



PAJARITO THUNDERBIRD CLUB
of
NEW MEXICO
Chapter 17 of the CTCI
April 2019 Newsletter
Volume 19 Number 4



16th Annual American Muscle Car Show

Sponsored by Alamogordo Mustang Club – April 13

Alamogordo Mustang Club has invited us to their 16th Annual White Sands American Muscle Car. April 13, 2019. All American made cars and trucks are welcome.

Time: 9 AM to 4 PM

Location: Home Depot 3400 No. White Sands Blvd

For more information visit www.alamomustangclub.com

This is not a Pajarito Club event.



Upcoming Events:

April Luncheon at the Freight House

Sunday, April 14, 2-4 PM

Location: 200 S. Camino Del Pueblo, Bernalillo, NM

Arrangements: Separate Checks

Hosts: Joe and Marsha Marsden

Parking: In back – look for the club's seating area



CTCI Regional Meeting

Flagstaff, AZ

Little America Hotel

May 14 to 19 in 2019

Jointly sponsored by the Pajarito Club



NMCC Museum Car Show

Date: Sunday, 5/19/2019

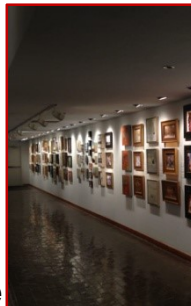
Time: 10 AM-3 PM

Coordinator: Phil Lovato

Entry fee \$10 Non –Pajarito Club Event

Address: ABQ Museum, 2000 Mountain Rd. NW

Model Car & Toy show and Auto Art exhibits inside



Power Ford Car Show

Exclusive T-bird event

Date: Sunday, 5/26/2019

Time: 8 AM to 3 PM

Coordinator: Ray Wood

Address: 1101 Montano NE

Weather: The snow will be melted!



Month	Dates	Time	Event (as of 04/1/19)	Location	Coordinators
April	Sunday, 4/14	2-4 PM	Monthly Luncheon	Freight House in Bernalillo	Joe and Marsha Marsden
	4/19 to 20		Alamagordo 16th Annual Ford Show	Alamagordo	Non-club event
May	5/16 to 5/19		CTCI Regional Meeting	Flagstaff	Sam c De Baca
	Sunday, 5/19		NMCC Museum Car Show	Museum	Phil Lovato
	5/25 or 5/26	TBD	Pot Luck: Car Pooling encouraged	Woodruff Home in Cedar Crest	Lane Dianne and Kirk Woodruff
	Sunday, 5/26/2019	8 AM to 3 PM	Power Ford Exclusive T-bird Show	1101 Montano NE	Ray Wood
June	6/14 to 6/15	Check show	Pagosa Car Show Weekend	Pagosa Springs	Phil and Emmy Kuhl
	6/22 or 6/29	TBD	Lunch in Santra Fe with the oldest CTCI member in the Pajarito Club	Rancho de Chimayo, Santa Fe	Jose Archuleta CTCI # 37
July	Sunday, 7/14	2:00 PM	Shrimp Boil	Shady Lakes	Tony and Terry Beach
	7/12 to 7/13		NMCC Car Collector Appreciation Day	TBD	Non-club event
August	Saturday, 8/17	TBD	Monthly Luncheon and Museum Tour	Luncheon: TBD (Belen) Tour: Harvey House Museum, Belen	Ed and Mary Chappelle
September	9/1 or 9/2	TBD	Power Ford Exclusive T-bird Show	Power Ford, Montano	Ray Wood
	Saturday, 9/21	Noon	Monthly Luncheon	Sadies at 5400 Academy Rd NE	Bill Verant
	9/26 to 29		Annual NMCC Swap Meet	TBD	Non-club event
October	TBD		Luncheon type TBD	TBD	Jim and Jeannine Kontny
November	TBD		Monthly Luncheon	TBD	Mark and Trudy Kennedy
December	TBD		Christmas Party	TBD	Craig and Laura Sowers

Recent Events (continued)



Feed New Mexico Kids

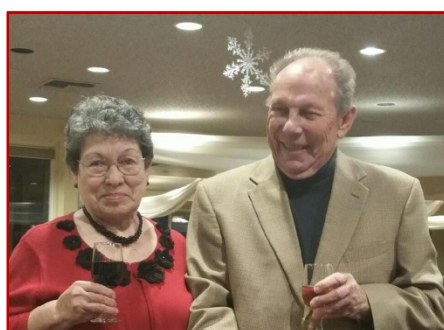
This event brought in 700 pounds of food and donations of \$ 335.00.
Thanks to Philip Lovato for organizing this event.



