



PAJARITO THUNDERBIRD CLUB
of
NEW MEXICO
Chapter 17 of the CTCI
June 2019 Newsletter
Volume 19 Number 6



Time to Sign Up!

2019 Pajarito Shrimp Boil

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: Friday, June 21

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

Entertainment will be provided by "The Mungos"
featuring music by The Beatles, Eagles, Neil Young,
Jimmy Buffett, Cat Stevens, Jackson Brown, Eric
Clapton, Willie Nelson, Leonard Skynyrd, Joe Ely

Cost: \$20.00 per person Must be paid in advance

Sign-up: Use last page and mail with fee as shown

Entry and Parking: An entry pass will be mailed to
each paid participant.

Entry Pass required to gain entry to Sandia Lakes.



Weekend in Pagosa and Car Show

June 14 to 15

Show Location: Hermosa St. Pagosa Springs, CO 81147 Pagosa Springs
Town Park Athletic Field

Party in the Park : **Friday, June 14th, 5-8 PM.** On Friday night, the Car Show begins with the Party in the Park, giving spectators their first glimpse at the line up of classic cars, while enjoying live music, food and drinks. The location is in the beautiful downtown park in Pagosa.

Show and Shine: **Saturday, June 15th, 9 AM-3 PM.** On Saturday, the Car Show participants will once again line up at the Show and Shine at Town Park for all enthusiasts to admire as they compete for a variety of categories. Live music, food and drink will be available. **BBQ:** Dinner BBQ at the Kuhl's home at 5:00PM Saturday following the show. Map will be available.

Questions: Contact The Pagosa Springs Area Chamber of Commerce at 970-264-2360 or events@pagosachamber.com.

Registration: \$25 early Registration on or before May 1st. \$35 thereafter. Registration is now available on line:

<https://pagosaspringscococ.wliinc16.com/events/11th-Annual-Car-Show-5068/register?entityDomainId=3&secure=True>



Car memorabilia display at the Kuhl's home which we will visit



Santa Fe Luncheon

with Jose Archuleta

Oldest CTCI Pajarito member

Date: June 22 Time: 1 PM

Place: Rancho de Chimayo, Santa Fe

Address: 297 Juan Medina Rd. Chimayó, NM



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.

Remaining 2019 Calendar of Events

Month	Dates	Time	Event (as of 05/22/19)	Location	Coordinators
June	6/14 to 6/15	Check show	Pagosa Car Show Weekend	Pagosa Springs	Phil and Emmy Kuhl
	6/22	1:00 PM	Lunch in Santa 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
2020					
May	5/4-9, 2020		CTCI International Convention	Sarasota Springs, FL	Betty Tulowitzky

Recent Events:

NMCC Museum Car Show **Sunday, 5/19/2019**



NMCC Museum Car Show Sunday, 5/19/2019



Photos by Gary Burns and Lloyd Powell

NMCC Museum Car Show Other notables:



All Chrome – no paint. Sam will be out of work soon....



Here is what makes this XKE tick.



Just Massive....



And how do you change a rear flat tire?



Factory paint job



The ultimate fishing accessory



REO version of a pick-up-truck. One of only 417 made in 1949



Philip Jr, Amber and Destiny Lovato

Pot Luck at Woodruff Lane Home



Fred and Ed Chappelle



Great food prepared by Diane Lane



Mary Ann Potter



Ed Chappelle and Christian Lichter



Does anyone ever feed these Thunderbirds?

More Fun at Woodruff Lane Home



Dianna Lane and new member, Christian Lichter



Beverly Norman and Mary Jo Windes



Fred and Carol Lachenmeyer, Christian Lichter and Ed Sauer



Sherry Jobe, in floral splendor



Carol Lachenmeyer, Barbara McWilliams, and Sherry Jobe



Tom Windes, master mixologist

CTCI Regional Meeting – Pajarito Representatives:



