



# *The Southeast Times*

*By The Falcon Club of America Southeast Chapter*

*July - August 2007*

*Editor: Jeff Thomas*

## *The 2007 Southeast Falcon Club Officers*

**President: Wally Till**  
**Vice President: Les Triggs**  
**Secretary: Sara Moon**  
**Treasurer: Mildred Kerbow**  
**Newsletter: Jeff Thomas**  
**Technical Advisor: Lynn Moon**  
**Membership Chairman: Conrad Lavender**

### **2007 CLUB MEETINGS**

July 1<sup>st</sup>  
The Varsity (Atlanta)  
3:00pm  
August 5<sup>th</sup>  
Wyatt and Torina's House  
2:00pm

### **Southeast Family News**

#### **Birthdays / Anniversaries**

July 2<sup>nd</sup> .....Jeff Thomas  
July 16<sup>th</sup>.....Gary Goddard  
July 22<sup>nd</sup>.....Lynn Moon  
July 24<sup>th</sup> .....Sara Moon  
July 26<sup>th</sup> .....James Cole  
July 30<sup>th</sup> .....Ed Danes

Aug 12<sup>th</sup>.....Terry & Sandra Tallant  
Aug 27<sup>th</sup> .....Ricky & Mildred Kerbow

## EDITOR'S MESSAGE

James and Sheila hosted the May Meeting at their house. The weather was great and so was the food. We had 31 Members attended and 14 Falcons. In this issue you will see pictures taking at this meeting. Thanks James and Sheila hosting this Meeting.

The June Meeting was hosted by Conrad and Hilda at Sells Mill Park outside of Hoschton, GA. Conrad gave the history of Sells Mill Park and after we ate and took pictures. Conrad escorted a caravan of Falcons to Athens Ga. to tour an antique car collection owned by George Bugg. Be sure to visit our website to see some pictures of these historic automobiles. We all had a great time and the member that wasn't there missed a nice treat. We had 15 members present and 8 drove their Falcon.

We were delighted to having one of our *long distant* Members Tom & Kay Kleschka from Otto NC in attendance. Tom has old Ford Manuals for sale if anyone is inserted his email is [tomandkay1@verzon.net](mailto:tomandkay1@verzon.net)

I've added more Members' cars to our website. I like to have each Member have their on page to show off their pride and joy. Be sure to drive your Falcon to the meetings or send me photos and a short write up to have your Falcon on our site. If you know of anything to improve our website let us know and we will see if can provide it.

My address is:

Jeff Thomas  
102 Overlook Dr  
Mcdonough, GA 30252  
Email: [1bad6t@bellsouth.net](mailto:1bad6t@bellsouth.net)

*Jeff*



# The South Central Regional in Kentucky

More pictures on our website



## Upcoming Events

July 1<sup>st</sup>

*Club Meeting at The Varsity  
Atlanta GA*

August 5<sup>th</sup>

*Club Meeting at Wyatt and Torina's House  
Dawsonville, GA*

July 12<sup>th</sup> -14<sup>th</sup>

*FCA Nationals  
Thursday, Friday and Saturday  
Bloomington, MN*



AIRSTREAM FALCON AND THE FORD FALCON, 1982

# Accomplishments and Projects

Ed Sanders has been gathering the parts to swap his six cylinder in his 66 Falcon to a V8. Stay tuned for a more details as this story continues.

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## Tips



*"I know I wanted you to stop going to those summer classic car shows so you could spend more time at home, well, I changed my mind."*

- Hood Hinge Springs- need to replace your hood hinge springs? or just want to take them off to detail them before the next show? Grab an old fan belt and loop it around the end of the spring ear. Carefully pull the spring away from the hinge and release the tension. Make sure the hood is supported properly' or held by a friend, as you remove the springs.
- Dual Exhaust Crossover- There's no denying the benefits of an exhaust crossover on dual exhaust systems, but where to put it? With the engine running, spray paint the exhaust pipe with cheap black paint. One inch forward of where the paint stops blistering is where the crossover should go.