In Memoriam: Russ Branyan



On Sun, Mar 3, 2019, our longtime Pajarito Club member Russ Branyan passed away. Russ had several mini-strokes recently and had been in the VA hospital the last few days. Although Russ lived in Gallup he could always be counted on to drive his beautiful 1956 Buckskin Tan Thunderbird to our activities here in Albuquerque. Our condolences to his family.



Upcoming Opportunities:

BATOC Sponsored Cruise

September 30 to October 6

The Bay Area Thunderbird Owners Club has set up a six day Vancouver, BC To Los Angeles, CA cruise on NCL's newest ship, Norwegian Bliss.

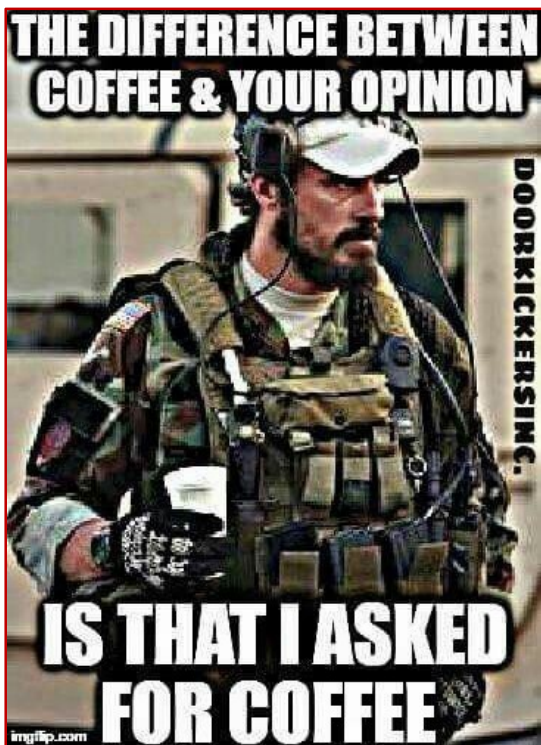
Bask in the lively charm of the west coast leaving September 30 for six days arriving in Los Angeles on October 6. The cruise stops at Victoria, Seattle, San Francisco and Los Angeles. Current cost per person is \$479 for inside, \$749 for ocean view and \$799 for balcony plus port taxes and tips. Estimated airfare is around \$400 from LA.

This is a heck of a good deal on a brand new ship! If you want to go, get on it now, and make your deposit. You can cancel later if you change your mind. Space is going fast, and our confirmed reservation just jumped \$100 overnight. Last year's BATOC cruisers had a great time.

Ed Benson (ebensonbwa@aol.com, 925-943-7011) is our sponsor, and he's working with Randi Schultz of cruisentours4u, his long time cruise travel agent. If you're interested, please sign up. If you have questions contact Randi Schultz or Ed at 925-9437011, ebensonbwa@aol.com



NCL's newest ship, the Norwegian Bliss



Police came round last night
and told me my dogs were
chasing people on bikes.

My dogs don't even have
bikes.



"Dad said there were lots
of videos to learn how to
train our dog."

Aliens probably ride
past Earth and lock their
doors....

Can You Believe It?

Sold for \$123,200

Based on the common Fiat 500 and 600, approximately 650 Fiats were modified by Ghia into [canopy-topped, doorless beach cruisers for tropical resort use](#). They're quirky, they're rare, and lately they've been a hot commodity. Prices for a #1-condition, Concours-quality Jolly average \$101,000, but this one sold for \$123,200, more than a third above its high estimate. That makes it at least the fourth Jolly that has sold for well over its pre-auction estimate in the last six years, including a record [\\$170,500 for a 1960 Jolly at Scottsdale in 2015](#). The Jolly evidently is an interesting piece for collectors with an itch for something rare. On the plus side, it doesn't take up much space.