Fred and Carol Lachenmeyer



Dennis and Mary Ann Potter



Mark and Trudi Kennedy



Linda and Ray Wood



Trae and Yvonne Wood



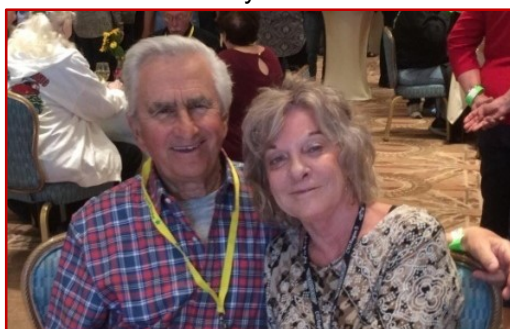
Craig and Laura Sowers



Jim Timmons



Ed Sauer and Sherry Jobe



Russ Barker and Sandra Norman and a beer

Thanks to Ed Sauer, Robert Griego and Ray wood for photos from this event

Terry and Gaye Leighley

CTCI Regional Meeting **Flagstaff, AZ**



CTCI Regional Meeting: Pajarito Prize Winners



Gold Medallion: Mark Kennedy's 55



Gold : Ray Wood's 57



Gold: 2019 Pajarito Newsletter

Can you identify the year?



Send your guess to Lloydpo@aol.com

Club Officers *(Kill the messenger?)*

Officer	Name	CTCI #	Phone	E-mail
President	Sam C de Baca	37277	505-249-1650	rmrcnm60@gmail.com
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Secretary	Bill Verant	20843	505-269-6810	wverant@live.com
Treasurer	Ray Wood	652	505-259-7283	vrwood@comcast.net
Directors	Tom Windes	312	505-266-2793	windes@unm.edu
	Fred Lachenmeyer	32581	505-235-1776	Fredsgarage4@gmail.com
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Calling Committee	Jay Norman	37673	505-891-8795	Jaytruck55@msn.com
Calling Committee	Gary Burns		505-903-2840	gjburns625@gmail.com

Energy Tax Credits Should be Taken Off the Road

GEORGE WILL



Columnist

WASHINGTON — Some government foolishness has an educational value that compensates for its considerable cost. Consider the multibillion-dollar federal electric-vehicle tax credit, which efficiently illustrates how government can, with one act, diminish its already negligible prestige while subtracting from America's fairness. Sen. John Barrasso, R-Wyo., and Rep. Jason Smith, R-Mo., hope to repeal the tax credit, which probably will survive because it does something that government enjoys doing: It transfers wealth upward by subsidizing affluent individuals and large economic entities.

In 1992, Congress, with its itch to supplant the market in telling people what to build and buy, established a subsidy for buyers of electric vehicles, which then were a negligible fraction of the vehicle market. In 2009, however, as the nation reeled from the Great Recession, the Obama administration acted on an axiom of the president's chief of staff, Rahm Emanuel: "You never want a serious crisis to go to waste." Using the crisis as an excuse to do what they wanted to

do anyway, those who think government planning of the U.S. economy is a neat idea joined with environmentalists to persuade Congress — persuading it to disperse money is not difficult — to create a tax credit of up to \$7,500 for consumers who buy battery-powered electric vehicles.

The tax credit was part of the administration's "stimulus" package, which is most remembered for its promise of "shovel-ready" jobs. The president, too busy expanding the government to understand the consequences of prior expansions, discovered that such jobs are almost nonexistent, thanks to red tape that must be untangled before shovels can be wielded.

The tax credit quickly became another example of the government's solicitousness for those who are comfortable, and who are skillful in defense of their comforts. Today, demand for electric cars is still insufficient to produce manufacturing economies of scale — after a decade of production, moral exhortations and subsidies, electric cars are a fraction of 1% of all vehicle sales — and batteries are expensive. So, The Wall Street Journal reports, the \$42,000 average price for an electric car is \$8,000 more than the average price of a new car and \$22,000 more than the average price of a new small gasoline-powered car.

The Pacific Research Institute has examined 2014 IRS data showing that 79% of the electric-vehicle tax credits were collected by households with adjusted gross incomes of more than \$100,000, and 1% by households earning less than \$50,000. A 2017 survey found that households earning \$200,000 received the most from the tax credit.

Some states have augmented the federal credit: In California, where about half of electric vehicles are sold, consumers can gain up to \$15,000; in insolvent Connecticut — blue states are incorrigible — \$10,500. The credit is, however, capped: Manufacturers can sell only 200,000 vehicles eligible for the full credit. Now, almost all manufacturers — including high-end companies Bentley, Aston Martin and Maserati — are entering the electric-vehicle sector and the cap is impinging on some of them — General Motors, Nissan. So, at long last, such vehicles can be allowed to sink or swim on their own, right?

Of course not. The Barrasso-Smith legislation is fiercely opposed by the manufacturers, who of course want to expand and entrench it by removing the cap, partly because they know what the Journal knows: "When Georgia ended its \$5,000 state tax credit in 2015, sales of electric vehicles fell 89% in two months."

