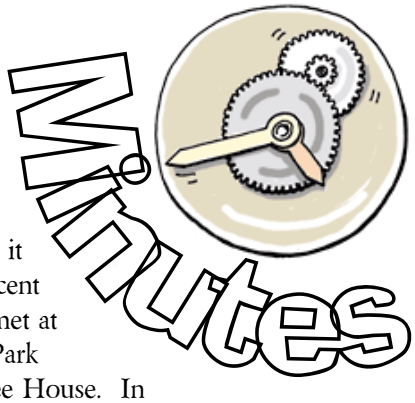
I'm sure most of you, like me, don't get your cars out much after the rainy season sets in. There are a couple shows you can attend as noted in the Minutes on the right and detailed below.

- This newsletter didn't make it in time for the Bremerton Swap Meet that happened on the 4th and 5th of November.
- The Graffiti Vintage Christmas Bash is on November 26th in Puyallup (call 253-531-6821 for more info).
- The XXX Jungle Bell Cruise is December 3rd in Issaquah (call 425-392-1266 for info on this one).

Time to prepare if you plan to attend the 2007 National Convention. Here's the details:

28TH ANNUAL FALCON CLUB OF AMERICA NATIONALS
HOSTED BY THE NORTHLAND CHAPTER

JULY 12TH THRU THE 14TH, 2007
SHERATON BLOOMINGTON, 7800 NORMANDALE BOULEVARD,
BLOOMINGTON, MINNESOTA 55439
RESERVATIONS 1-888-625-5144 OR (952) 835-7800,
FAX (952) 893-419
WEB SITE: HTTP://WWW.NORTHLAND-FALCONS.COM/2007_FCA_NATIONAL_CONVENTION_MPLS_MN.HTM



We had our first real "official like" meeting on October 28th, 2006 and it was a pretty decent turn out. We met at the Madison Park Starbucks Coffee House. In attendance were: Kenny, Roger, Thor, Caro, Kurt, Pat, Jeff, Gary, Ken, and Al. We opened the meeting with a discussion on recruitment. Here's how it went from there -- as reported by Caro Horsfall - Club Secratary.

Open Meeting

Focus on recruitment – try Little Nickel, Craig's List, Auto Trader (classic cars), and Seattle Times

Discussion surrounding Falcon Forum, only about ½ of the folks from the falcon list have migrated to the forum (=35 or so). Much discussion on this topic; how to use it effectively (Kenny has a list of tips including assignments for email, "my account" set up, sending private messages, quick links.

If there are other topics that are needed on the site, please let Pat or Kenny know.

Bylaws (were passed out @ the meeting). These will be voted on @ next meeting early 2007

Annual expenses – Members agreed upon $20 + $25 FCA. Dues can be paid via PayPal on the Forum. Excess funds will go to paying back Kenny on Rainier Falcon expenses to date ($384.27)

Fashion Show – Club jacket… cost around $50. May start with a t-shirt, as it is more cost-friendly. Discussion of other items for logo placement: widow shade, magnet, key fobs, hats, window sticker, chamois, pens, duffle bags

Officers – descriptions included in bylaws. Positions needed: Treasurer. Votes will occur @ next meeting early February 2007.

Upcoming Events – Bremerton Swap Meet, Graffiti vintage Christmas bash, XXX jingle bell cruz (toys for tots event)

No new business

Raffle – Raised our first wad of cash… many fun prizes to be had.

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Notices - For Sale - Wanted - Etc.

For Sale

FREE: 7.25" Ford rearend assembly with 3.5:1 gears from `62 Falcon tudor sedan. It was working fine when I removed it. Does not have any of the brake components and is missing the junction block for the hard lines and the brake hose tube. The seals and bearings were replaced less than 2 years ago. I also replaced the hard lines and wheel cylinders at that time. Come and get it before it gets hauled off to the scrap pile!
It's sitting in the alley so you can pick it up anytime. Call Kenny at 206-783-5511. Local pick-up only.

GONE

Wanted: Passenger Fender for my 65 Falcon Wagon. Must be in good shape. Contact Roger 206-290-3093.

****

NOTICE

There is a need for a web designer/webmaster for the chapter web site and a club treasurer. Contact Kenny at kenny@redfalken.com for more details if interested.

