



PAJARITO THUNDERBIRD CLUB
of
NEW MEXICO
Chapter 17 of the CTCI
July 2019 Newsletter
Volume 7 Number 2



Upcoming Events:

Time for Shrimp Boil

2019 Pajarito Shrimp Boil

Deadline has been extended

Date: Sunday, July 14 – Time to sign up is now

Location: Sandia Lakes

Address: 76 Sandia Lakes Rd Bernalillo, NM

Time: 2 to 5 PM

Sign-up Deadline Extended: Mail \$ 20 per person to:
Pajarito Thunderbird Club

PO Box 93026 Albuquerque, NM 87199

Volunteers Needed for Set-up and Clean-up
(Contact Sam at 505-249-1650)

Entertainment will be provided by "The Mungos"

Entry Pass required to gain entry to Sandia Lakes.



The Hot Dog Slinger



The Head Shrimp
Slinger



Dig in



The Assistant
Shrimp Slinger

CTCI 2020 INTERNATIONAL CONVENTION

Hosted by the Trail Birds of Southwest Florida

Held at the Hyatt Regency Hotel in Sarasota, Florida May 4 - 9 2020

PRE-REGISTRATIONS: First 75 registrations are eligible for a drawing for \$200.00.
(host members are not eligible).

To pre-register send \$50.00 to Betty Tulowitzky, 14191 Tudball Ave., Port Charlotte, FL 33953
Please include address, email address, phone number, and CTCI number.

Hotel reservations can be made after May, 5 2019. Call 1-877-803-7534 Code is CTCI.

Tour of Belen Harvey House Museum

Luncheon at Pete's Café, Belen

Saturday, August 17

Time: Tour 10:30 to 11:30 AM.

Luncheon immediately following across the street

Museum Address: 104 North First St, Belen, NM

Restaurant Address: 105 North 1st Street

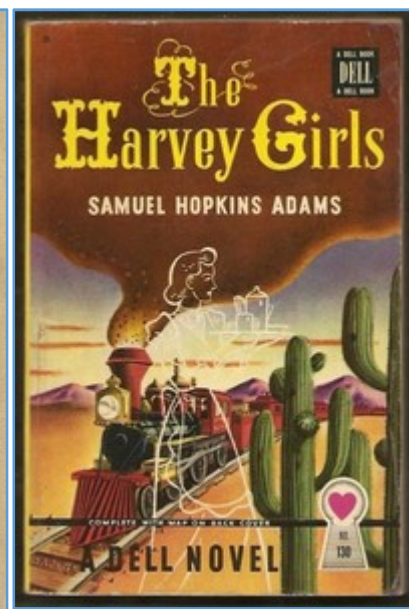
Parking: At Pete's Café. The prices are reasonable

Agenda: The Museum tour would be about an hour. Then we will go back across the street to Pete's for lunch.

Note: the last portion of the tour is of the living quarters upstairs and there is no elevator.

Info: Pete's Cafe in Belen has been crafting the finest New Mexican Cuisine for over a half century. Come experience the taste, the atmosphere, the service that makes Pete's the best.

Pete's Established 1949
CAFE



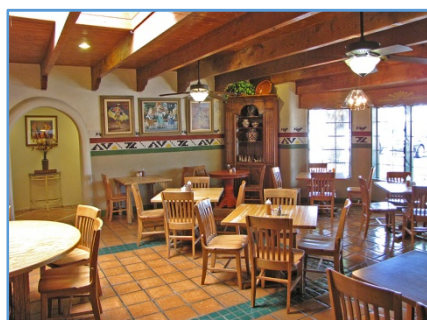
Museum Background:

Belen's Harvey House operated from 1910 to 1939. It had a first-class dining room and a lunchroom with a large horseshoe-shaped marble counter. The Harvey Girls lived upstairs, as did the dorm mother and the office manager and his wife. The House briefly reopened in 1940 during World War II, with many Harvey Girls coming out of retirement to serve troop trains. In the 1950s, it became the Santa Fe Reading Room for railroad employees, serving as a break room and dormitory through the 1970s.

Boarded up and readied for demolition, a campaign by citizens of Belen saved the building from being torn down. In 1982, the Santa Fe Railroad donated the building to the City of Belen and hundreds of volunteers began restoring the building. The Belen Harvey House reopened in 1985 as a civic center, a scattering of government and nonprofit offices and small museum. Activities took a toll on the aging building, so to ensure its preservation, it was later repurposed and became completely devoted to the Harvey House Museum, which features a strong collection of railroad and Belen historical artifacts and information. Today the Harvey House Museum specializes in Harvey House, railroad and Southwest history as a branch of the Belen Public Library.

Fred Harvey is credited with creating the first restaurant chain in the U.S. Harvey and his company also became leaders in promoting tourism in the American Southwest in the late 19th century. The company and its employees, including the famous waitresses who came to be known as Harvey Girls, successfully brought new higher standards of both civility and dining to a region widely regarded in the era as "the Wild West".

The popularity of the Harvey Girls grew even stronger in 1946 when Judy Garland starred in film version of Samuel Hopkins Adams' novel titled "The Harvey Girls". They were young, single, intelligent women who were also of "good character," and, presumably, had the sort of sense of adventure that propelled them to unknown territory in the 1880s to work as waitresses.



Month	Dates	Time	Event (as of 06/25/19)	Location	Coordinators
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	Check NMCC.org web site	Non-Pajarito event
August	Saturday, 8/17	10:30 AM at the museum	Monthly Luncheon and Museum Tour Park at Pete's	Tour: Belen Harvey House Lunch: Pete's	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-Pajarito event
October	TBD		Luncheon type TBD	TBD	The Kontny's
November	TBD		Monthly Luncheon	TBD	The Kennedy's
December	TBD		Christmas Party	TBD	The Sowers
2020					
May	5/4-9, 2020		CTCI International Convention	Sarasota Springs, FL	Betty Tulowitzky

Recent Events:

Bear Canyon Car Show

Thanks to Ray Wood for photos



Lou Belmont, Bill Verant and Jim Kontny solve all things Thunderbird



More solutions obtained



Bill Verant's 56 reflected in Ed Sauer's Mercury Hub Cap



Boys in the Band



Gary Burns '63



Lou Belmont, Bill Verant, Fred Lachenmeyer, Ed Chappelle, and Jim Kontny



Ray Wood's '57



Bear Canyon Car Show (CONTINUED)



Ed Sauer's Mercury, Bill Verant's '57, Lou Belmont's '57, Bill Verant's '56 Sedan, Jim Kontny '57 Fairlane



Ray Wood's '57



Ed Sauer's '50 Mercury



Bill Verant's Buckskin Tan '56



Bill Verant's '56 Sedan, Lou Belmont's '57, Bill Verant's '56, Ed Sauer's '50 Mercury



