So Many Shows, so Little Time!

By Roger Moore

You struggle all winter long to get ready for the show season and when it finally arrives your are faced with yet another dilemma - what shows do I go to? As a club we've done pretty good so far showing up and making Falcons a presence to be reckoned with. I can safely say that Falcons had the greatest numbers at the All Ford Picnic at Bellevue Community College.

Personally, I'm caught between “the rock and hard place” to balance my desire to go to shows or to stay home and finish much needed work on my new (to me) house. Though I'm sure I am not alone in this, it does make it all that more difficult to balance these desires when you want to do both with equal amounts of zeal. I just have to keep telling myself that “all work and no play makes Roger a dull boy.” So if I can squeeze a car show every other week out of what is turning out to be a pretty busy (and beautiful) summer -- I'll be happy.

I would just like to encourage those of you who find yourself, like me, facing chores that never seem to end, to try and attend the shows the club chooses as club events. This will assure we continue to show the rest of the collector car community that a Falcon club does exist in the Great Northwest and is going strong. The way I look at it, that front yard has supposedly been there for a few million years and will likely be there for a few million more. Try and show that Falcon before it returns as part of the earth.

Put a caption to the Photo - A Contest

No, this is not deja vu. This photo is back for a reason. Read on...

Yes, this photo was on the front of the newsletter last time too. It garnered so many questions I decided it might be fun to offer up a special prize to the member who comes up with the most appropriate caption for this photo. The winners caption will appear with the photo one last time in the next newsletter. So, put on your thinking caps and come up with a winning caption. It can be funny or serious - no restrictions other than keeping it clean. I'll post a thread on the Falconlist where you can post your captions. Post as often as you like. Not on the list? Go to www.rainierfalcons.com to subscribe.

i.e., “Kenny experiments with his new hydraulic suspension system”.
Whether you’re a seasoned pro or a newcomer to the summer car shows, it’s always an exciting time of the year for classic car buffs. All the work you’ve put into your car over the winter months and during the weekends in between shows is paying off. It’s great to show your handy work to others and see what they’ve done as well. If you’re hesitant to bring your Falcon to a car show because your engine bay isn’t perfect or the paint job has seen better days, don’t worry about it. Car shows are as much about people as they are about cars. It’s fun to hear stories that people tell and see the pride they have in their cars.

The Falcon is a strange bird. I can’t decide if I get more stories from people who tell me of an aunt or grandfather or parents who bought a brand new Falcon from their local Ford dealer or from the “younger” crowd who may have never seen one before. Just last weekend I was in my garage off the alley and overheard a little girl say to her dad, “Look...it has rockets!” as she pointed toward my Falcon’s taillights. It really brought a smile to my face.

It’s strange how they were a very popular car in their days but because they were orphaned over 35 years ago, they are fading from most American’s memory. I would venture to guess that if you asked a salesperson from your local Ford dealer about the Falcon, you would get a dazed look as they try to steer you toward the new models they have to offer. If you’ve ever gone to the parts department you know it’s nearly impossible to find a part for these classic cars that’s still stocked. Almost as difficult as trying to get them to dig out the old microfiche to find a part number. Thank goodness for the Internet and the fact that we have a local Falcon club where members can help each other out. My Falcon is my daily driver so when I plan a project, I need to have all my ducks in a row so I can get it done over a 2 or 3-day weekend.

Without the help of those I have met in the club this sometimes wouldn’t be possible. Sometimes I might need a small part that’s not worth selling on eBay but the project can’t proceed without it. Sometimes I need a helping hand with a project I can’t physically do by myself. Other times I just need an extra set of eyes to figure out a problem.

My personal goal as president of the club is to set a mood for the group. I feel our cars are very down-to-earth cars in general and want to make the club reflect that. Those who join should find it a place to make friends, learn and teach about their cars, and find parts to keep them on the road. Enjoy the summer months when you can sit in your folding chair on a sunny weekend at the car show or the days when you can forget about your other troubles and get your hands greasy tackling a project you’ve planned out in your head all winter. Or best of all, cruise around in your Falcon and be glad you’re not driving a car that looks like every other car on the road. Most of us find a personal satisfaction in owning a classic car but when pressed will admit there’s a certain “cool factor” involved.
Bill Wilken, a Lacey Washington member, started his project about four years ago when all his good hot-rods went away in a divorce. He had run across an '89 T-bird Super Coupe with a 5-speed that had been rolled. No body parts, just the guts. He purchased all of it knowing full well it would be some time before he would figure out what to do with it.

His plans almost became a Rambler American T-bird sleeper, but after a few measurements it was determined “that” wasn’t going to work - no matter how he sliced it. But now he was all fired up and wanted a body that would work.

It was during Christmas time Bill would spot a '67 tudor plain-jane (military, he thought) tan Falcon Futura in Eastern Washington. $300 later he had a running 6-cylinder - 3 speed car complete with 15 year old gas and pet mice living in the back seat. It was a one-owner car and the little old lady who had owned it had passed away in 1989 and it had been sitting under a Moses Lake car port ever since.