Recent Events

Rich Ford Car Show



Murphy says; "Where is that Pedi?"



I can't wait until SUMMER!



So you put the whodiny into the whatchamacallit



Which way did he go?



Where is that Sam?



The decision of the jury is GUILTY.



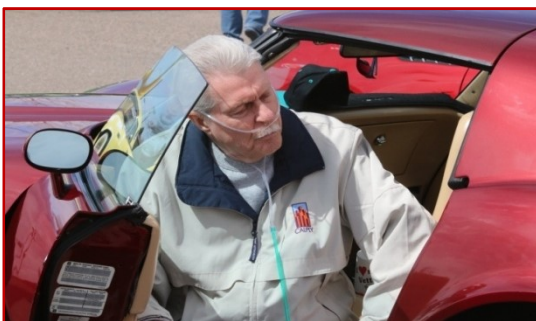
Where is that Pedi?



That fish was this big!



A Station Wagon Thunderbird?



Invite me to breakfast and this is what you get....



Timmons said to connect it right here.



Don't tell Jay. He'll never notice it was missing!

Rich Ford Car Show – Great Cars



Great T-birds from Philip Lovato and Gary Burns



Notice Ray's new soft top.



One made in the USA and one in Mexico.



Jim Timmons and Jay Norman's show cars



Fred Lachenmeyer's and Pat Murphy's pride and joy



Polished and ready from Ray Wood and Rick Schoepe



Gary Hoffman's 56



Check it out...the engine really says Thunderbird!



Craig Sowers' 57



The oldest 55 in the club!



How did this thing get in here?



Ed Sauer's clean 55

Beautiful Details from the Rich Ford Car Show



Rare roof latch from one of the first
100 55's!



Really?

Somebody tell Jim
Bell this is not a
Thunderbird!



Concurrent Luncheon During Rich Ford Car Show



Trudy Kennedy, Rose Roybal, and Gaye Leighley



Sherry Jobe and Linda Wood



Nora Bebe, Diane Morrison, Jeanine Kontny, Marsha Marsden, Kay Belmont, Judy Lovelace



Kay Belmont and the Queen of Socorro: Judy Lovelace

Overall Reaction: "Thanks for the nice luncheon treat"

The Great Escape - Revisited

The Great Escape Tunnel, untouched for almost seven decades has finally been unearthed. The 111-yard passage nicknamed 'Harry' by Allied prisoners was sealed by the Germans after the audacious break-out from the POW camp Stalag Luft III in western Poland. Despite huge interest in the subject, encouraged by the film starring Steve McQueen, the tunnel remained undisturbed over the decades because it was behind the Iron Curtain and the Soviet authorities had no interest in its significance. But at last British archaeologists have excavated it, and discovered its remarkable secrets.



Many of the bed boards which had been joined together to stop it collapsing were still in position. And the ventilation shaft, ingeniously crafted from used powdered milk containers known as Klim Tins, remained in working order.

Scattered throughout the tunnel, which is 30ft below ground, were bits of old metal buckets, hammers and crowbars which were used to hollow out the route.

A total of 600 prisoners worked on three tunnels at the same time. They were nicknamed Tom, Dick and Harry and were just 2 ft square for most of their length. It was on the night of March 24 and 25, 1944, that 76 Allied airmen escaped through Harry. Barely a third of the 200 prisoners, many in fake German uniforms and civilian outfits and carrying false identity papers, who were meant to slip away managed to leave before the alarm was raised when escapee number 77 was spotted.



Reconstruction with trolley

Actual Tunnel Entrances

Entrance to 'George' under the theater

Only three escapees made it back to Britain. Another 50 were executed by firing squad on the orders of Adolf Hitler, who was furious after learning of the breach of security. In all, 90 boards from bunk beds, 62 tables, 34 chairs and 76 benches, as well as thousands of items including knives, spoons, forks, towels and blankets, were squirreled away by the Allied prisoners to aid the escape plan under the noses of their captors. Although the Hollywood movie suggested otherwise, **NO** Americans were involved in the operation. Most were British, and the others were from Canada, Poland, New Zealand, Australia, and South Africa. In fact, all the tunnelers were Canadian personnel with backgrounds in mining.