## The Falcon Club of America's 27<sup>th</sup> Annual National Convention July 20<sup>th</sup> – 22<sup>nd</sup> 2006 in Indianapolis, Indiana

By Doug Burns

My trip to Indy in my '65 Falcon Ranchero officially began on Wednesday in Cartersville Georgia, where I met up with that great American, Fred Hartley. Fred was pulling his '63 Falcon convertible. In order to be prepared for the trip, I had changed the 289's fuel pump, C-4 vacuum module and got new tires on larger wheels. We left Cartersville at 9 AM - the temperature was nice, but later in the day it got pretty hot. My Ranchero doesn't have AC, but after a few miles I got used to heat. We headed north through Tennessee and Kentucky and finally to pulled in to our hotel in Indianapolis nine hours later. My Ranchero made it without any problems. Upon our arrival the hotel, the parking lot already had a lot of Falcons gathered for the show.

The Hoosier Chapter had lined up some tours for Thursday – we went to some shops that build engines, frames and complete race cars. It was interesting to see how they pulled all of the parts together to form a complete car. We also had some time at the local drag strip, where the participants made as many passes as they wanted. Seeing all of the Falcons make pass after pass was great and the times were pretty good too. Of course the highlight was seeing “The Wild Child” run and then “Daddy Warbucks” and “Tweet Revenge” make a pass at the same time. Wow!



At Indy the big attraction was our scheduled trip around the Indianapolis Motor Speedway on Friday. We drove around once at 35-40 mph, which was not as fast as we wanted but it was still a fun drive! The track is very impressive and you don't realize how long the 2.5-mile track is until you drive it. It was quite different from the trip around Charlotte Motor Speedway I was able to make in 1999 with its steeply banked turns. Indy was easy compared to Charlotte, it was like we were out for a Sunday drive....except it was Friday morning!



At the Falcon show, there were 292 Falcons present, with a wide assortment that ranged from stock to mild to full resto-mod types (these were Fred's favorite). The quality of these Falcons was impressive and is a testament to the strength of the collector car/truck hobby in general and to the Ford brand in particular. I believe that Falcons of all types are increasing popularity based on the number present at the show. I enjoyed looking at the cars and hearing the stories from the owners. Every Falcon had a history and fun story behind it...every owner loves their Falcon!

Fred and I headed home early Sunday morning and we didn't have any problems...until we got to the top of Mont Eagle Tennessee. My alternator light came on and the alternator was making some bad noises. We needed to find a parts store that was open and had a replacement in stock. After getting directions from a local police officer and driving about 10-12 miles, we finally found a store in Jasper. I was able to change the alternator in their parking lot...thanks for the help Fred! I'm glad I brought all those tools! We got back on the interstate and I made it back home to Dacula without any further problems.

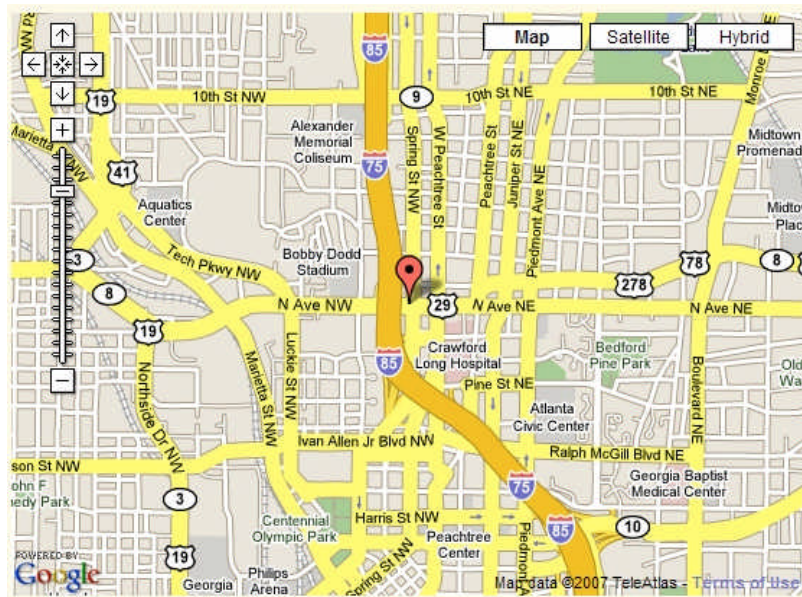
My round trip total was 1170 miles, not bad for a Falcon Ranchero that was 41 years old at the time! I would encourage you to drive your Falcon Ranchero (or any Falcon) on a long trip or just go for a short drive. You'll be glad you did.