Electric cars have cachet with advanced thinkers who want to be, or to be seen to be, environmentally nice. They do not think of such vehicles as 27.4% of U.S. electricity generated by coal-fired power plants. According to a Manhattan Institute study:

"(B)ecause of stringent emissions standards and low-sulfur gasoline, new ICVs — internal combustion vehicles — today emit very little pollution, and they will emit even less in the future. Compared with new ICVs, ZEVs — zero-emissions vehicles — charged with the forecast mix of electric generation will emit more criteria air pollutants." And the reduction of carbon dioxide — "less than 1% of total forecast(ed) energy-related U.S. CO₂ emissions through 2050" — "will have no measurable impact on climate."

The environmental excuse for the regressive tax credit being nonexistent, those Democratic senators whose presidential campaigns are fueled by fury about government being "rigged" for the benefit of "the rich" who are not paying "their fair share" will join their Wyoming colleague's attempt to end the electric-vehicle tax credit, if they mean what they say. If.

E-mail georgewill@washpost.com. © 2019, Washington Post Writers Group.

FDR's 1940 Willy's convertible

Franklin D Roosevelt was fond of convertibles as they allowed him to visit with folks without showing his polio affected legs. In effect, he used convertibles as a form of mobile wheel chair. He owned a 1940 white Willy's convertible which is on display at the Little White House in Warm Springs, Georgia. He passed away in 1945 at the Little White House of a cerebral hemorrhage. FDR was there with his friend Lucy at the time of his death.



4 Ways to Foil Car Thieves

Pull the fuses

Similar to a kill switch but not requiring any time to install, grabbing select fuses from the under-hood fuse box of a modern car will render the car un-useable. Often the fuse box lid has a diagram outlining which fuses control power to what functions. The fuel pump switch is a good start, or the ignition system works too. Be sure to leave the security system powered up, if the vehicle is so equipped, to create a double layer of protection. When pulling fuses to deter theft, replace them with BLOWN fuses so it is not so obvious. Easy for thieves to carry a small jumper for use when they see empty slot. Forget the old west MY GUN strategy!! It doesn't play in our politically correct society. Rule of thumb: Only time you can pull the trigger is if you feel personally threatened. It sucks...but if you see someone pulling out of your driveway in your prized possession LET THE CREEP GO.



Take coil wire

If you have ever tracked down ignition issues to a faulty coil or coil wire, you know how easy problems hide in that part of the ignition system. With no fuses to pull, simply pop off the high-voltage wire from the coil to the distributor cap. The engine will crank but will not fire. This wire could even be hidden in the engine compartment, so you aren't the weird guy carrying a single plug wire around the doughnut shop. Don't bother taking the coil wire completely off, just disconnect it and leave it in place. If the thief even bothers to check (he won't), he might not even know enough to notice what's wrong.



Chain

Even non-running vehicles can easily be rolled onto a trailer or flatbed truck, then disappear to a place where thieves can take their time getting it running—or take apart. Plastic covered chain can be purchased in bulk, and two wraps around the seat base before being locked through a turned steering wheel prevents the vehicle from easily being loaded on a rollback truck. Handy products such as “The Club” are designed for this specific purpose, but on large thin wheels, like many vintage cars, have this device can be easily defeated.



Mercury switch

Install a mercury switch to the horn. Try one in the radiator support that is activated from side to side motion, and one in the trunk activated back and forth. So if your nemesis "bumps " the car, the horn would start blowing. Wasn't perfect, but it worked in 1973. Or, place a Momentary Switch that has to be physically held open to engage the circuit to your Starter. This way, when parked, the circuit is always Closed and unlike a Regular ON/Off Toggle Switch, it doesn't have to be Manually Activated.

Ejector seat

Worked for Bond....

Little League

On my way home one day, I stopped to watch a Little League baseball game that was being played in a park near my home. As I sat down behind the bench on the first-base line, I asked one of the boys what the score was 'We're behind 14 to nothing,' he answered with a smile.

'Really,' I said. 'I have to say you don't look very discouraged.'

'Discouraged?', the boy asked with a puzzled look on his face...

'Why should we be discouraged? We haven't been up to bat yet.'