Fred Lachenmeyer '41 Mercury



Bill Verant's '57, Lou Belmont's '57, Bill Verant's '56 Sedan

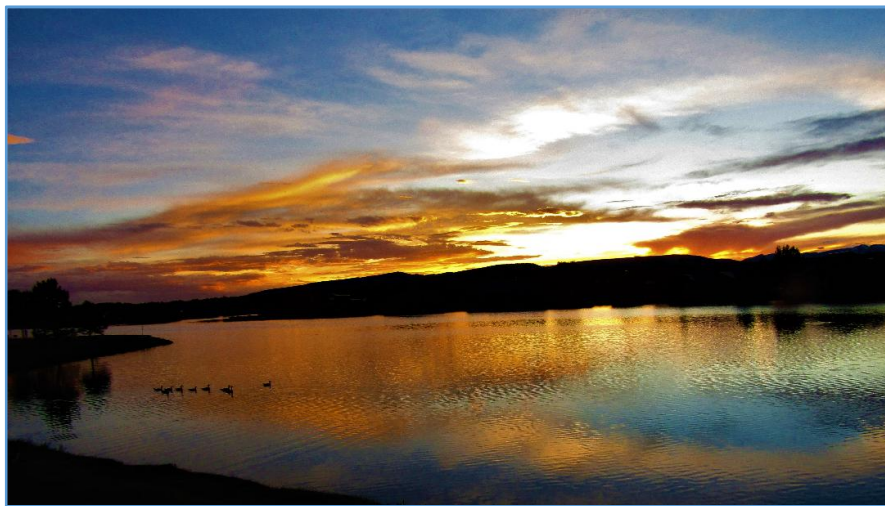


Jim Kontny '57 Fairlane

Recent Events:

Pagosa Car Show

Photos by Bev Norman



Colorado sunsets are only nice because they are so close to New Mexico



Thanks to Emmy and Phil Kuhl for hosting this event

More Rancho de Chimayo Luncheon



Our newest member: Christian Lichter



Carol and Fred Lachenmeyer



Fred Kelly with Terry and Gaye Leighley



Dennis with the adult in charge of him: Mary Ann



Ed Sauer and Sherry Jobe



All smiles

Recent Events

Rancho de Chimayo Luncheon



Mary and Tony Tapia



What a beautiful setting



The youngest CTCL Pajarito members: Jose Archuleta, Ray Wood and Tom Windes



Unknown guest and Rose Roybal



Nick and Olivia Herrera with Jose Archuleta



Liz Griego-Powell entertained by Jim Timmons



Gary Burns



More Rancho de Chimayo Luncheon



Trae and Yvonne Wood



Virginia Kelly



Tom and Mary Jo Windes



Trudi and Mark Kennedy



Nick and Olivia Herrera with Virginia Kelly and Jim Timmons



Linda and Ray Wood



Rose and Amado Roybal



Deserves serious consideration



Lloyd and Elizabeth Griego-Powell, thanks to Sherry Jobe



More Rancho de Chimayo Luncheon



Christian Lichter's shiny '61



And Then some Chimayo Fun



Did someone steal the tassels from the curtains?



After lunch: Shopping



Some fancy looks



The aftermath....

NHRA Nationals: Pueblo Co.

Thanks to Jack Logan for the photos

Some interesting 'Birds and old Fords at this recent event in Colorado including the last '58 Ford off the line, a retractable. Also a barn-find Thunderbird survivor and a rare base model '60 Ford two-door ranch wagon.



Editor's Notes:

This month the focus is 1955 and the introduction of the first T-bird and a look across the nation at the year 1955. We also have a the third in a series on Stalag 17, scene for the Great Escape Movie. These articles are supplements to the usual calendar look ahead and recent events.

I want to thank the many folks who continue to provide cartoons, bumper stickers and touching stories for inclusion in the Pajarito Newsletter. I also appreciate the photography coverage by Ray Wood and Sherry Jobe at events where I have a conflict or so I can get in the rare photo. I also appreciate the help of Sherry Jobe and my friend, Alan Highley for proofing the Newsletter.

Finally, I am looking forward to the results of the Sign Contest awards at the shrimp boil .

LJ Powell

I may be crazy, but at least
I have each other.

You Might Be
a Redneck If...
You've cleaned hubcaps
in a dishwasher.

It *is* as bad as you think,
and they *are* out to get you.

If you try to fail and succeed,
which have you done?

This sticker has been
discontinued

You've been through so much together...
and most of it is your fault.

FOR SALE: 1962 THUNDERBIRD

390 cubic inch 102K MILES
Contact Chris Gossein
cgossein@gmail.com
RUNS GREAT \$18,800 or Best Offer



For Sale:

1957 Ford Thunderbird

Willow Green / White, 312 cubic inch
V8, 3-speed manual transmission
w/overdrive. Excellent condition,
fully restored. Power steering, power
windows, power seats, hardtop, soft
top, mechanically sound. Call Fred
Kelley at 505-994-4996.



ROAD & TRACK

October, 1954

35c the copy



THUNDER FROM DETROIT

ENGINES: FRONT vs REAR • ROAD TESTS —

**ALLARD K-3
MORRIS MINOR**

Ford

THUNDERBIRD

THE FIRST truly American "personal" car is the way the Ford Motor Company describes their new 2/3 seater, high-performance, Thunderbird model scheduled for its first public showing late in October.

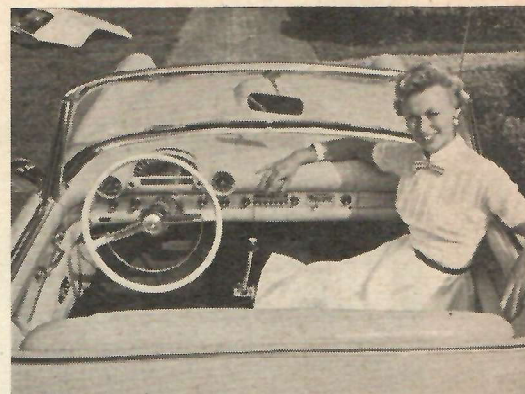
To the purist the Thunderbird has far too much luxury to qualify as a sports car, but even *that* group will find much of interest in the specifications of this car. The design concept alone proves that, for included in the list of desiderata were such items as high performance, good handling, quick steering, firm suspension and good brakes.

How the above sports car features have been combined with passenger car comfort, safety and convenience is our story. The Thunderbird has a wheelbase of 102 inches, weighs 3147 lbs. at the curb. The V-8 engine is 15% larger than the current Mercury, and while no horsepower figures have been re-

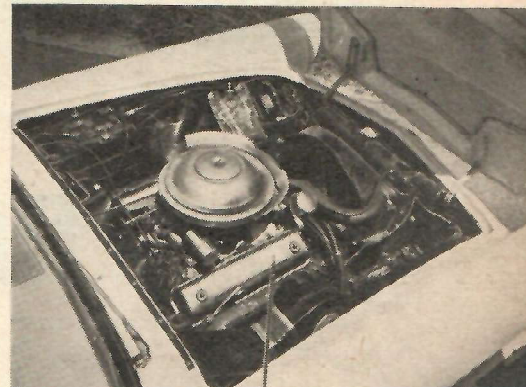
leased, something like 190 bhp can be expected. The resultant ratio of 16.6 lbs/bhp insures high performance, even by competition sports car standards.