The site of the tunnel, recently excavated by British archaeologists. The latest dig located the entrance to Harry, which was originally concealed under a stove in Hut 104. The team also found another tunnel, called George, whose exact position had not been charted. It was never used as the 2,000 prisoners were forced to march to other camps as the Red Army approached in January 1945. Watching the excavation was Gordie King, 91, an RAF radio operator, who was 140th in line to use Harry and therefore missed out. "This brings back such bitter-sweet memories", he said as he wiped away tears.



Gordie King, 91, an RAF radio operator



Great Escape Movie Poster

1954 Dodge Granada: Dodge version of the Thunderbird?

In 1954, Chrysler Corporation unveiled a series of concept cars, including their Dodge Granada, which flouted the use of fiberglass. Design of the Granada started with the division's shorter 114-inch-wheelbase chassis that included its standard brake, steering, and suspension systems. Also retained was the 150-hp, 241-cu.in. Red Ram Hemi V-8 backed by an automatic transmission. What separated the Granada from another concept car called the Belmont (shown earlier in the model year) was how its fiberglass body was designed via the joint effort of Ionia

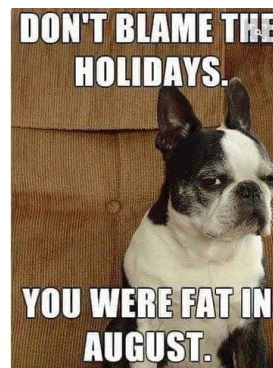
Manufacturing and Creative Industries. The Belmont's body — created by Briggs — required dozens of molds, whereas the Granada's was molded as a single unit, save for the doors, hood, and trunk. This dramatically reduced the number of components to a mere seven. Granada's grille, bumpers, structural members, and body brackets were also made of fiberglass. With these few exceptions, the body was effectively a one-piece bolt-on unit unique to Detroit's mainstream manufacturers at the time. Measuring 211 inches long, 76 inches wide, and just 55.5 inches tall, the Granada was finished in Turquoise Green, contained regular roll-up side windows, and had an operational convertible top.



Square Bird parts cars



1962 T-bird Vista Cruiser Wagon



Celebrity Car Ownership Premium

Celebrity ownership often commands a huge premium. Examples include:

Elvis Presley's 1960 Lincoln Continental Mark V, which sold for \$121,000 in 2009, about 10 times its market value at the time.

Presley's [1955 Cadillac Fleetwood 75](#), which sold for \$172,000 in 2011, about eight times its value.

David Bowie's 1981 Volvo 262C Bertone, which sold for \$216,000 in 2017, an astounding 24 times its value.

Freddie Mercury's 1974 Rolls-Royce Silver Shadow, which sold for \$120,348 in 2013, about 9.5 times its value.

Keith Richards' 1983 Ferrari 400i, which sold for \$414,000 in 2017, about 10 times its value.

John Lennon's 1965 Ferrari 330GT 2+2, which sold for \$548,863 in 2013, about three times its value.

Significantly, Marilyn Monroe's 1956 Thunderbird sold for \$490,000 in November of 2018. *That's not far from the most valuable Thunderbird ever sold: the first 'Bird to roll off the production line in 1954 sold for \$660,000 at a Barrett-Jackson auction in 2009. That's against a then current market value of \$76,000 for a 1956 Thunderbird in #1 condition, according to the Hagerty Price Guide.*

On the other hand, celebrity ownership doesn't guarantee a big dividend. For example: Whitney Houston's 1991 Porsche 911 Carrera 2 Cabriolet sold for \$38,225 in 2015, only a \$10K premium over its market value. Rod Stewart's 1971 Lamborghini Miura sold for \$704,000 in 2014, no more than its market value.



Tech Tip

Can Auto Makers Differentiate their Offering?

Aka: Can they break out of the Pinto Bean look?

By Maryann Keller

Auto industry executives have a lot to worry about as pundits forecast the end of car ownership, the advent of autonomous ride-share vehicles, and the capital investments needed to keep up with the industry's transformation. To maintain profits, they culled money-losing car models and left some international markets, embraced collaboration with their traditional competitors, and made acquisitions aimed at moving them faster to the so-called Promised Land. All of this is taking place during one of the most profound shifts in car buyer preferences that we have ever experienced. The auto industry has fallen victim to product fads in the past but nothing like the brand erosion scale that is underway now. And it comes at a time when other differentiators, including vehicle quality and technology, are also converging to a high standard irrespective of the brand.