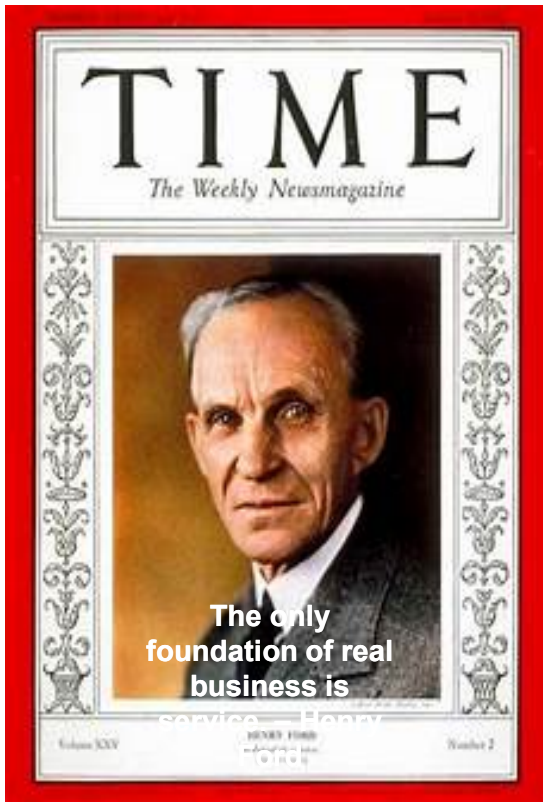
Aspiring Actor

Whenever I'm disappointed with my spot in life, I stop and think about little Jamie Scott. Jamie was trying out for a part in the school play. His mother told me that he'd set his heart on being in it, though she feared he would not be chosen..

On the day the parts were awarded, I went with her to collect him after school. Jamie rushed up to her, eyes shining with pride and excitement.. 'Guess what, Mom,' he shouted, and then said those words that will remain a lesson to me....

'I've been chosen to clap and cheer.'

Henry Ford Legacy



1940 Ford COE at the 2019 NMCC Car Show

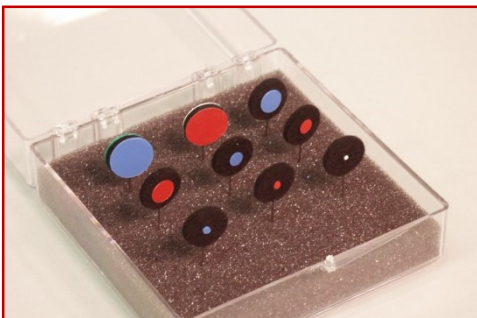
Short history of Cab-Over-Engine Tractors

From the late forties through the seventies, the Cab Over Engine ("COE") semi-tractor was the Brontosaurus of the Road, pulling all sorts of cargo coast to coast. COE was an attempt to maximize payload space in light of truck length restrictions.

Why did they disappear?

Later, many western states had a different regulatory regime that emphasized spreading a larger amount of allowable weight over a longer span to reduce damage to the road. The higher weight limits in the West also meant that three axle trucks pulling a two axle trailer became more a common format there.

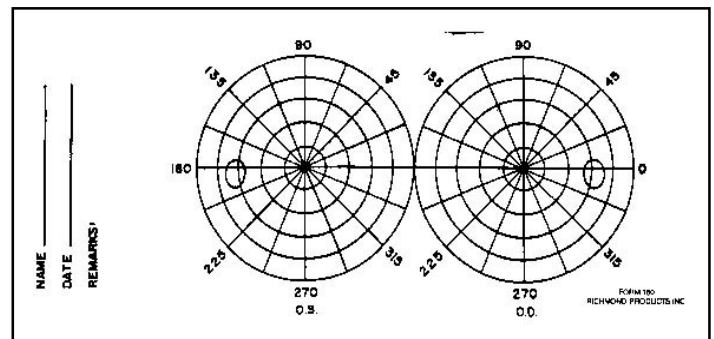
Back and kidney problems were a common occupational hazard especially for COE drivers. Slips while accessing the cab were a frequent cause of injuries. One anecdotal story saw Workman's Comp claims drop by 50% when a major trucking company eliminated COEs from their fleet. In addition, as the freight business evolved into larger carriers keeping drivers on the road for three to four weeks or more at a time, the smaller COE living spaces offered were inadequate.



