



THE FALCON TIMES



*The Official Newsletter of the Northeast Chapter of the
Falcon Club of America*

WALKS MAGIC CARPET RIDE

See page 10



Another Piece of the
Donor Car Put to Good Use.
Page 13





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Another car season has come and gone in our area and I didn't drive my Sprint as much as I had planned. Oh I have all the excuses as to why, but it doesn't help much. I did manage to get some work done on it though. I replaced all the original brake shoes, hoses, wheel cylinders, and master cylinder for the first time since new. It showed no sign of failure, but I thought it might be a good idea to replace the system before it did fail. I finally put on my lower X member brace and Monte Carlo bar; it only took me 2 years to get around to it. Now I am ready for Dover.

This issue of *The Falcon Times*, January/February 2009 will start the New Year with a revised schedule for publication. What does this mean to you, the members? Absolutely nothing, but it makes more sense to have all the issues of a Volume in the same year.

2008 was a very interesting year for the club, with some well attended monthly meetings leading up to our well attended regional. But since then things have slowed down. We will be interested to see what the coming year will bring. We would like to see more people involved in what goes on in the club and into this newsletter, so please send in your thoughts, articles, pictures, or comments. As I continue to remind you, this is your newsletter and as much as I enjoy doing this, I do not want this to be my newsletter, with my rules and my ideas.

We do appreciate the positive comments we continue to receive with each issue, we just hope we can continue to give The Northeast Chapter a publication that you will enjoy. I will step down from my soap box now, and wish you all a happy and safe New Year.

"Don't Worry, Be Happy and God Bless"

Gary

The Falcon Times by e-mail

If you would like to have, your copy of *The Falcon Times* e-mailed to you rather than mailing it to your home, please send an e-mail to gneringer@comcast.net. It would save the club money on printing and mailing costs (and the world trees). Doing this would be greatly appreciated by all. **Please think about it!**



CHECK OUT HAGERTY'S COOL CLUB WEB-SITE @

<http://www.hagerty.com/carclubcentral>

OR GO TO THE NE CHAPTER WEB-SITE FOR A DIRECT LINK



PRESIDENT'S MESSAGE

I hope everyone had a great holiday season. I'm sure Santa delivered all the parts you need to finish your Falcon.

With the winter season here, hopefully you will have time to do some work on your car. I bought an enclosed steel carport. I put a vapor barrier down first and put four inches of stone down. I parked my Falcon in it for the winter and thought I was all set. A week later I went into the carport and it was like a rainforest. The condensation was so bad everything was soaked. After a few/many minutes of cursing I called the manufacturer to ask for ideas. Two vents and foam board insulation and one afternoon later, all was well. The building is nice and dry. More importantly, my Falcon is dry.

On a more important note, due to the closeness of the National Show (Dover, Delaware) and because of the economy, we have decided to cancel this year's Northeast Regional Show.

We will discuss alternatives to a show at our next meeting. We're looking into doing a couple of car cruises and/or picnics during the spring and summer months.

Election of officers will also be held at the next meeting. If you want to get involved, now is the time. We really need new people to step up and take over. The meeting is March 21, at the Public House, Sturbridge, Mass. Dinner will be at 5:00 and the meeting will be at approximately 7:00. Please make plans to join us at this meeting so we can get your ideas and input on future events.

This is turning into a cold and snowy winter. Hopefully everyone is doing ok. See you at the meeting.

"Enjoy the ride."



Rick



Antique Auto Parts

A Note from the Regional Director's Desk

As 2008 draws to a close, it is time to look forward to 2009 and the Falcon events that are planned. The "Big Show" will be the 30th annual National Falcon Convention to be held in Dover, DE on July 16-18, 2009. Dover is only about a 6 hour ride from most of New England. The Mason-Dixon Chapter has a lot of activities planned for Falcon Lovers that attend. Dover is as close as a convention will be for the near future, 2010's convention will be held in Detroit, MI. If you have never attended one of these Family Reunions called a Falcon Convention you don't know what you have been missing. I would suggest that you make hotel reservations early because it looks like they may sell out.

I believe they have rooms reserved in 2 hotels that are next to each other.

To date the Northeast Chapter has 9 registrations listed on the convention's web site. President Rick feels that our Chapter could bring home the "Best Chapter Participation" award.

As the Northeastern Regional Director I receive yearend reports from each of my Chapters. This year all the Chapters have reported many activities for 2008 and have plans in place for the same in 2009. The Erie Canal & Ontario Chapters will be holding their 2nd Regional Meet Sept. 10-12, 2009 in Niagara Falls, NY. You might want to make plans for this event.

There will be more information in upcoming issues of this Newsletter as well as the National Newsletter. With the change of our Chapter's regional to 2010 this will fit in good with the Keystone Chapter that may hold their Regional in May 2010. In closing Ginny and I would like to wish all of you the best of Holidays and look forward to seeing many of you in the upcoming New Year.