After bringing it home and deciding what to do, Bill decided to swap the entire front suspension. Bill didn’t stop there, he decided to also retain the computer and the V-6 from the other bird and swapped those into the Falcon. Next came the rear-end, which fit as well. When he figured it all out he would have ABS and Ride Control from the T-bird in his Falcon.

He even says the drive-line fit as-is with no modifications.

Next came the modifications to install the inter-cooler and radiator from the bird, which fit perfectly between the motor and core support. This made it easy to connect the blower to the Mass Airflow sensor and filter.

With the running gear complete Bill moved to the interior and found he could simplify the wiring harness from the t-bird by removing the electric mirror and seat wiring, but couldn’t quite decide how to adapt the wiring to the stock instrument panel. After a few “nightmare nights” (as he called them), Bill decided to use the instrument panel from the t-bird and made a custom bezel to fit the Falcon.

Next came the heater box, which was an easy swap from the t-bird, and because the AC controls are in the console and not under the dash, he had plenty of room to include the AC from the t-bird. So he now has AC in his Falcon too!

As you can see from the pictures, Bill is still dreaming up the final color scheme for his Falcon. It’s got a sort of Jeckell/Hyde appearance depending on which side you look at it from. He no doubt has other things to finish on the car as well, gauging from the pictures he sent in, but he’s well on the way to having a very unique “mixture of birds” originally built a couple decades removed from each other.

(Editors Note)
As I edited Bill’s story I wondered what makes up the soul of a car... The body or it’s guts? Is this a ’67 or is it an ’89 car now? Having done a similar thing before and facing the same question, I concluded it’s takes on the builders soul (and probably a lot of his or her blood too). I think it’s “first appearances” that determine what a car “is” in the final analysis.

All I can say is... Very interesting Bill, very interesting indeed. Can’t wait to see it in person.
Been there, done that...

club meets and greets...

How many people does it take to replace the rear rubber window gasket? The more the merrier.

At Alan’s place was more than big enough to host all who wanted to come. It was a great day for late April. Ton’s of help and tire kicking took place and we got to meet a lot of new members for the first time.

The All Ford Picnic at Bellevue Community College saw more Falcons than any other Ford car. The weather was questionable that day perhaps, but just goes to show Falcons don’t mind a little Northwest sunshine.

At the Monroe Swap, I ran across this Falcon. Oh, if only I had a bigger garage!

We had 6 cars at the Greenwood Car Show, but I took pictures of every car but ours! But Caro took this art photo, which is awesome!
There was a great turnout at Alan’s place on the 22nd of April. We ate and worked on cars. Kenny got new back window rubber and Caro brought her (now sold) wagon and we pulled the tailgate apart to remove the insulation that had fallen -- keeping the window from rolling down enough to open the tailgate. In total I think there was at least 10 cars show up, if not more. Started loosing count after they started parking down the driveway.

We had a brief meeting to discuss upcoming car shows and future plans for the club. We are still “in process”, so stay tuned for official minutes from official meetings!

Upcoming Events

7/22 - Classic & Hot Rod Car Show
Alki Beach - Seattle, WA
206-767-4929

7/23 - Aquafest Classic Summer Auto Show
L.S. Elementary School lawn - Lake Stevens, WA - 425-252-8191
www.aquafest.org/events/classiccarshow.asp

7/29 - Classy Chassis Show n Shine
SW 152nd Street & 6th SW - Burien, WA
discoverburien.com

7/29 - NW Classic & Hot Rod Cruise-in
Evergreen Fairgrounds - Monroe, WA
www.italianstreetrodders.com

7/30 - Cascade Cougar Club Prowl
XXX Root Beer - Issaquah, WA
www.cascadecougarclub.com

August

8/4-5 - Hotrod-A-Rama
The Swiss Tavern - Tacoma, WA
www.hotrodarama.com

8/19 - Classic Ford Show and Mustang Roundup
Bowen Scarff Ford - Kent, WA
www.bowenscarff.com

8/19 - Kiwanis Classic Car Show
Memorial Athletic Field, Downtown - Port Townsend, WA
www.ptguide.com

8/20 - Return to Thun Field
Pierce County Airport - Tacoma, WA
253-531-8212

8/26 - LeMay Museum Open House and Car Show
423 East 152nd - Tacoma, WA
www.lemaymuseum.org

8/27 - Cruise the Nile
Mountlake Terrace
425-609-2349
I would also like to propose that we set a goal to host an FCA Pacific Regional show in 5-10 years. That may seem a world away, but putting on a Regional is as much hard work as it is rewarding. When we have enough members who are willing to take on some of the responsibilities needed to organize an event where 200-300 Falcons roll into town, we will start the planning process. Eventually we may be able to host a National show but only after we have a couple of Regionals under our belt. I will continue to recruit by passing out cards at the shows and slipping them under wipers when I see another Falcon and hope you will do the same. I have a feeling there are many Falcons owners in the area who are totally unaware of the club and resources available and would appreciate what we have to offer.