## The July 1st meeting The Varsity downtown Atlanta at 3pm.

### Directions:

**From Southbound 75/85:** Get off at exit 249D, turn left and you will see The Varsity on the left immediately across the bridge.

**From Northbound 75/85:** Get off at exit 249D, go across Spring St. to West Peachtree St. and turn left. Go to North Ave. and turn left again. Follow North Ave. until you see The Varsity on the right.

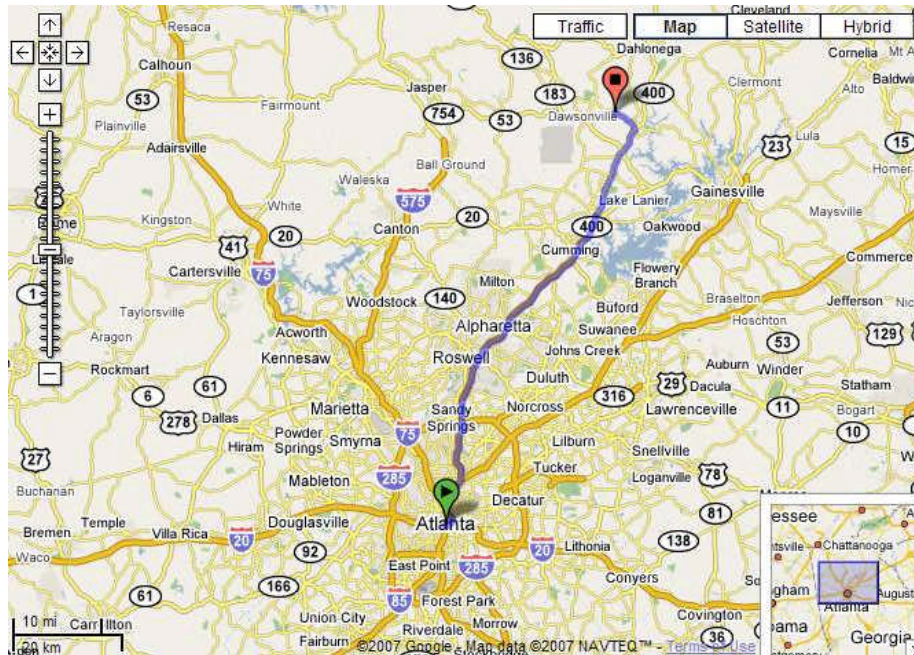


Special Collections Department, Pullen Library, Georgia State University

**August 5th meeting** will be at the home of Wyatt and Torina

**From the south:** Take Hwy 400 north then turn left on Hwy 136, Go 3.3 miles, the house is on the left and the black mailbox has #2714 on it.

If you get lost call Wyatt at 706-265-3611



## CHARLESTON RECEIPTS



### Tomato Okra Pilau

- |                           |                 |
|---------------------------|-----------------|
| 3 slices bacon            | 2 quarts water  |
| 1 small onion             | 1 teaspoon salt |
| 2 cups stewed tomatoes    | 2 cups rice     |
| 2 cups thinly sliced okra | Pepper to taste |

Cook chopped bacon in deep frying pan until brown; remove bacon and fry onion in bacon fat until brown. Add tomatoes and okra and let them cook, stirring occasionally; add salt and pepper. Cook rice in 2 quarts of water with 1 teaspoon salt added; after 12 minutes, drain and mix with tomato mixture and put in top of double-boiler. Let steam for 15 or 20 minutes; add bacon just before serving. Serves 8.