"See you in a Falcon"

Ray





CLUB BUSINESS

MEETING NOTICES



- Next meeting, March 21, 2009 at the Public House, Sturbridge, Mass. Dinner will be at 5:00 PM and the meeting and elections will be at approximately 7:00 PM.
- 30th Annual FCA National Convention, July 16 thru 18 2009, Dover Delaware
- The Erie Canal & Ontario Chapters 2nd Regional Meet Sept. 10-12, 2009 in Niagara Falls, NY.

Northeast Chapter Falcon Club of America

October Treasurer's Report

Prepared By: Bill Warburton, Treasurer
 740 Tunk Hill Rd., Hope, RI 02831
 (401) 647-9266 billwarb@cox.net

Statement Date: 10/31/2008

108 Members

| DATE | DESCRIPTION | DEPOSITS | CHECKS | ACCOUNT BALANCE |
|-------------------------------------|---|----------|--------|-----------------|
| <i>Beginning Balance 09/30/2008</i> | | | | \$2,242.95 |
| 10/14/08 | Deposit - EBay T-shirt & fender cover sales | \$49.00 | | \$2,291.95 |
| 10/14/08 | Deposit - Dues | \$15.00 | | \$2,306.95 |
| <i>Ending Balance 10/31/2008</i> | | | | \$2,306.95 |

November Treasurer's Report

Prepared By: Bill Warburton, Treasurer
 740 Tunk Hill Rd., Hope, RI 02831
 (401) 647-9266 billwarb@cox.net

Statement Date: 11/30/2008

110 Members

| DATE | DESCRIPTION | DEPOSITS | CHECKS | ACCOUNT BALANCE |
|-------------------------------------|-------------------------------------|----------|--------|-----------------|
| <i>Beginning Balance 10/31/2008</i> | | | | \$2,306.95 |
| 11/03/08 | Deposit - new member dues | \$10.00 | | \$2,316.95 |
| 11/03/08 | #1018 - Paul Hanson - overpmt. Dues | | \$2.00 | \$2,314.95 |
| 11/10/08 | Deposit - T-shirt sales | \$16.50 | | \$2,331.45 |
| 10/31/08 | Interest Credit | \$0.01 | | \$2,331.46 |
| 11/17/08 | Deposit - new member dues | \$8.00 | | \$2,339.46 |
| <i>Ending Balance 11/30/2008</i> | | | | \$2,339.46 |

December Treasurer's Report

Prepared By: Bill Warburton, Treasurer
 740 Tunk Hill Rd., Hope, RI 02831
 (401) 647-9266 billwarb@cox.net

Statement Date: 12/31/2008

110 Members

| DATE | DESCRIPTION | DEPOSITS | CHECKS | ACCOUNT BALANCE |
|-------------------------------------|-------------------------|----------|--------|-----------------|
| <i>Beginning Balance 11/30/2008</i> | | | | \$2,339.46 |
| | No activity in December | | | |
| <i>Ending Balance 12/31/2008</i> | | | | \$2,339.46 |



CLUB BUSINESS

OCTOBER MEETING AT THE NENNINGER'S

NOVEMBER MEETING AT THE PUBLICK



Members enjoy food and friendship on a beautiful fall day in Cromwell, CT.

More food and friendship being enjoyed on a November night in Sturbridge, MA.