Good handling qualities may come by accident, by long evolution, or by good design and thorough testing. The Thunderbird falls into the latter category and its design features include a weight distribution of 52/48, ball joint front suspension, a 3-piece ride stabilizer, and rubber bumpers to reduce rear spring "wind-up" during fast acceleration. The steering gear ratio is given as 20 to 1, (equivalent to about 3.7 turns lock to lock). As is well known, good handling with independent front suspension requires an extremely rigid frame and the Thunderbird's frame has box section side rails, four cross members and an I-beam type X-member.

(Continued on page 41)

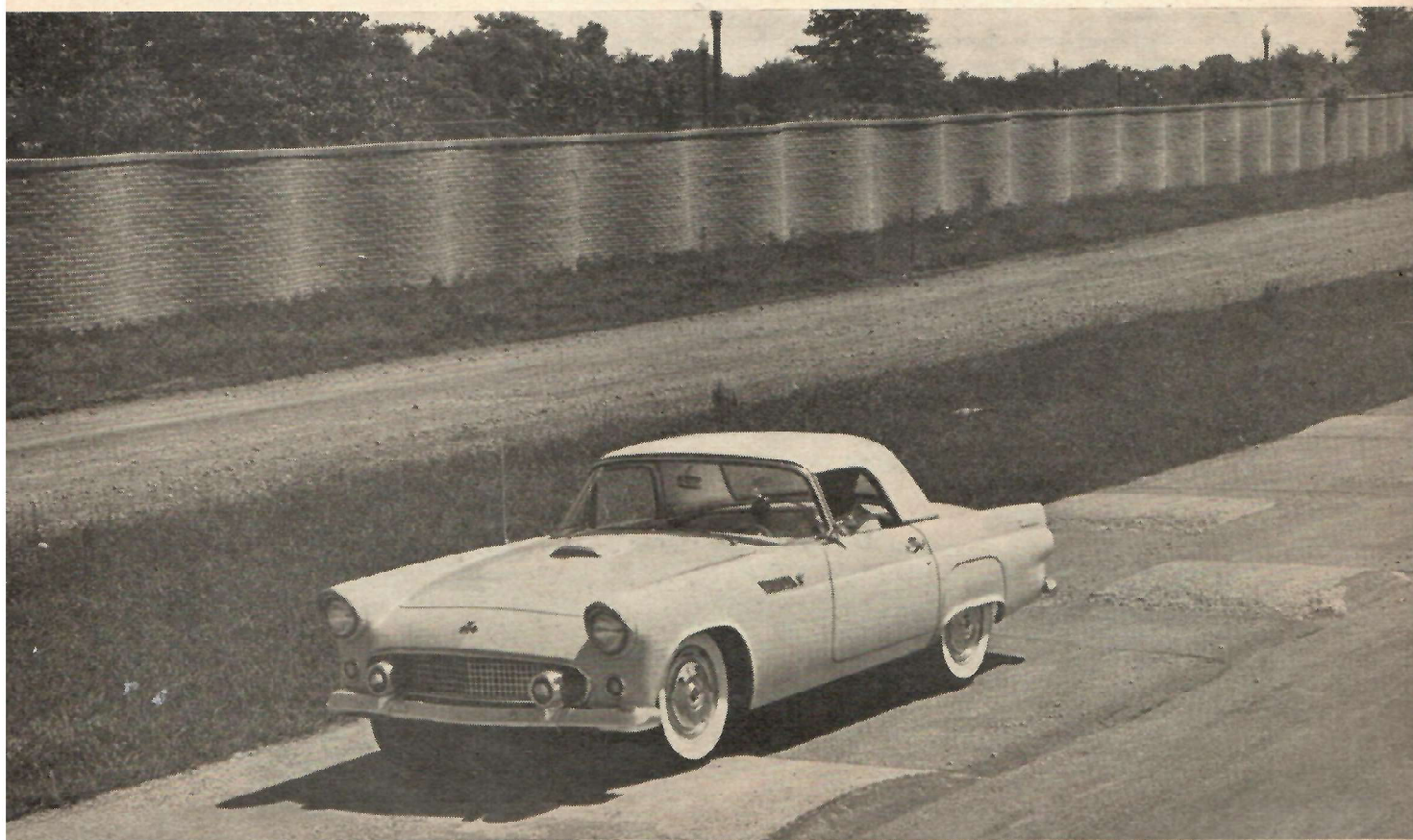


Luxury cockpit of Ford's new "personal" car.



Underhood space with a V-8 is at a premium.

The Ford Thunderbird undergoing rough treatment on a special staggered-bump test road.





Those amateur drivers who like to see the front wheels of their cars and, therefore, drive cycle-fendered vehicles in competition are apparently in good company, for both Fangio and Kling were most unhappy about driving the streamlined Mercedes Grand Prix cars at Silverstone. In only a very few laps both of these streamliners were much battered about the front end from having come in contact with the tubs marking the inside of the corners. True, a driver certainly doesn't look at his wheels when going through a corner but having them out there in sight must make it easier to judge matters to within an inch or two at speed. At Silverstone most of the Ferrari and Maserati drivers went through the bends with the inside front wheel only an inch away from the white line (against which the tubs were lined) with the greatest of precision.

There was no doubt, however, that Kling and Fangio had their hands full with the Mercs on that circuit, for while Gonzales took his Ferrari around the fast bends in a clean beautiful arc, sliding only a little but continuously, the Mercedes went through the same bends in a very ragged manner in quick little slides. As a result the very capable Fangio looked most untidy by comparison with Gonzales or Moss or Hawthorn.

In the sports car race for the large cars I saw that, except for the half-dozen very best drivers, the rest were of the calibre which makes up our club events average. In some instances many were as bad as I have ever seen; on the first lap no less than five eager-beaver types crashed in the same spot and virtually on top of one another.

Incidentally, on this trip to Europe I was engaged to make a 3-D color slide program of both Le Mans and Silverstone, and these programs will, it is anticipated, be ultimately available to clubs in the USA. At Silverstone I managed to photograph in 3-D color the mechanical details of the new Mercs which will certainly be of the greatest interest to all enthusiasts.

I don't know whether or not the Shell Oil film of the 1953 Mille Miglia has been shown in the USA, but here is a film equally as good as the superb job they turned out on the 1952 Le Mans race despite the Mille Miglia being the most difficult film subject imaginable. Shell and the director, Bill Mason, deserve our applause and thanks.