In the 1980s, Chrysler's minivans became the rage until they were tagged with the "Soccer Mom" moniker. Minivans were then replaced by rugged box-like-SUVs that could carry the soccer team almost as well as the minivan but had a heritage akin to military vehicles. Japanese automakers lacked truck platforms that they could quickly convert to passenger vehicles, which led Toyota, Honda, and Subaru to design a vehicle in the mid-90s that was taller and roomier than the sedan from which it was derived. The RAV4, Honda CRV, and Subaru Forester started a trend that continues today with crossover utility vehicles (CUVs) and SUVs comprising more than 50 percent of 2019's anticipated sales. There are now 85 models in these categories with another 30 expected to come to market in the next few years, replacing more traditional sedans.

By definition, CUVs are purpose-built to solve everyday issues and have similar silhouettes due to common design attributes. They efficiently carry people and their accompaniments. Function and aerodynamics define their shape, yet every Whole Foods parking lot is now a sea of black, white, and gray vehicles lacking features that differentiate luxury brands from their mass market competitors. Electronic gadgets are ubiquitous across entire portfolios, but they offer no major differentiation either.



Is the moniker "Soccer Mom" so bad?



Could the CUV's become any uglier?

So, what's next for automakers? The days of differentiated styling and content seem to be ending. Now, they must put all hands on deck to become leaner and more efficient to manage the risks associated with the cyclical nature of auto demand while investing in a future that requires massive investment with questionable returns.

Maryann Keller is a New York area automotive strategy consultancy.

B29 Techie Facts

Largest and Heaviest Aircraft of WWII

Range: 3700 miles at 33,600 ft

Payload: 133,500 lbs, loaded

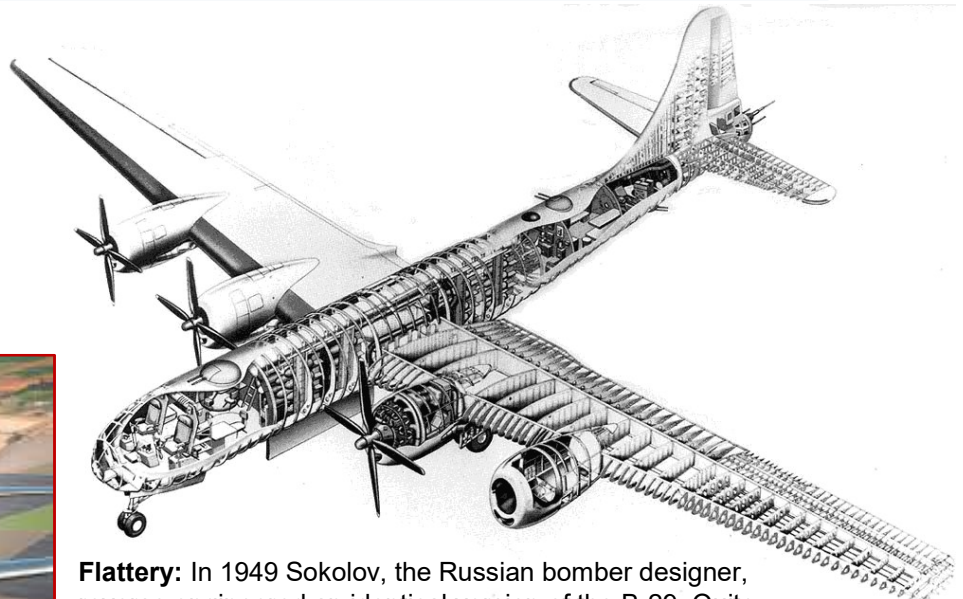
Number Produced: 3970 between 1943 – 1946

180,000 Tons of bombs dropped

Up to 1000 B-29's bombed Tokyo at a time

B-29 Design and Production: > \$ 3 Billion

Manhattan Project: \$.9 Billion



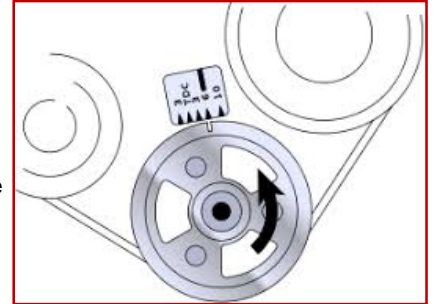
Flattery: In 1949 Sokolov, the Russian bomber designer, reverse engineered an identical version of the B-29. Quite a feat given that the U.S. version is in English (inch) units and the Russian version is metric! They used several abandoned U.S. B-29's and built many more.