2009 Regional Meet

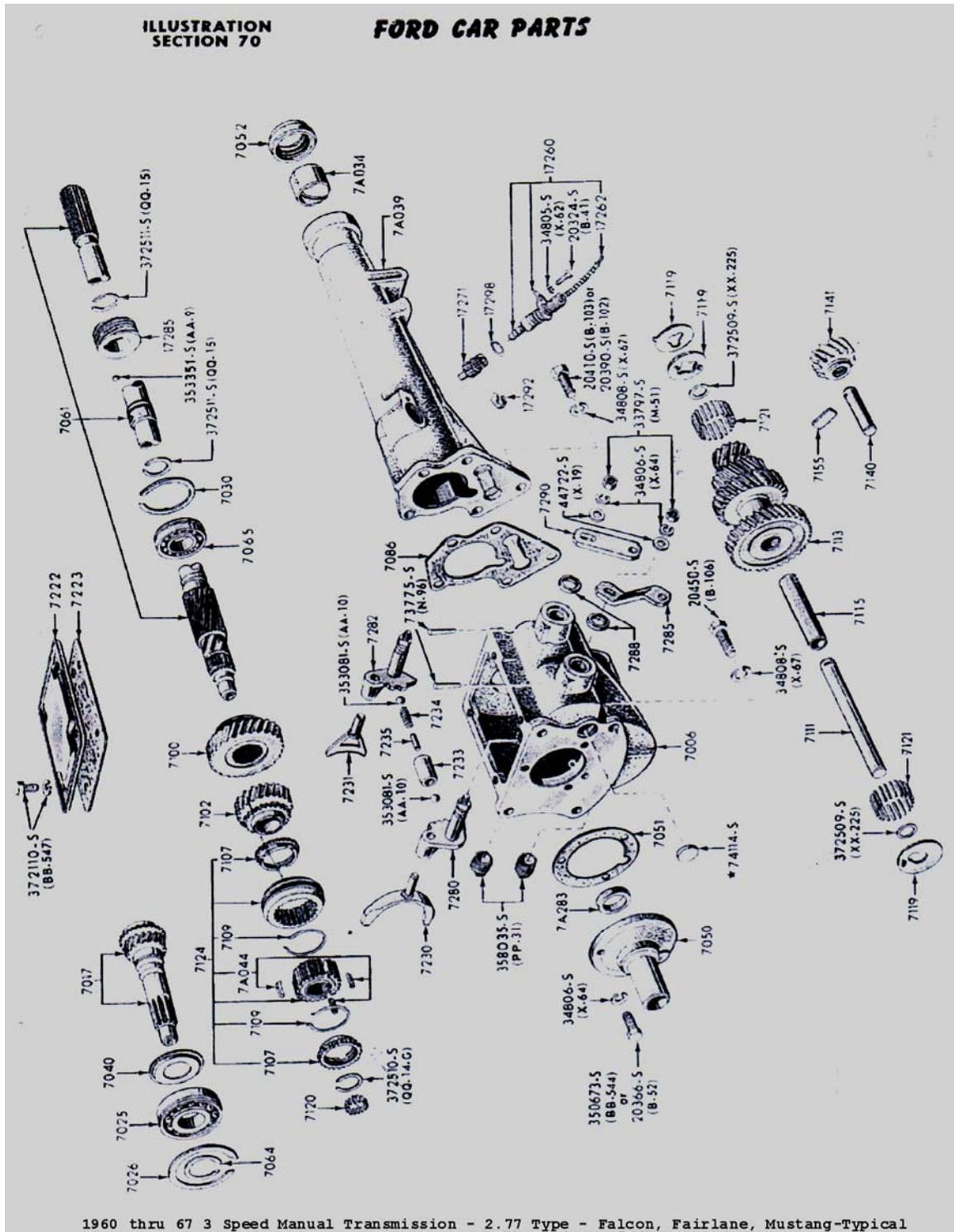
I hope everyone had a safe, healthy and happy holiday season. The Executive Committee and I have been discussing the 2009 Regional Meet. With the economy the way it is, a decision was made to cancel the 2009 show. We would need to have at least as many cars and people register as in previous years to be able to just break even and cover our expenses. Unfortunately, that is not something we see happening. We will resume our Regional show in 2010. We will be scheduling weekend cruises during the spring and summer months. Please try to attend at least one of these events so we don't lose track of each other. Be sure to check the chapter website and your newsletter to see where we will be.

As you know, the 2009 National Falcon Show will be held in Dover, Delaware in July. This will give members who have never attended a National show the opportunity to attend, since it is being held on the east coast. I understand many of you would not drive your car across country to attend a show but this show is just hours away, not days. I guarantee you will enjoy the experience of seeing so many beautiful Falcons in one location. Rick and I have met some wonderful people through this annual event. We attend each summer to see the cars and to catch up with the friends we've met over the years. This will be an experience to remember.

Sincerely,

Cris Bowes

In each issue of The Falcon Times, we will bring you a tech article or an illustration for your technical information. If you would like to be the technical editor or just submit a tech article let us know.