It seems to be generally accepted (but not officially) that MGs will be at Le Mans next year. The factory has apparently taken heart at last as a result of the private efforts of people like Ken Miles and the chaps who build the Lotus specials in England and who soundly trounced the latest Porsches in the hands of top drivers at Silverstone. If MGs do officially run at Le Mans, the US MG owners should demand that Ken Miles be the Number One driver, for he has certainly earned that right. Since the fact is that there are far more MGs in the USA than in England, it would be good politics for Ken to head the team of MGs in any serious racing.

ROGER BARLOW ●

THUNDERBIRD . . .

(Continued from page 7)

No data is available on the suspension characteristics other than the statement that the car has passenger car comfort with "firm springs for stability and security".

The brakes are Bendix duo-servo types with 11-inch drums. Front linings are 2 inches wide, rear linings are 1.75 inches. A vacuum booster is optional at extra cost. Wheels and tires are specially designed to withstand continuous high-speed driving and the Thunderbird becomes the first American car to use tubeless tires as standard equipment.

Reverting back to the powerplant, the new 292 cu in. Y-block V-8 has .125 inch more bore, .200 more stroke than the 1954 Mercury. The carburetor has 4 barrels supplied with cool air through a hood bulge that is not a dummy. Exhaust system is dual with reverse-flow mufflers. The clutch is 11 inches in diameter and of the conventional sdp (single dry plate) type.

There are 3 transmission options: conventional 3 speed, conventional with overdrive, or Fordomatic. For the Zephyr-gear enthusiast, 1st speed has the same ratio as the 06H model L-Z (2.33:1), 2nd speed is nearly the same as the 26H Lincoln Zephyr (1.48:1). Control of all transmissions is by a very neat floor-mounted lever.

The rear axle housing is similar to the Spicer-type, with hypoid gears. Axle ratios are 3.73 with 3-speeds, 3.92 with overdrive and 3.31 with Fordomatic.

Body construction is all-steel with convertible-type windows and wrap-around windshield. The single seat provides hip room of 60.2 inches, but is designed for two people. A middle passenger can be carried, but cushion depth over the propeller-shaft tunnel is restricted. The top is black rayon cloth and folds to a protected position behind the seat. An optional hard-top, weighing only 65 lbs. is available, made of fiberglass. It is insulated against sound and heat and retained by 4 toggle-action clamps at the rear, 2 similar clamps on the windshield header. The fiberglass top is finished in the same color as the car.

Instruments consist of a large speedometer flanked by a 5000 rpm tachometer on the left and an electric clock on the right. The clock has a sweep-second hand and matches the tach. Fuel and temperature gauges complete the instrumentation, with warning lights for no-charge and low oil pressure.

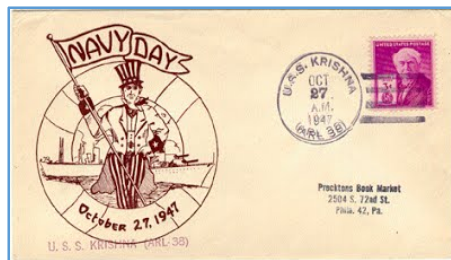
Upholstery is all-vinyl in white with trim to match the body color. Color choice will be black, torch red or turquoise. No price has been announced, but it is expected to be under \$4000. ●

SPECIFICATIONS

Wheelbase, in.	102
Tread, front	56
rear	56
Tire size	6.70-15
Curb weight, lbs.	3147
distribution	52/48
Engine	ohv V-8
Bore and stroke	3.75 x 3.30
Displacement, cu in.	292
	(4787 cc)
Bhp	not available
Gear ratios (oa. - std. trans.)	
high	3.73
2nd	5.52
1st	8.69

THE YEAR WAS 1955...

Did you hear the post office is thinking about charging 7 cents just to mail a letter?



If they raise the minimum wage to \$1.00, nobody will be able to hire outside help at the store.

When I first started driving, who would have thought Gas would someday cost 25 cents a gallon? Guess we'd be better off leaving the car in the garage.



Did you see where some baseball player just signed a contract for \$50,000 a year just to play ball? It wouldn't surprise me if someday they'll be making more than the President.



Dukes Stadium about 1955, between 10th and 8th streets



I never thought I'd see the day all our kitchen appliances would be electric. They're even making electric typewriters now. Apparently it is too hard to plunk those keys manually....

It's too bad things are so tough nowadays. I see where a few married women are having to work to make ends meet.



It won't be long before young couples are going to have to hire someone to watch their kids so they can both work.



Thank goodness I won't live to see the day when the government takes half our income in taxes. I sometimes wonder if we are electing the best people to government.

THE YEAR WAS 1955... continued

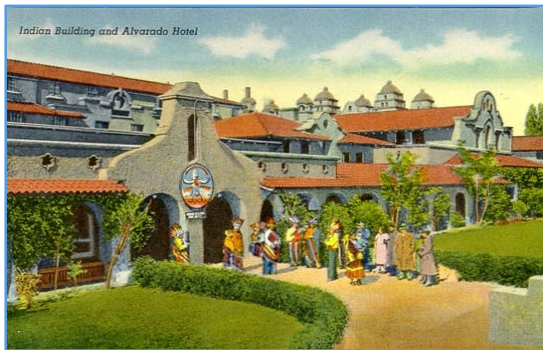
I'm afraid the Volkswagen car is going to open the door to a whole lot of foreign business.

That new fast food restaurant is convenient for a quick meal, but I seriously doubt they will ever catch on.

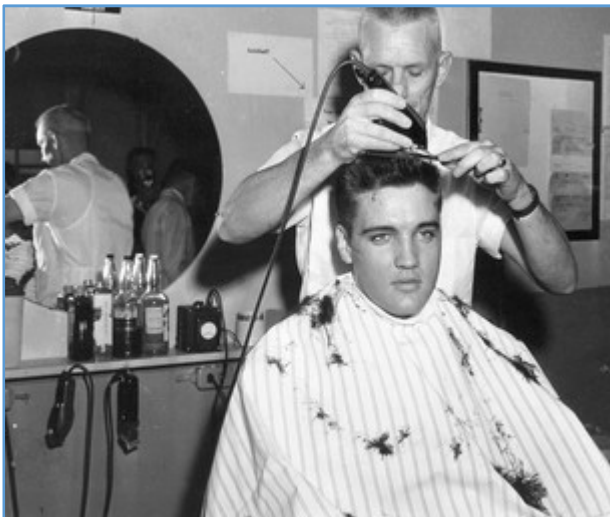


There is no sense going on short trips any more for a weekend. It costs nearly \$2.00 a night to stay in a hotel.