We need a diverse group of people with diverse talents and interests to make the club grow and be healthy. Too much work piled on too few people will cause burnout. It's bad for valves and just as bad for people. I would say it's probably the biggest reason that car clubs come and go. We need to grow this club slow and steady to be strong and make sure we always keep things in perspective. Enjoy these times. We have a lot of hard work ahead of us but if we share the load and help each other when we can, it will be a very rewarding journey.

Kenny Likins

NOTICE

There is a need for a web designer/webmaster for the chapter website. If you have the right stuff, contact Kenny at kenny@redfalken.com for more details

Be sure to send your ads and notices for inclusion in this newsletter!

AND NOW... THE PRESIDENT continued....

For Sale

• One set each of '64 and '65 6cyl dog dish hubcaps in decent driver condition $40/set

• Motorcraft 2150 2bbl carb, air cleaner, and adaptor for early 170/200 six $100

• Hot Rod magazines from 1983-1992. Most issues, excellent condition with no mailing labels on them. $100 obo

• Rod and Custom magazines from Feb. 1993 to July 2000, excellent condition with no mailing labels on them. $75 obo. $150 for both sets /obo

Contact Thor at sedanmann@hotmail.com

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THE “289”
The first Falcon I owned, given to me by a family friend, was a rusted out ’64 4dr with Flintstone floor pans. While in high school I bought a ’65 Futura hardtop I found sitting in a carport near my friend’s house. After swapping the ’64’s engine into it I had my first driver. I’ve had several Falcons since then, including the ’64 2dr sedan I still own, which I purchased in 1992. It appeared several times on a TV crime show I worked on in 1994 called “Case Closed.”. They were all unique in their own way, but none were rare like my “first” Falcon, a red 1965 Sprint convertible with the factory 289, 4-speed, console, and bucket seats.

Most of us know of that Falcon we’ve always wanted, but don’t own because it’s so rare there aren’t enough of them to get our hands on, or they are just too darned expensive. That’s what this column is all about. I never owned that Sprint, but sure wish I did.

I saw my “first” Falcon riding the school bus in 1982. It was sitting in a driveway with a flat tire. When the day arrived and I finally had my driver’s license I decided to stop and take a closer look at this car. I didn’t know what a Sprint was at the time, but I did know that checkered emblems on the fender of an old Ford meant something special.

Then one day I noticed the car was gone, so I knocked on the door again. The lady remembered me, and told me her daughter still had the car stored somewhere. I learned she was the original owner, and got it off the showroom floor locally in September 1964. This explains the ’64 sprint steering wheel it had, unlike the later ’65’s with standard wheels. Instead of the wire wheel covers most Sprints had, it had the deluxe slotted ones. I’ve tried many times since then to buy the car, but it still eludes me.

I came across another rarity several years back while walking through a used car lot one dark night. I had a ’63 comet sedan at the time, and couldn’t believe what I was seeing - what was, or at least appeared to be a ’63 comet sedan delivery wagon. I knocked on the door again. The lady remembered me, and told me her daughter still had the car stored somewhere. I learned she was the original owner, and got it off the showroom floor locally in September 1964. This explains the ’64 sprint steering wheel it had, unlike the later ’65’s with standard wheels. Instead of the wire wheel covers most Sprints had, it had the deluxe slotted ones. I’ve tried many times since then to buy the car, but it still eludes me.

I really wanted it, however it was in rough shape, even for $450, with radiused rear wheel wells and huge flares. With no engine and all that weight making the back end drag, it looked like it was about to take flight! I’ve heard various comments over the years regarding whether or not it really was a sedan delivery, and I’ve never seen any in comet production figures, but in my mind that’s what it was. I went back and saw it at least once afterward to make sure what I’d seen was real. To this day I wish I had bought it, if not to restore it, to prove to others that the car actually existed!

There are many more rare and interesting Falcons out there that most of us have not owned or even seen up close, like prototypes, race cars, low number production models, and one off show cars like the “Python” ’64 sprint famed custom car builder Dean Jeffries built for Ford’s Custom Car Caravan.

What rare falcon has sent your spirits soaring, if only for a moment? Please tell us your story! Email submissions to the editor and we’ll get them into future Rare Birds articles!
The Rainier Chapter is affiliated with Falcon Club of America, Inc. (FCA), which is a nonprofit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960-1970. Yearly dues to the Falcon Club of America are $25.00, payable to FCA, P.O. Box 113, Jacksonville, AR 72078-0113. Memberships dues to the Rainier Chapter of the FCA are to be announced at a later date. The Rainier Chapter newsletter is published with information from its subscribers. All copy for the newsletter should be sent to the editor (Roger Moore) at luva65falconwagon@comcast.net or Roger Moore 126 143rd St. SE Lynnwood, WA 98087. Rainier Chapter and Falcon Club of America will not be held responsible for errors, but corrections will be made upon request. For more details on the Rainier Chapter of the FCA, go to www.rainierfalcons.com