MRS. RIVERS T. JENKINS (Lewis Murchison)

## Headlight Upgrade

A few weeks ago I decided to wire my headlights to relays to see if what people clam was true. I heard they would be anywhere from noticeably brighter to a lot brighter. But how much is noticeably? How much is a lot?

When I got thinking about what makes the headlights come on it was plain to see something would be better than the way it was. Think about where the electricity starts (Battery) and where the electricity is going (Headlights). Now think were the path the electricity went to get from point A to point B.

Let's trace the path starting from the (1.) battery to the (2.) starter solenoid all the way back across the radiator support to the (3.) regulator. Form the regulator the electricity travels the length of the fender to (4.) firewall connector then to the (5.) headlight switch. After it exits the headlight switch it goes down to the floor to the (6.) dimmer switch. Then from the dimmer switch on the floor back up to the (7.) connector on the firewall. Then the electricity has to travel the length of the fender again and then cross the radiator support again to exit into a hole in the inter fender. Notice this hole is right beside the battery (Point A.) where it all started from to begin with to (Point B.) the (8.) headlight.

Now if you were electricity wouldn't you be tired and weak by now from going everywhere? The sad thing about the electricity taking this scenic route is the wire called on to execute this task of lighting up headlights is on the small size to be carrying the load to begin with, its only a 14 gauge wire it should had been no less than a 12 gauge. Preferably 10 gauge would have been a better call since headlights are a big load on the electrical system. The smaller the wire the harder it is to carry the load. This is why the starter uses a heavy cable to supply the power it needs. Every connection and switch the wire passes through uses power (amps) to pass (or push) through because of corrosion and oxidation over the years. Now that it finely got to point B from point A. The electricity is nowhere as strong as it was when it started its journey. By now it has lost about 2 or 3 volts if not more.

To get your lights bright like you see in newer cars you need to feed more power to them and the way to do that is with relays. The relay is nothing more than a remote switch. In a nutshell what a relay does is keeps the BIG electricity coming from the battery going to the headlights and keeps the big electricity out of the light switch(s).