De Anza at Washington and Central and Alvarado Hotel and Harvey House Restaurant



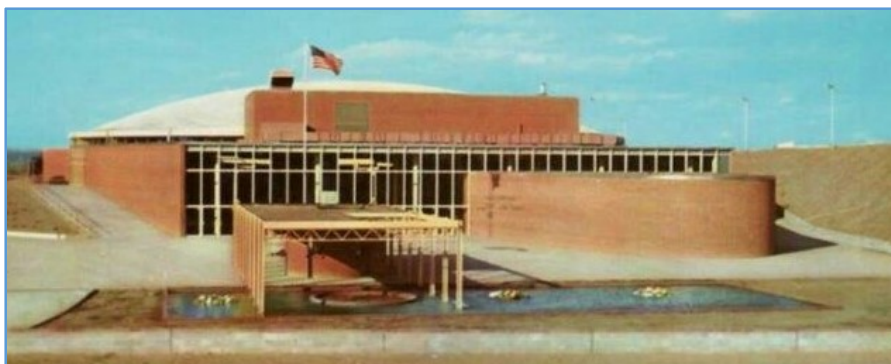
No one can afford to be sick anymore. At \$15.00 a day in the hospital, it's too rich for my blood.



If they think I'll pay 30 cents for a haircut, forget it

Imagine OJ, Frosted Flakes with cream and banana plus a glass of milk for \$.75 at 3900 Central

Hoyt's Dinner Bell 3900 Central Avenue East ALBUQUERQUE, NEW MEXICO		Good Morning!	
No. 1 CHILLED ORANGE JUICE FRESH CRISP CEREAL TOAST HOT COFFEE 75c		No. 6 OUR DELICIOUS FLUFFY PANCAKES, DAIRY BUTTER AND SYRUP WHEN SERVED WITH CRISP BACON AND A FRIED EGG 95c	
No. 2 BUTTERED TOAST OR TOASTED ENGLISH WAFFLES 50c		No. 7 GOLDEN BROWN WAFFLES, DAIRY BUTTER AND SYRUP WHEN SERVED WITH CRISP BACON OR GRILLED HAM 95c	
No. 3 FRENCH TOAST AND HONEY 95c		No. 8 SPECIALTY OF THE HOUSE, CREAMED CHICKEN ON WAFFLES \$1.10	
No. 4 TWO FRESH BAKED EGGS (COOKED AS YOU PLEASE) BUTTERED TOAST 95c		No. 9 MINUTE CLUB STEAK WITH A FRIED EGG, AMERICAN FRIED POTATOES, BUTTERED TOAST \$1.75	
No. 5 SWIFT'S PREMIUM HAM OR CRISP BACON OR PINEAPPLE SAUSAGE WITH ONE EGG, BUTTERED TOAST WITH TWO EGGS, BUTTERED TOAST 95c \$1.10		No. 10 10" FRIED FRESH RAINBOW TROUT, AMERICAN FRIED POTATOES \$1.50	
Fresh, Crisp Cereals with Cream - 40c Kellogg's Corn Flakes - Post Wheat Flakes - Kellogg's 40% Bran Flakes Rice Krispies - Super Frosted Flakes - SPECIAL #1 NEW MEXICO CEREAL Shredded Wheat - All-Bran - Kellogg's Bran Bran - Cooked Cereal		breakfasts for the little folks (Under 10 Years of Age) ORANGE JUICE LITTLE FLUFFY PANCAKES AND SYRUP AND ONE STRIP OF BACON A GLASS OF MILK 75c	
THE ABOVE BREAKFASTS WILL BE SERVED FROM 6:00 A.M. TO 11:00 A.M.		FOR KIDS ORANGE JUICE SUGAR FROSTED PANCAKES WITH CREAM AND A SLEED BANANA A GLASS OF MILK 75c	
		SUNDAYS INCLUDED ORANGE JUICE BACON AND ONE FRESH EGG BUTTERED TOAST AND MILK 75c	



The Albuquerque Civic Center built in 1955, demolished in 1987

Officers and Malcontents

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Complaint Department	To Be Awarded (see note)			



You are being watched.

More Millenial Challenges



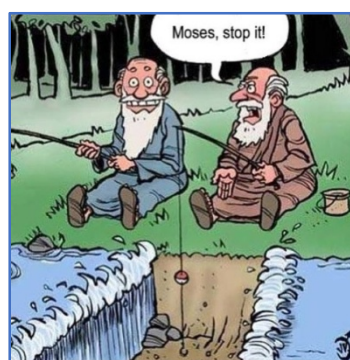
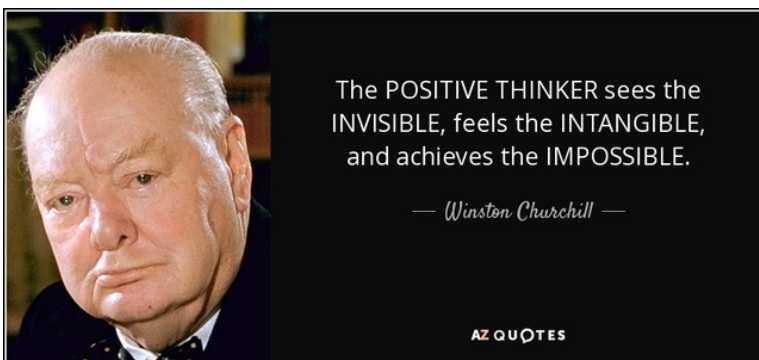
Anti-communication device



Anti-theft secret



Anti-punctuality



Eight

A man was sitting on the edge of the bed, watching his wife, who was looking at herself in the mirror. Since her birthday was not far off, he asked what she'd like as a gift. "I'd like to be eight again," she replied, still looking in the mirror.

On the morning of her birthday, he rose early, made her a nice big bowl of Coco Pops, and then took her to Adventure World theme park. What a day! He put her on every ride in the park; the Death Slide, the Wall of Fear, the Screaming Roller Coaster, everything there was. Five hours later they staggered out of the theme park. Her head was reeling and her stomach felt upside down. He then took her to a McDonald's where he ordered her a Happy Meal with extra fries and a chocolate shake.

Then it was off to a movie, with popcorn, a soda pop, and her favorite candy, M&Ms. What a fabulous adventure! Finally she wobbled home with her husband and collapsed into bed, exhausted.

He leaned over his wife with a big smile and lovingly asked, "Well dear, what was it like being eight again?"

Continued on next page



Independence Day Commemorations



NMCCC 2019 Pajarito Winners

Thunderbirds 1955-57

- 1st – Philip Lovato-1956 Ford Thunderbird
- 2nd– Bill Verant-1956 Ford Thunderbird
- 3rd– Scott Hofmann-1956 Ford Thunderbird

Mustangs/Cougars/Camaros/Firebirds thru 1989

- 2nd– Philip Lovato-1970 Mercury Cougar Convertible

Stock Autos 1961-64

- 1st– Gary Burns-1963 Ford Thunderbird

Modified Trucks thru 1989

- 2nd– Philip Lovato, Jr.-1956 Ford F-100 Pickup

Stock Autos 1951-55

- 3rd– Philip Lovato-1953 Ford Crestliner Convertible



Eight (continued)

Her eyes slowly opened and her expression suddenly changed.

"I meant my dress size, you idiot!!!!"