TECH STUFF

3-SPEED MANUAL TRANS.-
2.77 TYPE

FORD CAR PARTS

SECTION 70.1
3/5 - 2.77

| YEAR | MODEL | ENGINE | | PART NUMBER | QTY PER UNIT | PART NAME AND DESCRIPTION |
|-------|------------------|--------|---------|----------------|--------------|--|
| | | CYL. | C.I.D. | | | |
| | | | | 7006 | | CASE - TRANSMISSION |
| 62/66 | B, F | 6 | 170,200 | C2OZ 7006-B | 1 | *C4OR 7006-A - includes (2) 73775-S pins |
| 65/67 | X | 6 | 200 | | 1 | |
| 60/67 | X | 6 | 144,170 | C0DR 7006-A | 1 | Includes (2) 73775-S pins |
| 60/67 | B, F, X | 6 | All | 20450-S(B103) | 4 | Bolt 7/16"-14 x 1 3/8" (case to flywheel housing) |
| | | | | 34808-S8(X67) | 4 | Lockwasher 7/16" |
| | | | | 35368f-S(AA10) | 2 | Plug - filler and drain (transmission case) |
| 62/67 | X | 6 | All | C0DP 7A011-A | 1 | OIL SEAL - TRANSMISSION OUTPUT SHAFT |
| 62/66 | B, F | 6 | All | | 1 | 15/16" I.D. |
| | | | | 372338-S(QQ64) | 1 | Snap ring - 31/32" I.D. (oil seal retaining) |
| | | | | 7017 | | SHAFT - TRANSMISSION INPUT |
| 65 | B, F, X | 6 | 200 | C5OZ 7017-A | 1 | 17-24 teeth, 10 splines, 7 13/16" long |
| 66 | B, F | 6 | 200 | C6OZ 7017-A | 1 | 17-24 teeth, 10 splines, 8 3/4" long |
| 66/67 | X | 6 | 200 | | 1 | |
| 60/67 | X | 6 | 144,170 | C2DZ 7017-B | 1 | 16-24 teeth, 10 splines, 7 25/32" long |
| 62/64 | B | 6 | 170 | | 1 | |
| 65 | F | 6 | 170 | | 1 | |
| | | | | 7025 | | BEARING - TRANSMISSION |
| 62/66 | B, F | 6 | All | C3AZ 7025-B | 1 | Input shaft-1 3/8" I.D. -2 28/32" O.D.-11/16" |
| 60/67 | X | 6 | All | | 1 | wide |
| | | | | C0DZ 7065-A | 1 | Output shaft-1 3/16" I.D. -2 7/16" O.D. - |
| | | | | | 1 | 5/8" wide |
| | | | | 7026 | | SNAP RING - TRANSMISSION - Refer to Group 7064 |
| | | | | 7030 | | SNAP RING - OUTPUT SHAFT BEARING TO CASE Refer to Group 7064 |
| | | | | 7A034 | | BUSHING - EXTENSION HOUSING |
| 62/66 | B | 6 | 200 | B3TZ 7A034-A | 1 | 1 1/2" I.D. -1 5/8" O.D. -1 1/8" long - use with |
| 65/67 | X | 6 | 200 | | 1 | extension housing stamped #C2OR 7A040-C only |
| 60/67 | X | 6 | 144,170 | C0DP 7A034-B | 1 | 1 3/8" I.D. -1 1/2" O.D. -1 1/2" long |
| | | | | 7A039 | | EXTENSION HOUSING ASSY. - TRANSMISSION |
| 62/66 | B | 6 | All | C2OZ 7A039-B | 1 | Includes 7A034 bushing - #C2OR 7A040-C |
| 65/67 | X | 6 | 200 | | 1 | |
| 65 | F | 6 | 170,200 | C5ZZ 7A039-G | 1 | Use w/C7ZZ 7E046-B mounting plate Discard existing mounting plate C6ZZ 7E046-B with this housing assy. |
| 66 | F | 6 | 200 | | 1 | |
| 60/61 | X | 6 | All | C0DR 7A039-B | 1 | 15 29/32" long-includes 7A034 bushing #C0DR 7A040-B |
| 61/65 | X | 6 | All | C1DR 7A039-A | 1 | 15 29/32" long-includes 7A034 bushing |
| 66/67 | X(exc. Ranchero) | 6 | 170 | | 1 | #C1DR 7A040-A |
| 66 | X(Ranchero) | 6 | 170 | C4GY 7A039-A | 1 | 17 3/4" long-includes 7A034 bushing #C4GR 7A040-A |
| 62/66 | B, F | 6 | All | 20410-S8(B103) | 5 | Bolt-7/16"-14 x 1 1/8"(housing to case) |
| 65/67 | X | 6 | 200 | | 5 | |
| 60/67 | X | 6 | 144,170 | 20390-S8(B102) | 5 | Bolt-7/16"-14 x 1"(housing to case) |
| 60/67 | B, F, X | 6 | All | 34808-S8(X67) | 5 | Lockwasher -5/16" |
| 62/66 | B, F | 6 | All | 8A 7040 | 1 | BAFFLE - INPUT SHAFT BEARING OIL - |
| 60/67 | X | 6 | All | | 1 | 2 11/16" O.D. -1 3/8" I.D. |
| 62/66 | B, F | 6 | All | *C0DR 7A044-A | 3 | INSERT - SYNCHRONIZER HUB |
| 60/67 | X | 6 | All | | 3 | |

Change No. 31



CLASSIFIED ADS

The Falcon Times will list your classified ad free (including one picture). We will run the ad for one issue. If the item does not sell, you can re-submit it for the following issue. Ads must be sent to the editor by Jan 1st, March 1st, May 1st, July 1st, Sept 1st, or Nov 1st, to be in the Times for that month's issue.

Parts/Cars for sale

For Sale: 1965 289 complete top to bottom front to back, mustang exhaust manifolds, have a set of Falcon if needed, 2bbl engine with carb \$500 complete.

4speed shifter from 1965 Sprint removed & rebuilt over 25 years ago \$350 complete w/linkage.