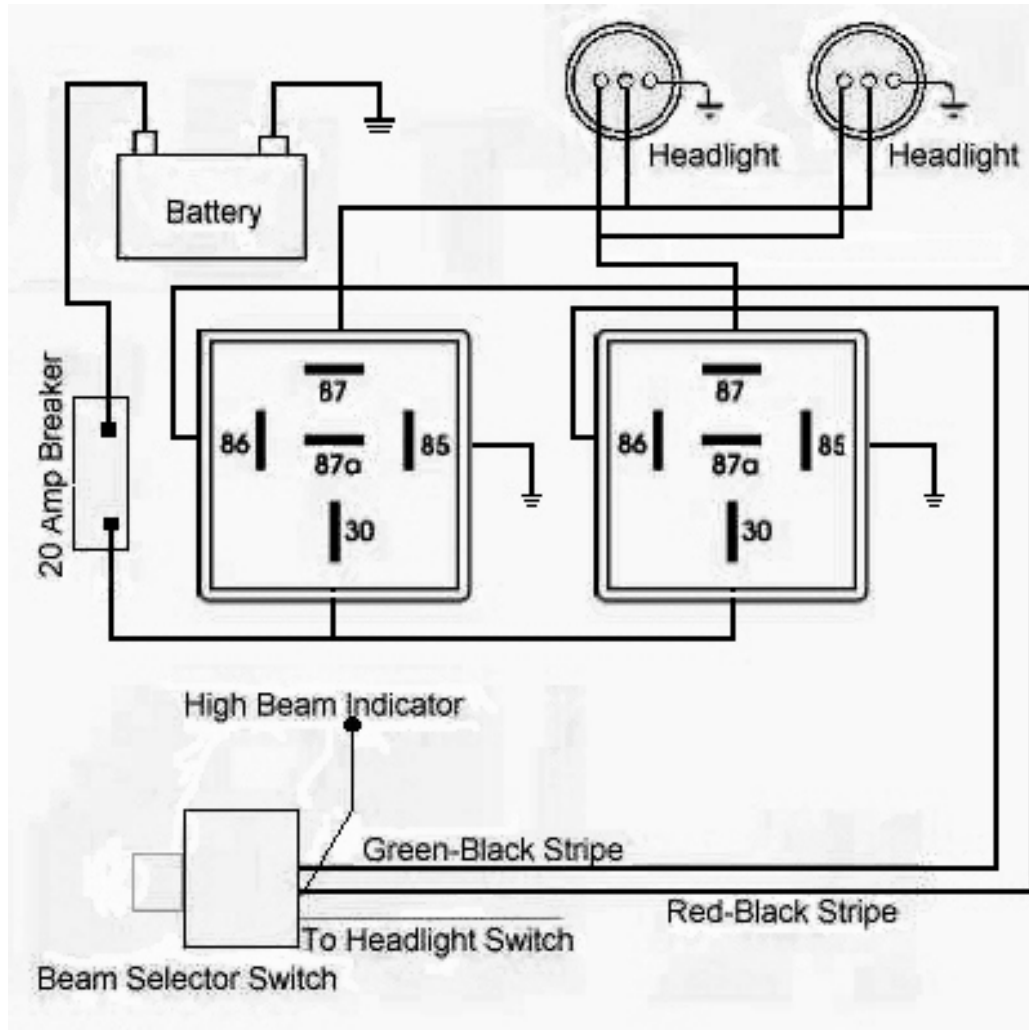


Typical Relay

The light switch on the dash still has electricity to feed the relay but this electricity is small amps and this small electricity doesn't heat up the headlight switch like the high demand power needed for headlight. This small electricity traveling through the factory 14 gauge wire energizes a small coil inside the relay and this pulls a set of contact points together giving a path for the big electricity to cross and the big electricity is diverted from the battery to the headlights going through the new 12 gauge wire that you installed from the relays to the headlights. Now we have brighter headlights because we went from point A to point B to point C or battery, relays, headlights.

The great thing other than brighter headlights is your headlight switch is happy because it doesn't have to carry the heavy load of the headlights. This is also a great way to reduce the chance of the wires or headlight switch getting hot and catching on fire.

So how bright is noticeably brighter? I say it's remarkably brighter. I was expecting to see something different but this really amazed me. Below is a simple headlight relay diagram. I actually got my relays getting its power from the starter solenoid terminal where the battery cable is connected.





## Hopping John

*Hopping John, made of cow peas and rice, is eaten in the stateliest of Charleston houses and in the humblest cabins and always on New Year's Day. "Hoppin' John eaten then will bring good luck" is an old tradition.*

1 cup raw cow peas  
(dried field peas)  
4 cups water  
2 teaspoons salt

1 cup raw rice  
4 slices bacon fried with  
1 medium onion, chopped

Boil peas in salted water until tender. Add peas and 1 cup of the pea liquid to rice, bacon with grease and onion. Put in rice steamer or double-boiler and cook for 1 hour or until rice is thoroughly done. Serves 8.

MRS. W. H. BARNWELL (Mary Royall)

## **Southeast Chapter Falcon Club of America Membership, Email Address and Falcons List**

Your response and input are requested !!!

Last year Wally brought to our attention that our members have expressed interest in a list of members, showing email addresses and the kind of Falcons they own. Here is our second attempt to put this source together.

Please look at all of the entries, in particular yours, and forward any email address and/or Falcon information to any Club Officer by email.

This could provide a great tool in communicating about upcoming or changes in club activities and events.

Also please look at all of the other members' information and if you can furnish or correct anything based on your knowledge.

Thanks in advance for the information you will provide.