The moral of the story: Even when a man is listening, he is gonna get it wrong



5 Best Hood Ornaments

by Kyle Smith based on a survey

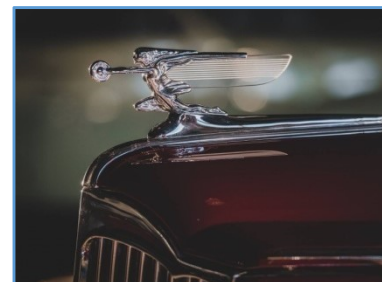
Jaguar Leaper from a 1960 Jaguar MK2

First introduced in 1938, the Leaper was the result of Sir William Lyons' disapproval of an aftermarket hood ornament that was placed on an early Jaguar Saloon car. Bill Rankin, an amateur sculptor who also worked for Jaguar, was commissioned to create an official ornament.



Packard Pelican from 1937 Packard Twelve

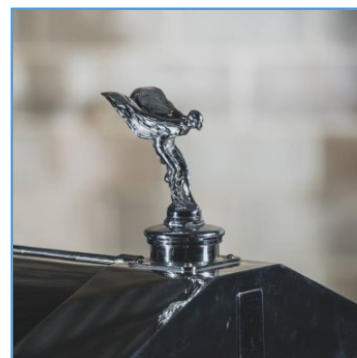
Packard trademarked a litany of mascots and hood ornaments over its years, and the Pelican is perhaps lesser known than the Goddess of Speed. When it comes to elegance and pure panache though, the 1942 model stood as a highlight with an optional mascot that doubled as the radio antenna. The standard Pelican is no slouch though. The Packard cormorant hood ornament was introduced as a senior or deluxe hood ornament in the early 1930. It was in use until 1957, at last in highly stylized form.



Packard Goddess of Speed

Spirit of Ecstasy from 1937 Rolls Royce Phantom III

Created by Bohemian artist and sculptor Charles Robinson Sykes, the Spirit of Ecstasy was a depiction of actress Eleanor Thornton, who posed for the sculpture. Thornton was born in the Victorian era, but her story and history inspired Rolls-Royce company founders Charles Rolls and Henry Royce. Its first appearance was in 1909 and continues to be a staple on the front end of Rolls Royce motorcars today.



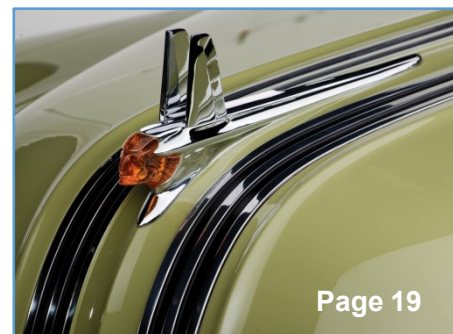
Flying Goddess from 1958 Nash Metropolitan

Nash Motors traces its roots to 1916 when Charles W. Nash purchased the Thomas B. Jeffery Company. Nash used its most iconic hood ornament, known as the Flying Goddess, for a decade following WWII, including four different iterations.



Pontiac Chieftain from 1953 Pontiac Chieftain

The early 1950s are not necessarily known for over-the-top designs like we saw at the end of that decade, but Pontiac managed to add a highly ornamental touch to its 1950-1955 models. A Native American figurehead cast in an amber acrylic led the ornament, with a sweeping chrome design blending into the hood. The trailing design changed each year, and there were even options for illuminating the chief's face.



The last 1953 Corvettes built: chassis # 300

It was Harley Earl that sold GM on the need to produce an all-American sports car, and to test the waters, his Special Projects team created the EX-122 concept for display at the 1953 Motorama display in New York City. Less than six months later, the car – now named the Corvette – was in production, hand-built by a team of workers in Flint, Michigan. Just 300 examples were built that year, and this August, chassis E53F001300, the final 1953 Corvette built heads to auction at Mecum's Monterey sale. The market for sports cars may have been a small one, but Earl understood its importance. British makes like MG and Jaguar were common sights at sports car races in North America, and kit cars, built from a variety of automobile frames topped with lightweight fiberglass bodies, were growing in popularity. In 1951, rival domestic automaker Nash introduced the Nash-Healy, an Anglo-American hybrid that blended a frame and body from the Donald Healey Motor Company with the drive train from a Nash Ambassador. Even Kaiser was getting in on the action, showing the fiberglass-bodied Darrin to the public in September 1952.

As Karl Ludvigsen wrote in *Corvette: America's Star-Spangled Sports Car*, Chevrolet's announcement of the car included the following description, penned by general manager Tom Keating:

In the Corvette we have built a sports car in the American tradition. It is not a racing car in the accepted sense that a European sports car is a race car. It is intended rather to satisfy the American public's conception of beauty, comfort and convenience, plus performance. Just as the American production sedan has become the criterion of luxury throughout the world, we have produced a superior sports car. We have not been forced to compromise with the driving and economic considerations that influence so broadly the European automotive design.

That sounded great on paper, but in the flesh the early Corvettes came up lacking in a few areas. Fit and finish were not up to contemporary standards, thanks in part to the car's fiberglass reinforced plastic (GRP) body panels. Early in the production run, GM had not yet settled on a specific method of producing the myriad of panels needed, and to further complicate matters, a variety of vendors were needed until the main supplier, the Molded Fiber Glass Body Company of Ohio, ramped up output in time for the 1954 models. During 1953 Corvette production, no less than four vendors were utilized for body panels, but on the plus side, the complete GRP body weighed in at roughly 260 pounds less than a comparably sized steel body.

Then there was the drive train to consider. To obtain approval for Corvette production, the car was to use as many existing GM parts as possible. For the engine, the team chose the 235.5-cu.in. Blue Flame inline six, an available option on Two-Ten and Bel Air models. In this tune, with 7.5:1 compression and fed by a single one-barrel carburetor, the engine produced 115 horsepower, not quite enough for a car with sporting ambitions. To liven things up, the Blue-Flame six used in the Corvette received 8:1 compression, a trio of Carter side draft carburetors and a higher-lift camshaft with mechanical lifters. Output grew to a respectable 150 hp, which created another issue for Chevrolet: GM lacked a manual transmission capable of handling this.



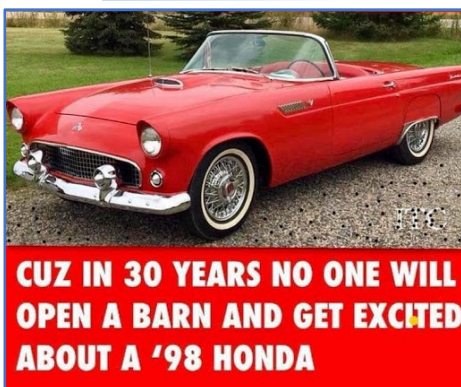
The last 1953 Corvettes built: chassis # 300 (continued)

Instead, the two-speed Powerglide automatic was adapted for use in the Corvette, creating another objection from potential buyers demanding a manual transmission option (which would arrive for the 1955 model year, along with the V-8 engine). Despite this, the 1953 Corvettes delivered impressive performance for the day, dashing from 0 – 60 mph in 11 seconds, on the way to a top speed of 110 mph. Magazine reviews were generally positive, though several noted that production would go to VIPs first, and that the 300 examples built for 1953 likely wouldn't be enough to meet demand among GM staff, let alone the general public.