Tangent screen test objects

*Tangent screen
Score Card showing
right and left eye
patterns.*

*Small ovals are
'blind spot' where
the optic nerve
leaves the retina*



Further, jumping down from the COR cab resulted in several eye diseases unique to truckers. This jarring motion resulted in retinal tears. Constant focus on the road ahead lead to a narrowing of the field of vision labeled 'truckers vision'. Towards the end of the COE era, eye doctors developed the 'tangent screen' to diagnose this narrowed field of vision. The screen was made with a 40 inch square of black felt with the circular pattern (shown on the score sheet above) sewn in black thread. The patient stares at a white button in the center and test objects are introduced on the axial lines. As the patient identifies the target, the physician gains knowledge of any peripheral vision deficiency. Until recently, the major world wide manufacturer of tangent screens was located in Albuquerque.

Tech Tips

Hose deterioration

Radiator hoses are designed to withstand high pressures and temperatures ranging from -40 degrees Fahrenheit to over 250 degrees F. They must also resist chemical attack by coolants and other materials, such as oil, salt and ozone. Radiator hoses deteriorate with age, a process that occurs primarily from the inside out. Surface oil accelerates breakdown of the material. Surface cracks develop, which cause hoses to split, blister or leak. They become hard and brittle and will eventually weaken and fail. Make sure that you have an uneventful summer. Check your radiator hoses regularly. They should be replaced every five years or when there is evidence of significant wear or damage. *From the Northwest Vintage Thunderbird Club*



Fixing Dash Insignia Deterioration



The solution

Before



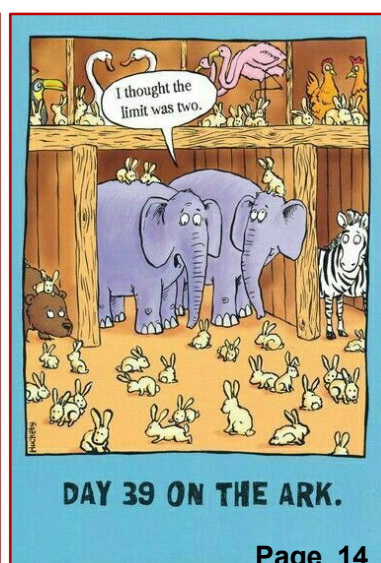
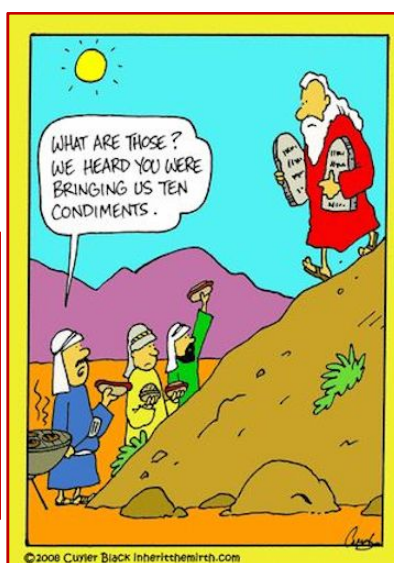
After



I'm on two diets now...

I wasn't getting nearly enough food on just one

So apparently RSVP'ing back to a wedding invite 'maybe next time' isn't the correct response



DAY 39 ON THE ARK.

Why you shouldn't cold-start a long-dead car

By Rob Siegel April, 2019

Someone approaches a car that hasn't run in decades. Often, it's sitting out in a corner of a field. The guy has a can of starting fluid, a gas can, and a battery jumper pack. He hooks up the jumper pack to the battery, dumps gas in the tank, sprays starting fluid into the intake, and cranks away. The car roars to life. Whooping and hollering ensues. Sometimes he may even get in it and drive off. As Woody Allen said in *Annie Hall*, "Boy, if life were only like this."

Such "dead starting" may be dramatic, but if you care about the car, it isn't a good idea. Properly starting a car after it's been sitting for years or decades requires: Making sure that the engine is free to rotate, Clean oil, Lubricating the cylinder walls, Clean air, Clean fuel, Clean coolant, Intact fan belt. Its like the Hippocratic oath: "First, do no harm." A car that's been sitting for years may have been experiencing a long slow decline, but at least it's in stable predictable condition. When you try to start it, your first responsibility is simply not to break it.