66 Mustang C4 trans with Hurst shift kit, complete 66 front end w/20 yr. old never used parts and complete rear end. E-mail Chris at: certrtwngnut@yahoo.com

For Sale: 1965 Ford Falcon Futura; 2 door hardtop, 302 with small cam, automatic with a stall converter. New front end; new brakes, new tires, new chrome dash, 80% of the car is DONE. Body has been totally sprayed with DP90 to protect against rust! This car has been registered and plenty of extra parts included! Priced to sell: \$4,500.00 Call: (860) 681-8665

For Sale: Falcon Parts for sale. <http://fabtospec.topcities.com/falconparts.html> Contact Doug at: tequalsfr@comcast.net

For Sale: 63 Falcon convertible top-frame, complete with header. Removed (working) from car in early seventies \$450.00. Call 978-448-6852 or e-mail: sartini38@charter.net

Parts/Cars for sale

For Sale: Late 1950's Ford 9" rear end. I bought this for a Maverick project a few years ago. Has the correct spring perch spacing for Falcons, early Mustangs and Mavericks. Comes with the big brakes. Center section could be an N or the WAR case, not sure because of lack of markings. Bring a truck and a \$100 and it's yours! E-mail: joemin@comcast.net

For Sale: for sale misc. 63-4 falcon parts, 4-speed trans and linkage, and bell-housings for V8's and one 6. Four barrel intake for 289-302. Nos. 64 falcon convertible inter. Front buckets and rear. (turquoise). 66 falcon bucket seats (light blue). I have more, please call Vin DeLucia Waterbury CT. 203-753-6534, or email: v.lucia@sbcglobal.net

For Sale: 1963 Falcon Sprint Convertible. Rebuilt 289 engine, auto trans new interior, tires, chrome, top, etc.. Car is done up as an old school hot rod. Very nice cruise night car! Car is located in Middleboro, MA. Call Rick at (508) 946-1844 or e-mail to: careyr@comcast.net

Wanted

Wanted; I'm looking for a right front fender for a 63' hardtop. My tel. is 401-647-9266 and my e-mail is billwarb@cox.net

Wanted: 1 Pair Headlight buckets with bezels for 1960 Falcon. Rusted buckets will be considered. E-mail Neal at: neil_home@hotmail.com

Wanted: front bumper brackets or front bumper. I will take either one or the other. One 13 inch five lug rim and bumper jack. Vin DeLucia Waterbury CT. 203-753-6534 or e-mail: v.lucia@sbcglobal.net

Wanted; a photocopy or an email attachment of the 12/84 "Tech Tip" in the FALCON NEWS regarding Hoisting and Jacking 60-65. I am still very new in this hobby and want to make sure that I am jacking my 65 wagon up safely. I'll be very happy to cover your costs. E-mail Mike Rossi at mfrossi@charter.net

Wanted: Set of 4 wire hub caps to fit 14" wheels or set of 4 trim rings to fit same. E-mail to: vssman@yahoo.com





Mark's Magic Carpet Ride

Text and Photos by
Gary Nenninger



Mark MacEachern's Magic Carpet Ride for his Falcon started when he was 9 or 10 years old. Every Saturday he would go to the dump with his father, on the way they would pass by a house with a 1964 Falcon hardtop parked in the driveway. That Falcon started his journey.

Mark's father taught him the differences in the body styles from

From 1960 through 1970, in time his attention turned to the early 60-63 round body Falcons.

His ride took a positive turn in 1996 when he found and purchased his 1961 slightly modified 2-door. For about two years Mark enjoyed his Falcon as purchased. In 1998 a custom Pro-Street dash was installed, then in the summer of 2000 Mark disassembled and stripped

the Falcon body down to bare metal. A total rebuild followed including tubbing to fit the big 15 inch meats on the back.

By the summer of 2002 the body and interior were completed, during the winter of 2003 the 363 stroker was built and installed. By the spring of 2003 Mark's Magic Carpet Ride was ready to fly and fly it did winning many awards including "Best of Show" at the



FEATHERED FRIENDS



2005 Northeast Chapter Regional in Vernon, CT, and latter that year a second place at the World of Wheels. It's easy to see why Mark's Falcon is a winner when you see the fit and finish of his Magic Carpet Ride.



In my opinion, Mark has built himself a nice ride that's ready for the strip, street, or just cruising on a warm summer night.





FEATHERED FRIENDS



THE FACTS

ENGINE

*R block 302 stroked to 362 cubic inches,
Crane cam feed by a 750 cfm Race Demon*

TRANSMISSION

Ford C-4 with a B&M shifter

REAREND

Ford 9" narrowed

BRAKES

Grenada front discs, with drums on the rear

INTERIOR

*Finished in gray cloth with a full roll cage and
Pro-Street dash.*

EXTERIOR

*Body and bumpers are painted Royal Blue
Pearl Metallic*

Feathered Friends will feature a Falcon every issue if we have the articles to do so. Let us know about your car, How you came by it, where you got it, the story of the restoration, what ever you want to tell us.

VOLUME 2, ISSUE 1, JAN/FEB 2009



MODLERS CORNER

Text and Photos by
Gary Nenninger

In this addition of the Modelers Corner we will call upon the 60 Falcon promo used for parts in the August/September build of a 60 Falcon from a 61 body. Again we used the old warped body for the cowl section we needed to build a 1963 Falcon Funny Car. We also used the top that was removed from the Modelhaus 63 Sprint Hardtop for building the model of my Sprint. I attached the top to an old promo convertible body that was missing its windshield frame. By using these old parts I was able to build the body and put another broken/abused promo back into circulation and it is enjoying the attention it is getting on my WEBSHOTS website. The idea for this funny car came from member Carl Waters who suggested it at our October meeting.