Engine Timing

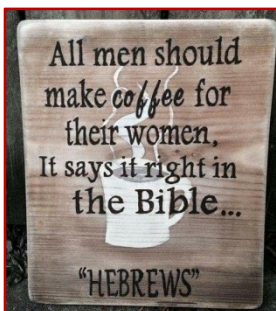
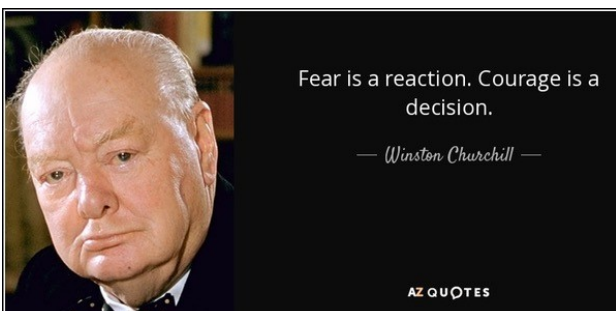
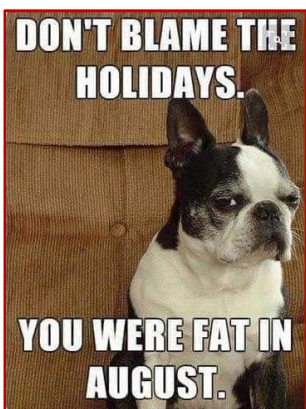
by Gene Nelson

Occasionally you may find that engine performance is being affected by bad engine timing. Before you start messing with your timing you need to be sure that your ignition (wires, plugs, coil, points & dwell) and carburetion systems are all in good operating condition. If you have not done anything that would affect the timing, the first place to look for performance issues would be ignition and fuel problems. Once you have checked everything and have concluded that engine timing is the issue, here are some things to look at when setting the timing on the Thunderbird engine. The Ford specification for our engines is available in the Thunderbird Shop Manual. The specifications vary slightly depending on the year of your car and whether you have an automatic or manual transmission. I have tried to use the factory setting on many Thunderbird engines using a timing light, but I have always found that it does not work. Our cars are now 50+ years old There is likely to be a problem with the crank shaft dampener and pulley where the timing marks are scribed. Over the years the rubber in the pulley gets brittle and moves so that you no longer have an accurate timing mark to use. I have also found that the timing marks on new replacement pulleys are not accurate. The only way to get proper timing is to make a rough setting and then do some road testing to get the best final results. If you are working with a rebuilt engine or one where the distributor has been replaced, you can use the timing mark to get the rough setting before you start your engine.

I recommend using 10 degrees before top dead center as a starting point. When you are starting your engine after rebuild or a major repair disconnect the vacuum advance line and plug the hole in the carburetor to eliminate any vacuum leakage. Make sure you have good fuel in the tank, preferable 92 octane. When you start your engine advance or retard the timing as you run the starter until you get the engine running smoothly with the highest RPM at the idle throttle setting. At this point, snug up the bolt, holding the distributor in position, but leave it loose enough so that you will be able to manually rotate the distributor during the road test. Next, re-connect the vacuum line between the distributor and carburetor and make sure the vacuum advance is working properly After the engine has had time to run in at low RPM, it is time to take it on a road test. Ideally you need to find a route with some hills that will put a load on the engine.