By the end of the year, however, only 180 of the 300 had found buyers. Perhaps sales were hampered by the notion that all Corvettes were already spoken for, or the car's \$3,513 sticker price (more than double that of a Chevy Two-Ten Club Coupe, which listed for \$1,726), or the lack of color options besides Polo White over red, or the sizable panel gaps seen by prospective buyers in dealer showrooms. That the Corvette survived beyond its first year is a testament to the power and influence of Earl himself, though the 1955 introduction of the 265-cu.in. V-8 certainly helped the Corvette to establish its market.

Assembly of 1953 models began on June 30, 1953, and chassis E53F001300 rolled off the Flint line on Christmas Eve, 1953, the last Corvette built at the Customer Delivery Garage on Van Slyke Road before production shifted to St. Louis. Its first owner was a California doctor, who immediately had his new Corvette painted black, and it remained on the West Coast until 1984, when it was purchased by Florida dentist and Corvette collector Ernie Hendry.

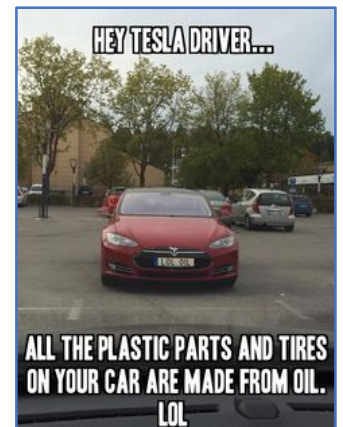
Mecum's Monterey, California sale of #300 takes place from August 15-17 at the Hyatt Regency Monterey Hotel and Spa's Del Monte Golf Course. From Hemmings by Kurt Ernst



**CUZ IN 30 YEARS NO ONE WILL
OPEN A BARN AND GET EXCITED
ABOUT A '98 HONDA**



Three Engineering marvels...



HEY TESLA DRIVER...

**ALL THE PLASTIC PARTS AND TIRES
ON YOUR CAR ARE MADE FROM OIL.
LOL**



David, there's a Mrs. Goliath
here to see you.



**THE FACT THAT
THERE'S A HIGHWAY
TO HELL AND ONLY
A STAIRWAY TO
HEAVEN SAYS A
LOT ABOUT
ANTICIPATED
TRAFFIC NUMBERS**
WWW.MABCNYC.ORG

**You're not
fat! C'mon,
chin up.**

**No, the other
one...**



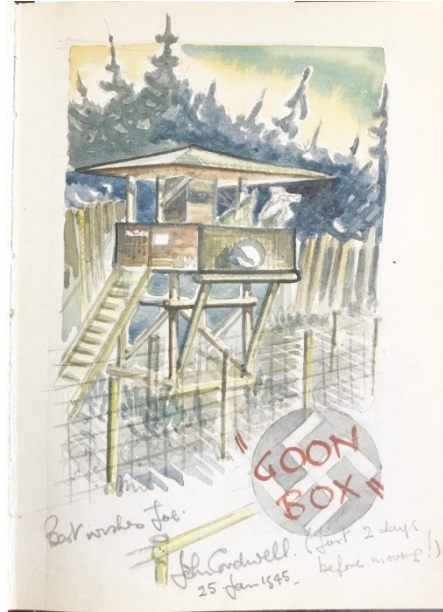
More Stalag Luft (Great Escape) Story

A remarkable, unpublished and un-researched record of one of the most memorable events of World War II, offered for sale on the 75th anniversary of "The Great Escape." This richly illustrated diary was kept by the Belgian-born, British Royal Air Force officer, JOSEPH M. J. ("JOE") GUEUFFEN (1914-2009), a POW at the Luftwaffe's Stalag Luft III. This well-preserved volume documents prison life and various aspects of World War II's famous "Great Escape," detailing its aftermath in which 50 British escapees were executed by the Nazis as well as the forced march of 2,000 POWs to another camp as the war drew to a close. 113pp. 8vo. Sagan, September 1944 to February 1945. A YMCA "War-time Log for British Prisoners" (1944) belonging to Gueuffen, an RAF pilot in Block 109, which played an integral part in the "Great Escape," containing texts, maps, diagrams, and 43 cartoons and drawings by Gueuffen and other captives.

During World War II, the Nazis constructed more than 1,000 prisoner of war camps across Germany and Nazi-occupied territories. Among the Stammlager (abbreviated "Stalag") Luft, or Main Camps for Airmen, was a compound in Lower Silesia near Sagan (modern Żagań, Poland), known as Stalag Luft III. The camp, run by members of the Luftwaffe unfit for active service, housed nearly 10,000 captured allied airmen. Opened in 1942, the prison camp was constructed on sandy soil to prevent escape through tunneling and included microphones embedded into the ground to detect any possible activity.



Bound in grey-blue, slightly warped, linen covered boards with part of the spine somewhat separated from the binding; overall the condition is excellent considering the provenance.



A finely executed watercolor of the camp guard's "goon box" by John Cordwell (1921-1999), dated January 25, 1945, inscribed to "Joe" (Gueuffen) and annotated "just 2 days before moving," referring to the forced march out of Stalag III to Tarmstedt.



A finely rendered pencil drawing of a bomber pilot and another crewman by Ley Kenyon

For the most part, internees were treated in accordance with the 1929 Geneva Convention. With the assistance of the Red Cross and international Young Men's Christian Association (YMCA), prisoners were adequately fed and able to organize theater groups, newspapers, radio stations, classes, and lectures. The YMCA supplied books for a library, instruments for a band and orchestra and even diaries distributed to prisoners to record their thoughts during their incarceration. Our copy of Gueuffen's book is such an example.

Although some prisoners welcomed the opportunity to sit out the war, many felt it was their duty to escape from the camps and cause as much disruption to the enemy as possible. New prisoners were subjected to a rigorous system of vetting by allied prisoners to guard against German infiltrators and a highly organized system was devised to monitor the movements of the German guards, dubbed "goons" by the prisoners. With these checks in place, inmates devised ingenious ways to disguise their tunneling activity. The first successful attempt to escape from Stalag III took place in October 1943, when three prisoners (two British and one Canadian) tunneled their way to freedom underneath improvised gymnastics equipment that had blocked their excavation from view, hid their tools and masked the sound of tunneling. Their escape came in the midst of a much larger plan to evacuate 200 prisoners from the North Compound housing mostly British POWs – a "great escape" – devised in March 1943 by RAF Squadron Leader Roger Joyce Bushell and overseen by the camp's Senior British Officer, RAF Group Captain Herbert Martin Massey.