## 2007 Members Email Address

Anderson	Don & Pat		67 Sedan
Bales	Wyatt		65 Futura HT, 64 Convertible
Ballard	Tony Russell Jr. & Cindy		
Barron	Bobby & Yvonne		65 Convertible
Baxter	James	<a href="mailto:ncfalcon@tntie.com">ncfalcon@tntie.com</a>	63 1/2 2 Door HT, 65 SDL 7???
Brown	John Fred		64 2 Door
Burns	Doug	<a href="mailto:rankota@hotmail.com">rankota@hotmail.com</a>	65 Ranchero
Buyck	Walter		63 Convertible
Chester	Bobby & Kathy	<a href="mailto:bkchester@alltel.net">bkchester@alltel.net</a>	63 Sprint HT, 65 Sprint
Cole	James & Shelia		64 Convertible, (2) 65 Rancheros, 64 HT
Danes	Ed & Ellen		64 HT, 64 Sedan Delivery, 65 Convertible, 65 Ranche
Daniels	Jerry F. & Laura	<a href="mailto:jdandmac@etcmail.com">jdandmac@etcmail.com</a>	
Dirkens	Robert & Valerie		64 Sprint HT, 65 Convertible
Ferguson	Bob & Gerri	<a href="mailto:ferg@mccfca.com">ferg@mccfca.com</a>	65 Sedan Delivery
Foster	Donald & Kristi		
Goddard	Gary	<a href="mailto:ggoddard@aol.com">ggoddard@aol.com</a>	63 1/2 HT, (2) 63 2Ds, (2) 64 Sprint HTs, (2) 65 2D H
Goddard	Leon & Betty	<a href="mailto:bsgodd@aol.com">bsgodd@aol.com</a>	65 Ranchero, 70 1/2 2D, (3) 64 Sprint Convertibles
Hartley	Fred & Martie	<a href="mailto:fredhartley3@comcast.net">fredhartley3@comcast.net</a>	64 Sprint HT
Harris	Todd & Ashley		63 Sprint Convertible
Hood	A.J.		
Johnson	Donald & Winona		63 1/2 HT
Kerbow	Ricky & Mildred	<a href="mailto:mck1@mindspring.com">mck1@mindspring.com</a>	63 Convertible, 63 HT
Kleschka	Thomas & Kay		63 Sprint Convertible, 64 Sprint HT, 65 Sprint HT
Lavender	Conrad & Hilda	<a href="mailto:clavender@abraxis.com">clavender@abraxis.com</a>	
McCracken	D. Tutt		65 Sprint HT, 65 Convertible
McDaniel	David L. & Donna	<a href="mailto:davidmcdaniel@cox.net">davidmcdaniel@cox.net</a>	63 Convertible
Moon	Lynn & Sara	<a href="mailto:l_moon@juno.com">l_moon@juno.com</a>	65 2 Door, 65 Ranchero
Nelson	Jerry & Joyce		64 Ranchero, 65 HT, 60 2 Door, 65 HT
Myers	Jerry & Sha		
Peppers	James & Ealine		63 1/2 HT
Pointer	Keith & Amy		61 63 Ranchero
Roberson	Alvin & Judy	<a href="mailto:Docs65falcon@aol.com">Docs65falcon@aol.com</a>	64 Station wagon
Sanders	Ed & Joanne		65 Convertible
Sosbee	Doug & Julie		66 Sedan
Rollins	Wayne & Judy		
Tallant	Terry & Sandra	<a href="mailto:ttallant@bellsouth.net">ttallant@bellsouth.net</a>	63 Convertible, (2) 64 Sprint HTs, 63 Sprint
Tate	Pat & Toby	<a href="mailto:ptate12@bellsouth.net">ptate12@bellsouth.net</a>	63 Futura Convertible, 63 Sprint Convertible
Till	Wallace C., JR.	<a href="mailto:till@cyberspann.com">till@cyberspann.com</a>	62 4 Door, 63 Futura Convertible
Thomas	Ronald	<a href="mailto:1bad6t@bellsouth.net">1bad6t@bellsouth.net</a>	60 2 Door, 64 2 Door Station wagon
Triggs	Les & Doris	<a href="mailto:skip044@comcast.net">skip044@comcast.net</a>	61 Econoline, 63 2 Door
Williams	Jimmy & Dena		
Young	Earnest & Peggy		63 Futura HT

*Pictures at the May Meeting*





*Pictures at the June Meeting*