Step 1 - Cut a 1/2" section from the cowl of the donor car and cut the project car at the cowl.



Step 2 - With the hardtop roof already attached, I cement the cowl to the project car.



Step 3 - Now we cement the hood section to the car. I used Gorilla Super Glue for this.



Step 4 - I started to fill the voids with modelers white putty.



Step 5 - After letting it dry (several hours) the putty is easily sanded.



Step 6 - The next step is to prime the body to see how bad you did at sanding the contours.



Step 7 - Now we apply putty to improve the contours. This time we used a straight edge to keep the lines more pronounced.



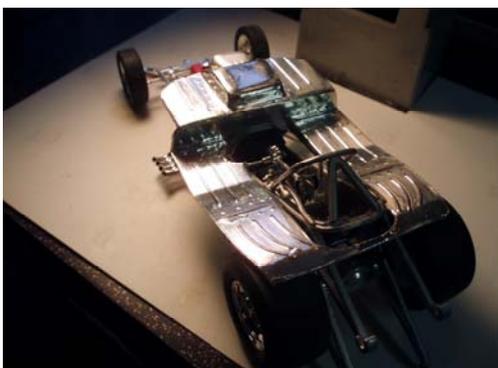
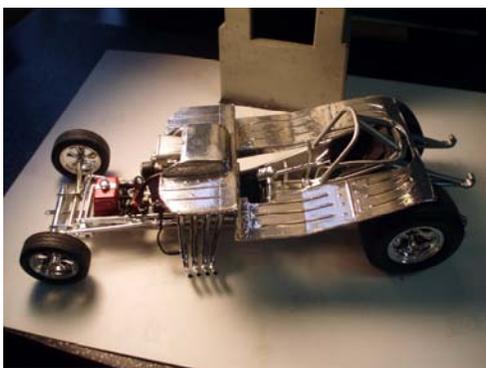
Step 8 - We then sand and prime, and sand and prime until we get it right and ready for paint.



Step 9 - After 4 coats of Silver Mink Metallic were applied, the body was wet sanded and buffed.



MODLERS CORNER



Step 10 - Next we worked on the chassis and motor. Ford Boss 429 valve covers were added to keep the Ford in a Ford theme. The roll bar was altered to fit within the Falcons interior and finally the interior sheet metal from an Olds funny car was reworked to fit.



Step 11 - The windows were cut from a sheet of clear acetate and mounted into the body. The body was then fitted to the chassis and final details added.



Step 12 - The car is now ready for the decals to be applied. It is washed in warm soapy water and rinsed with clean water and dried with a lint free towel. The decals are applied using Micro Set and Micro Sol setting solution for best adhesion and a painted on look.



MODLERS CORNER



Step 13 – After the decals are dried, a thin layer of liquid decal film is applied for the finished look. The car is then waxed and ready to go.

Check out some of my other models on-line at <http://community.webshots.com/user/TheSprint> . This is just a portion of my collection and will be added to on a regular basis. Until next issue boys and girls be good and keep on modeling (Those Fords of course). 



The Falcon's Nest is for all to submit remedies, recipes, tales, stories, arts & crafts, or anything you wish to share.



Roping a Deer

By

Someone who writes, and farms

I had this idea that I was going to rope a deer, put it in a stall, fatten it up on corn for a couple of weeks, then kill it and eat it.

The first step in this adventure was getting a deer. I figured that, since they congregate at my cattle feeder and do not seem to have much fear of me when we are there (a bold one will sometimes come right up and sniff at the bags of feed while I am in the back of the truck not four feet away), it should not be difficult to rope one, get up to it and toss a bag over its head (to calm it down) then hog tie it and transport it home.

I filled the cattle feeder then hid down at the end with my rope. The cattle, having seen the roping thing before, stayed well back. They were not having any of it.

After about 20 minutes, my deer showed up, 3 of them. I picked out a likely looking one, stepped out from the end of the feeder and threw my rope. The deer just stood there and stared at me.

I wrapped the rope around my waist and twisted the end so I would have a good hold. The deer still just stood and stared at me, but you could tell it was mildly concerned about the whole rope situation. I took a step towards it...it took a step away. I put a little tension on the rope and then received and education.

The first thing that I learned is that, while a deer may just stand there lolling a you funny while you rope it, they are spurred to action when you start pulling on that rope. *That deer **EXPLODED!***

The second thing I learned is that pound for pound, a deer is a **LOT** stronger than a cow or a colt. A cow or a colt in that weight range I could fight down with a rope and with some dignity. A deer on the other hand **NO CHANCE.**

That thing ran and bucked and twisted and pulled. There was no controlling it and certainly no getting close to it. As it jerked me off my feet and started dragging me across the ground, it occurred to me that having a deer on a rope was not nearly as good an idea as I thought. The only upside is deer do not have as much stamina as many other animals.