Making sure that the engine is free to rotate

Before you take a long dormant engine and subject it to the twisting forces generated by suddenly sending hundreds of amps of current through the starter motor, verify that the engine can, in fact, turn, and that the pistons aren't seized in the cylinders or the engine isn't bound up for some other reason, such as a dropped valve. The most direct way to do that is to put the transmission in neutral, put a ratchet handle and socket directly on the crankshaft nut, and try to rotate the engine, but the newer the car, the harder the crank nut can be to reach. If the engine is small, you can try removing the spark plugs, leaning the heel of your hand on the fan belt to tighten it, and either grabbing a fan blade (if there's no fan clutch) or putting a wrench on the alternator pulley. Alternatively, you can put the car in gear and rock it. But one way or another, you should verify that the engine turns.

Clean oil

This one really should be a no-brainer. Oil isn't wine. It doesn't improve with age. We've all seen the videos of what looks like soft-serve chocolate ice cream plopping out of an oil drain port. Don't risk sending it through the engine. Unless the dipstick reveals clear amber-colored sweet-smelling oil that looks like it was changed yesterday, spend the 30 bucks, buy oil of the correct weight and a new oil filter, and take 20 minutes and change the oil.

Lubricating the cylinder walls

If you care about the car, and it's been sitting for years, it's strongly advised that, once you verify that the engine rotates, you lubricate the rings and cylinder walls by removing the spark plugs, squirting oil through the plug holes with a Wizard of Oz-style oil can, and gently rotating the engine a few times. If there's corrosion on the cylinder walls or carbon causing the rings to stick in the piston grooves, this will get oil onto it and give it the chance to soak in. Note that when I resurrect a long-dead car, I combine oiling with adjusting the valves, as that also requires rotating the engine. While the valve cover is off, I pour fresh oil over the valve train, but that's extra credit. You don't know if there's corrosion on the cylinder walls like there is here, but if a car's been sitting for years, you should assume that there is, and squirt oil in and rotate the engine to distribute it.

Clean air

Any car that's been sitting in anything less than a museum-clean environment is at risk of rodent intrusion into the air cleaner housing. This can manifest itself as dung, seeds, nests, dead rodent bodies, or all four. When you start the car, some or all of that can get sucked into the engine, particularly if rodents have chewed the filter and used it for nesting material. At an absolute bare minimum, before you crank over a long-dead car, pull off the air cleaner housing and clean out any detritus. If the filter is dusty or mildewed, you'd be wise to replace it, but banging it out to shake off dust is better than nothing. You don't want stuff like this getting sucked into the engine.

Clean fuel

If the tank has evaporated itself dry, there's often a layer of gummy residue left that smells like shellac. It's important that this is cleaned out before new gas softens it (dissolves it) and allows it to gum up the fuel injectors or the jets in the carburetor. You can usually get a sense of the degree of varnish contamination by simply undoing the gas cap and taking a whiff. If it smells like shellac, you're going to need to have the tank cleaned.

But really, there's no substitute for visual inspection. If the tank has a bolt-in pick-up tube or level sensor, remove it and shine a flashlight in. You may see rust, varnish, or both. If it's minor, you may be able to spray some carb cleaner and get the varnish off with rags. If there's rust, you can do a decent quick-and-dirty job of cleaning it by taking the tank out, throwing a chain inside, shaking the tank around to loosen up the surface scale, then rinsing it out. For a more permanent solution, take it to a tank shop, or investigate rust-and-sealing products such as Red Kote. Check for pillow-soft or cracked fuel lines.

Clean coolant

Clean coolant isn't as important as clean air, fuel, and oil. But prior to starting a dead water-cooled car, you certainly want to open up the cap on the radiator or the fill tank and verify that you see coolant. If you can't, fill it. This may, in fact, reveal why it was empty; you may suddenly see coolant streaming out through a major leak, in which case the leak needs to be addressed. If the tank is full but the coolant is brown



Why you shouldn't cold-start a long-dead car (continued)

Clean coolant (continued)