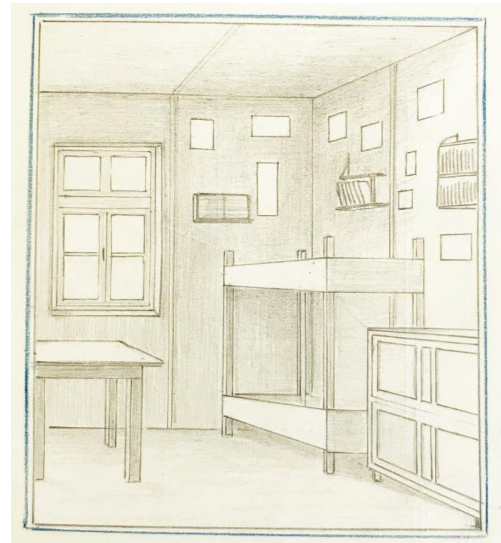
The highly coordinated, top-secret operation involved digging three deep tunnels, dubbed "Tom," "Dick" and "Harry." Using wood scavenged from beds and other furniture for reinforcement and tools and ventilation ducts fashioned from tin food cans, prisoners laboriously dug out and redistributed the sand in camp gardens, the "Dick" tunnel after it was abandoned due to a change in the camp layout, and even under the floor of the camp's theater. The entrance to "Tom" was discovered in September 1943 but work on "Harry" continued while prisoners amassed civilian clothes, maps, train schedules, and forged papers, much of which was obtained by bribing guards with excess Red Cross provisions.

As Nazi scrutiny of planned escapes from prison camps increased, the date of the evacuation was moved forward to March 1944, when, on the moonless night of March 24, and aided by a number of German guards, prisoners began to slowly move through "Harry," the entrance to which was underneath the floor of Block 104, directly in front of Gueuffen's Block 109. However, the tunnel's exit fell short of the tree line and put the escapees at risk of being discovered by the sentries. The shortfall, freezing temperatures, a sudden collapse in the tunnel, and other factors slowed the flow of escaping prisoners so that only 77 of the planned 200 had exited the tunnel by morning, at which point they were spotted by the guards. The 77th escapee surrendered and of the remaining 76 who continued their escape through the wintry countryside, 73 were

More Stalag Luft (Great Escape) Story (continued)

recaptured. The enormity and daring of the escape infuriated Hitler and he ordered the execution of 50 of the airmen (representing 13 different countries, none from the US) and had their ashes returned to the prison, an action denounced by the British government as a war crime and investigated as such after the war. In the wake of the escape, Nazi officials appointed a new camp commandant who allowed the prisoners to build a memorial to those executed, one of the only structures left standing on the site of Stalag Luft III, which was razed after the war. In January 1945, as the Soviet army marched through Germany and neared the camp, the remaining prisoners were forcibly evacuated by their captors and were ultimately liberated from the Bavarian prison camp Stalag VII-A by the US 14th Armored Division in April 1945.

The 1963 film *The Great Escape*, starring Steve McQueen, James Garner, and Charles Bronson, depicted a highly fictionalized account of the escape, loosely based on the book of the same name authored by Stalag Luft III prisoner and escape participant Paul Brickhill. Brickhill's book was published with illustrations by Ley Kenyon (1913-1990), who contributed a detailed drawing of a bomber pilot and crewman to our diary. During the escape's planning stages, Kenyon made six drawings of the tunnel codenamed "Harry," which are now housed at London's Royal Air Force Museum. Kenyon was also known for the nose art he executed on the fuselages of planes.



A pencil drawing of one of the 24 rooms whose residents were instrumental in preparing for the "Great Escape" showing the interior of a cell captioned "Stalag Luft III at Tarnstedt"

Pajarito Road Sign Contest – Ends Soon

Our roadside sign contest is coming to an end this month. Everyone is invited to take a photo or cell phone image of any road sign that deserves notariety and send as a JPEG to Lloydpo@aol.com or cell phone image 505-280-3114. Prizes will be awarded at the July Shrimp Boil. Decisions of the judge will be arbitrary and final. Deadline for entries is June 30.

Categories will include: Most confusing, Most offensive, Least understood and Most humorous.



No water ahead



GPS not working



Confusion abounds



Demoted Staff Seargent



Communist Chinese
Party directive

Tech Support

A young woman submitted the message below (about her relationship to her husband) to tech support. She presumably did it as a joke. Then she got a reply that was way too good to keep to herself.

Dear Tech Support,

Last year I upgraded from Boyfriend 5.0 to Husband 1.0. I immediately noticed a distinct slowdown in overall system performance, particularly in the flower and jewelry applications, which operated flawlessly under Boyfriend 5.0. In addition, Husband 1.0 uninstalled many other valuable programs, such as Romance 9.5 and Personal Attention 6.5, and then installed undesirable programs such as: NBA 5.0, NFL 3.0 and Golf Clubs 4.1. Conversation 8.0 no longer runs, and House Cleaning 26 simply crashes the system. Please note that I have tried running Nagging 5.3 to fix these problems, but to no avail.

What can I do? Signed, Desperate

Dear Desperate,

First keep in mind, Boyfriend 5.0 is an Entertainment Package, while Husband 1.0 is an operating system. Please enter command: I thought you loved me.HTML and try to download Tears 6.2. Do not forget to install the Guilt 3.0 update. If that application works as designed, Husband 1.0 should then automatically run the applications Jewelry 2.0 and Flowers 3.5. However, remember, overuse of the above application can cause Husband 1.0 to default to Grumpy Silence 2.5, Happy Hour 7.0, or Beer 6.1. Please note that Beer 6.1 is a very bad program that will download the Farting and Snoring Loudly Beta version. Whatever you do, DO NOT, under any circumstances, install Mother-In-Law 1.0, as it runs a virus in the background that will eventually seize control of all your system resources. In addition, please do not attempt to re-install the Boyfriend 5.0 program. These are unsupported applications and will crash Husband 1.0.

In summary, Husband 1.0 is a great program, but it does have limited memory and cannot learn new applications quickly. You might consider buying additional software to improve memory and performance.

We recommend Cooking 3.0.

Good Luck - Tech Support Team

Warning:

This notice can now be found in all French churches:

En entrant dans cette église, il est possible que vous entendiez l'appel de Dieu. Par contre, il n'est pas susceptible de vous contacter par téléphone. Merci d'avoir éteint votre téléphone. Si vous souhaitez parler à Dieu, entrez, choisissez un endroit tranquille et parlez-lui. Si vous souhaitez le voir, envoyez-lui un SMS en conduisant.

Translation:

It is possible that on entering this church, you may hear the Call of God. On the other hand, it is not likely that he will contact you by phone. Thank you for turning off your phone. If you would like to talk to God, come in, choose a quiet place, and talk to him. If you would like to see him, send him a text while driving.



Training 'em up right...



Philip Lovato's Grandson Levi Lovato (JR's son)