Scarebird Parts List *(continued from page 4)*

Part	Application	NAPA	Wagner
Rotor (2)	1985-89 Nissan Stanza	85914	BD60859
Caliper, LH	1983-89 Chevy Cavalier	242-2042	CR108811
Caliper, RH	1983-89 Chevy Cavalier	242-2043	CR108812
Hoses (2)*	1979-85 Cadillac Eldorado	36959	F98913, F98914
Brake pads	1983-89 Chevy Cavalier	AE7070BM	MX289
Caliper bolt (4)	1983-89 Chevy Cavalier	UBP82458	108726S
Master Cylinder	67-'72 disc brake Mustang unit	47-36251	

Misc Installation Notes:

1) When we installed the studs, they were pretty loose and there doesn't seem to be any longer studs that will fit a Falcon hub. We opted to peen the holes from the back side and ultimately they were "welded in place" with JB Weld. Do not attempt to weld the studs in. **2)** Be sure to use a flare nut wrench to work with brake lines. **3)** The master cylinder used was for a 67 Mustang with front disc and rear drum. There was no proportioning valve needed with this setup. **4)** Be sure to clean and repack the wheel bearings and replace them if needed.

Continued from Page 3 *Member's Rides* - Jerry Kirby's Falcon Race Days Article reprint:

Street

Kirby keeps his cool to score big win

NHRA FIRESTONE E.T. FINALS *(Div. 6)* - All Art Kirby had to do to win the Street title at the Northwest E.T. Finals was keep his cool. Or, to be more exact, he had to keep his pretty '65 Ford Falcon cool.

The heat at Medford was a problem for the Team Seattle Falcon with its small stock radiator, but the little FoMoCo machine marched on through the battle with flying colors.

If a contingent from Dearborn, Mich., had been present for the final, they would have danced in the aisles when Kirby put away the 1979 Corvette of Team Portland's Bob Wade, who hails from Vancouver, Wash.

Kirby hit a great .513 reaction time, and when Wade, who left second on a quicker dial, hit only a .586 reaction, the Falcon did the rest. Kirby ran 16.34 on a 16.26 to Wade's better, but losing 15.38 on a 15.37. The actual difference was measured in the thousandths.

"I was having trouble in the final rounds with the car getting too hot," explained Kirby. "I would shut it off right after the finish line and coast back to the staging lanes." (That was made possible by the unique layout of the Jackson County Sports Park, which had an elevated shutdown area and downhill return roads.)

"The only time I got scared was in the quarterfinals against the Escort (Jim Donaldson's '87 Ford Escort with the 1.9 liter engine), when the Falcon stumbled at the line and my light was horrible.

Horrible is the word. A .539 reaction nearly cost Kirby the title, but for the Burgundy Ford gasped for a big gulp of air and ran 16.28 on its 16.26 while Donaldson (.549 reaction) broke out at 19.58 on his 19.63 dial. Kirby got the bye in the semifinals and tested the starting line so hard he red-lighted. In the other semifinal matchup, Wade defeated Tim Ellis' Team Portland '64 Ford Ranchero.

A further appreciation of Kirby's Falcon comes after learning that the car belonged to Kirby's grandmother for 20 years, serving as he grocery getter.

"The only reason I bought the Falcon is because I don't have a trailer for my Heavy Eliminator El Camino," said Kirby, who, at 27, is only in his third year of drag racing. "I put a big 454 in the El Camino and hope to run in the Pro E.T. next year at races away from home because I can drive it to the track."

At last year's Division E.T. finals, Kirby was one of the final five drivers in Heavy Eliminator with the El Camino, and his partner and mentor, Kenny O'Keefe, runner-upped in his Malibu.

Kirby gives O'Keefe all the credit for his success with so little experience. "Kenny knows a bunch about E.T. racing, and he has taught me a lot. I couldn't do it without him."

(Above right) Art Kirby drove the car his grandmother took to the market for 20 years to a big Street Eliminator win by stopping Bob Wade's Corvette in the final. (Right) From left, partner Kenny O'Keefe, Melisa Powers, and Division 6 Director Gene Bergstrom joined Kirby in the winner's circle.

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