As you begin driving, be sensitive to engine performance and listen for any engine pinging when accelerating or when the engine is under load, such as climbing a hill. If the engine is running fairly well and there is no pinging, stop and advance the distributor slightly (clockwise rotation advances the timing). Start driving again and repeat this process as long as the performance improves. At some point you will begin to notice some engine pinging under load or deteriorating performance. This means your timing is advanced too far Now you will need to stop and slowly back off the timing until performance improves and there is no more engine ping under load. It is best to move the distributor in small increments when either advancing or retarding the timing. You do not need a measuring device to do this. You should be able to make these moves without any difficulty simply by tapping the distributor – as long as the retaining bolt is snug but not tight. I have found that Thunderbird engines like a lot of advance timing (more than the Shop Manual specifications, but remember you probably are not getting an accurate reading with your timing light) and they almost always run better as you advance timing until it starts to ping When you have backed off the timing to eliminate any pinging, you should be set at an optimal driving point. At this point, drive the car for a while before you tighten the distributor bolt. I have found that I will make another adjustment after driving for a week or more. When you are satisfied with drivability, securely tighten the distributor bolt and you should be ready to go for the summer. This would be a good time to use a marker and timing light to scribe a line in the dampener pulley to make top dead center for future reference. You might also want to make the distributor where it is mounted to the block.



Author and lecturer Leo Buscaglia once talked about a contest he was asked to judge. The purpose of the Contest was to find the most caring child. The winner was: A four-year-old child, whose next door neighbor was an elderly gentleman, who had recently lost his wife. Upon seeing the man cry, the little boy went into the old Gentleman's yard, climbed onto his lap, and just sat there. When his mother asked him what he had said to the neighbor, the little boy just said, 'Nothing, I just Helped him cry.'

Chicken Gun

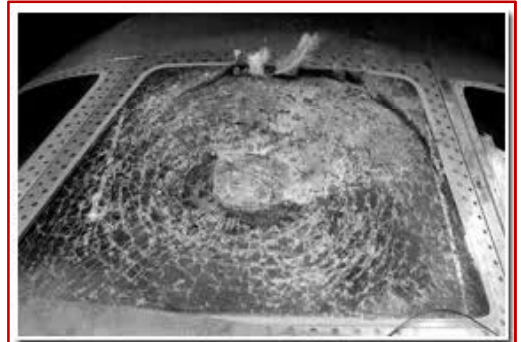
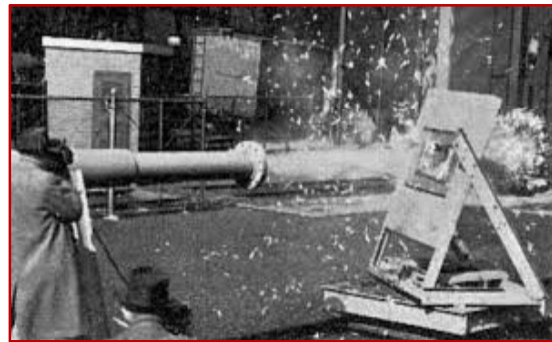
This is the true story of the Chicken Gun. Too funny not to share! Sometimes it does take a rocket scientist!



Scientists at NASA built a gun specifically to launch standard 4 pound dead chickens at the windshields of airliners, military jets and the space shuttle, all traveling at maximum velocity. The idea is to simulate the frequent incidents of collisions with airborne fowl to test the strength of the windshields.

British engineers heard about the gun and were eager to test it on the windshields of their new high speed trains. Arrangements were made, and a gun was sent to the British engineers.

WHEN THE GUN WAS FIRED, THE ENGINEERS STOOD SHOCKED AS THE CHICKEN HURLED OUT OF THE BARREL, CRASHED INTO THE SHATTERPROOF SHIELD, SMASHED IT TO SMITHEREENS, BLASTED THROUGH THE CONTROL CONSOLE, SNAPPED THE ENGINEER'S BACK-REST IN TWO, AND EMBEDDED ITSELF IN THE BACK WALL OF THE CABIN, LIKE AN ARROW SHOT FROM A BOW. THE HORRIFIED BRITS SENT NASA THE DISASTROUS RESULTS OF THE EXPERIMENT, ALONG WITH THE DESIGNS OF THE WINDSHIELD AND BEGGED THE U.S SCIENTISTS FOR SUGGESTIONS.



NASA RESPONDED WITH A ONE-LINE MEMO - "DEFROST THE CHICKEN."

Wonder why women live longer than men?