A brief ten minutes later, it was tired and not nearly as quick to jerk me off my feet and drag me when I managed to get up. It took me a few minutes to realize this, since I was mostly blinded by the blood flowing out of the big gash in my head. At that point, I had lost my taste for corn-fed venison. I just wanted to get that devil creature off the end of my rope.

I figured if I just let it go with the rope hanging around its neck, it would likely die slow and painfully somewhere. Now, at this time, there was no love at all between me and that deer. At that moment, I hated the thing, and I would venture a guess that the feeling was mutual.

Despite the gash in my head and the several large knots where I had cleverly arrested the deer's momentum by bracing my head against various large rocks as it

Dragged me across the ground, I could still think clearly enough to recognize that there was a small chance that I shared some tiny amount of responsibility for the situation we were in, so I didn't want the deer to have it suffer a slow death, so I managed to get it lined back up in between my truck and the feeder, a little trap I had set before hand...kind of like a squeeze chute. I hot it to back in there and I started moving up so I could get my rope back.

Did you know that deer bite? They do! I never in a million years would have thought that a deer would bite somebody, so I was very surprised when I reached up to grab the rope and the deer grabbed hold of my wrist.

Now, when a deer bites you, it is not like being bit by a horse where they just bite you and then let go. Oh no! A deer bites you and shakes its head, almost like a pit bull. They bite **HARD** and it hurts.

The proper thing to do when a deer bites you is probably to freeze and draw back slowly. I tried screaming and shaking instead. My method was ineffective. It seems like the deer was biting and shaking for several minutes, but it was likely only several seconds.

I, being smarter than a deer (though you may be questioning that claim by now) tricked it. While I kept it busy tearing the bejesus out of my right arm, I reached up with my left hand and pulled that rope loose. That was when I got my final lesson in deer behavior for the day.

(Continued on the next page.)



Deer will strike at you with their front feet. They rear right up on their back feet and strike right about head and shoulder level, and their hooves are surprisingly sharp.

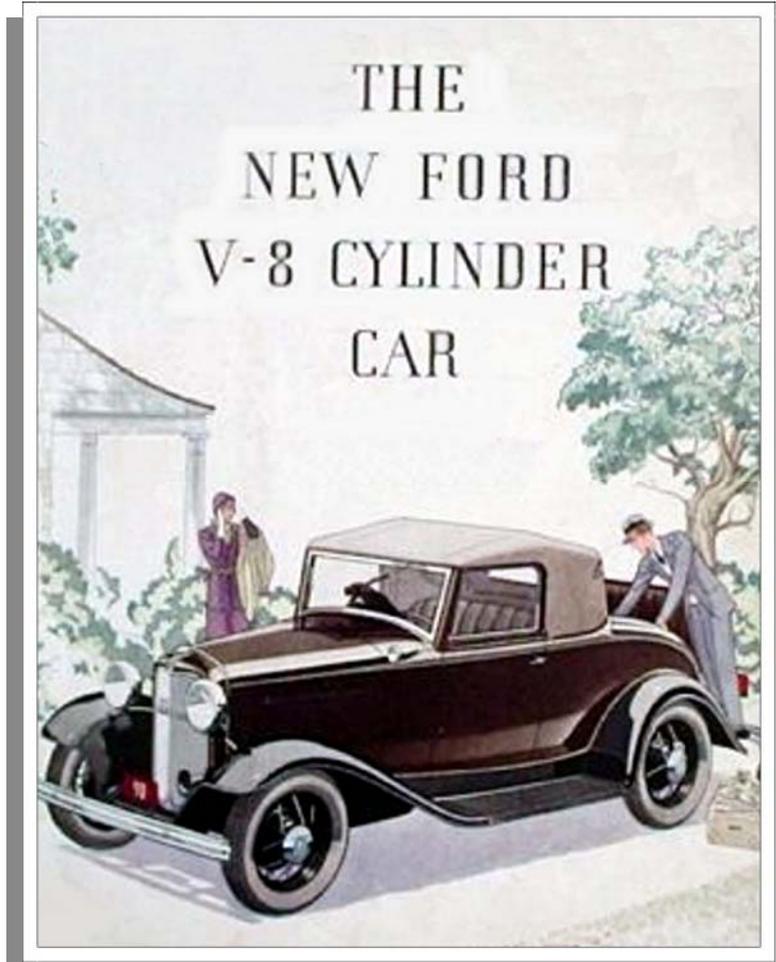
I learned a long time ago that, when an animal, like a horse, strikes at you with their hooves and you can't get away easily, the best thing to do is try to make a loud noise and make an aggressive move towards the animal. This will usually cause them to back down a bit so you can escape.

This was not a horse. This was a deer, so obviously, such trickery would not work. In the course of a millisecond, I devised a different strategy. I screamed like a baby and tried to turn and run.