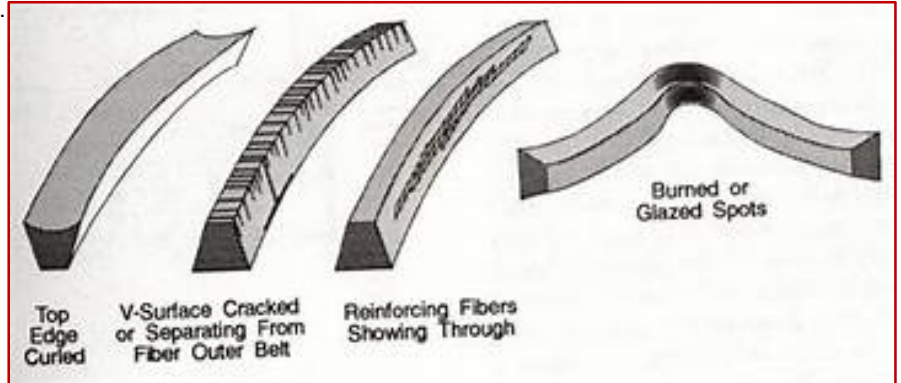
instead of neon antifreeze green, blue, or orange, then the coolant is ancient and badly rust-contaminated, and you'd be advised to drain and flush the cooling system before starting the car. If the coolant is oily and frothy, then it's contaminated with oil due to a bad head gasket or other more serious engine malady, and you may want to reconsider starting the engine at all until you've done additional diagnostics such as a leak-down test and a compression test.

Sitting for years is almost as hard on the cooling system as it is on the fuel system. Hoses get super soft or rock hard, and metal part—such as reservoir tanks, coolant necks, and vanes on water pumps—corrode. Once the car has been started, watch the temperature and pay careful attention to coolant leaks, as a sticky thermostat or coolant loss can overheat the car in short order. Prior to driving a decade-dead car any farther than onto a ramp truck, a full cooling system inspection and overhaul is strongly advised, as odds are high that it will begin leaking through weak hoses on corroded necks.

Lastly, be aware that, as years turn into decades, coolant in an unsealed system can evaporate and crystalize, and if you start the car, you run the risk of plugging up coolant passages in the engine.

Intact fan belt

This is the easiest of them all. On an air-cooled car (VW, Porsche, Corvair), there's a belt that spins the fan and the alternator. On a water-cooled car, there may be separate belts for the water pump, alternator, and power steering, or there may be one serpentine belt for all of them. Whichever you own, be certain that the belt driving the water pump or the cooling fan on an air-cooled car are present and functional, otherwise the engine will overheat in short and expensive order.



Pajarito Road Sign Contest

Have you seen a road sign that gave you a chuckle or a grimace? 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:

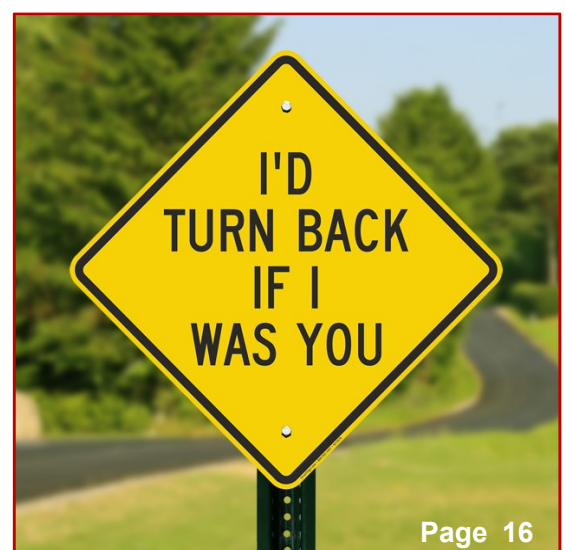
- Most confusing
- Most offensive
- Least understood
- Most humorous



Boy, this guy can jump 2 miles!



Enough said



Wise advice?

2019 Pajarito Shrimp Boil

Date: Sunday, July 14

Location: Sandia Lakes

Address: 76 Sandia Lakes Rd
Bernalillo, NM

Time: 2 to 5 PM

Sign-up Deadline: Friday, June 21

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



Entertainment will be provided by “The Mungos”

featuring music by The Beatles, Eagles, Neil Young,
Jimmy Buffett, Cat Stevens, Jackson Brown, Eric Clapton,
Willie Nelson, Leonard Skynyrd, Joe Ely and more.

Hosts: Terry and Tony Beach

Food Allergies: An alternative menu will be provided as required

Sign-up Sheet

2019 Shrimp Boil Sign-up: Deadline 6/21/19

Your name : _____

Your Address: _____

Other Attendees : _____

Number who will attend: _____

Total Payment enclosed (\$20.00 each) _____

Food Allergies (if any): _____

Make Checks payable to **Pajarito Thunderbird Club**

Please mail to: **PO Box 93026 Albuquerque, NM 87199**

Entry and Parking: An entry pass will be mailed to each paid participant. You will be required to show this pass to gain entry to Sandia Lakes.