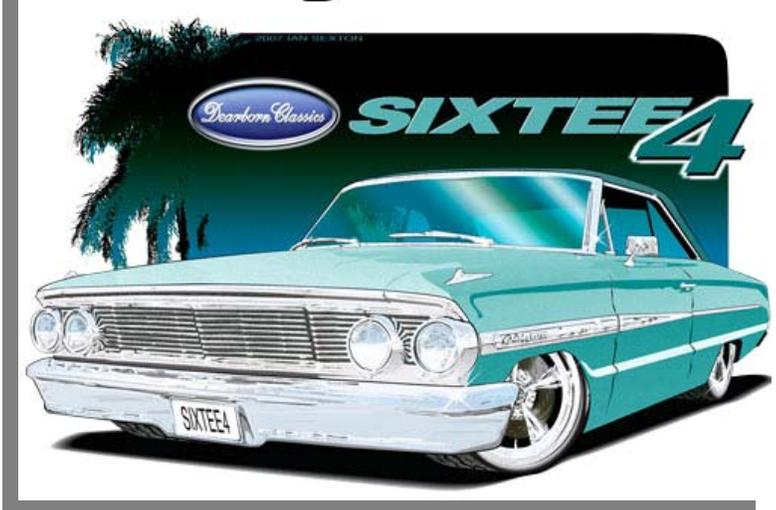
The reason I had always been told **NOT** to turn and run from a horse that paws at you is that there is a good chance that it will hit you in the back of the head. Deer may not be so different from horses after all, besides being twice as strong and three times as evil, because the second I turned to run, it hit me right in the back of the head and knocked me down.

Now, when a deer paws at you and knocks you down, it does not immediately leave. I suspect it does not recognize that the danger has passed. What they do instead is paw your back and jump up and down on you while you are laying there crying like a little girl and covering your head. I finally managed to crawl under the truck and the devil deer went away.

So now I know why when people go deer hunting they bring a rifle with a scope so that they can be somewhat equal to the prey.



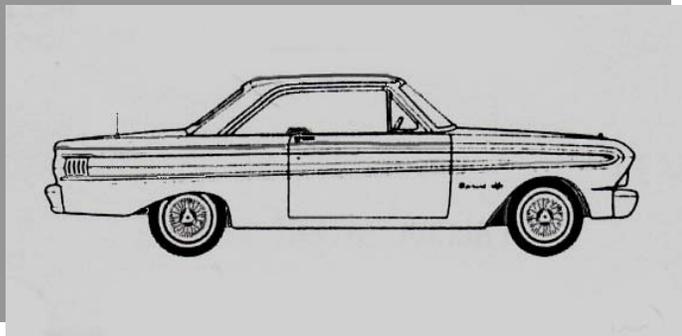
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ODDS & ENDS

Computer generated or enhanced Falcon drawings



1964 Falcon Sprint

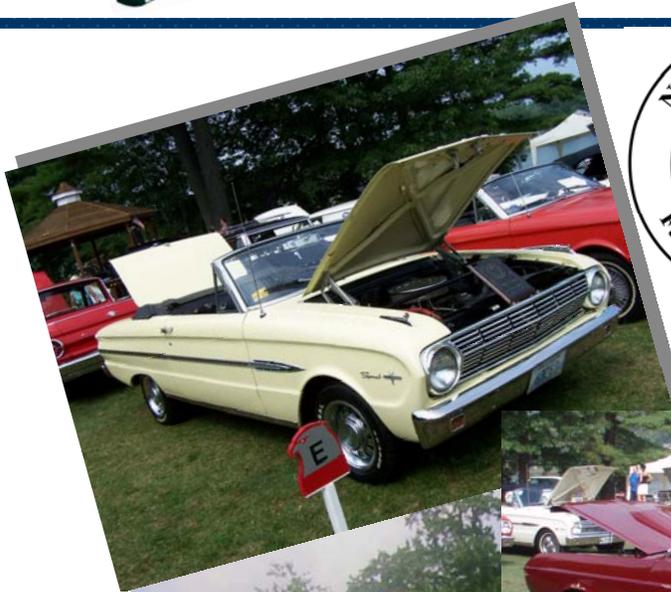
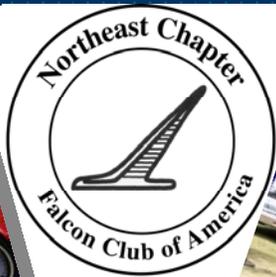


1963 Falcon Sprint





REMEMBER WHEN



Pictures from 2004 and 2005 Sturbridge, MA. Regional Meets.

If your wife has always wanted a limousine,
with a lot of room inside, a plush-feeling ride,
and red-carpet options like stereo tape
and air conditioning,
but you're trying to get by on a diplomat's salary...

be diplomatic.

Buy a new Falcon,
and maybe she'll call it
a short limousine.



Futura Sports Coupe

You're ahead in a Ford
FALCON

