



PAJARITO THUNDERBIRD CLUB of NEW MEXICO Chapter 17 of the CTCI April 2020 Newsletter Volume 20 Number 4



Celebrating Alice Baca's Birthday with a Parade

Preparation and interview first:

In the midst of the viral outbreak, a few of our members who know Alice Baca helped her celebrate her 80th Birthday 'from a distance'. First we met at a nearby church and Ray Wood was interviewed by KOAT-TV and then we took a dozen small birds past Alice's house with honking and great visibility.



Almost a dozen small birds gathered



Ray Wood's interview will air on the KOAT Classic Car segment



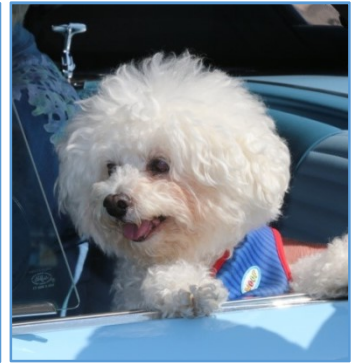
Eric Green, from KOAT is a car enthusiast



Gaye stayed safe



Tom also joined us



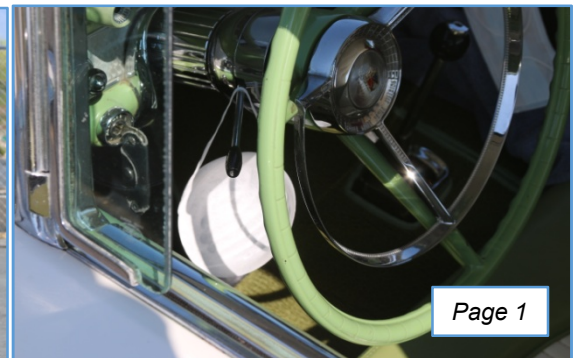
Pete loves the attention



Terry came beardless, first time in 35 years

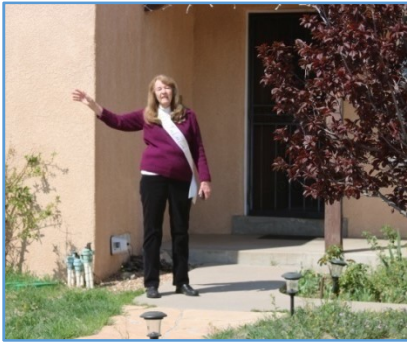


Trae greeted Sam Padilla at the 6 ft distance



What the best dressed small birds are wearing this season

Celebrating Alice Baca's 80th with a Parade:



Alice came out to greet us

Following the event, Alice sent this Thank you note:

I would like to thank everyone for making my 80th birthday very special. It can't get any better than my own Thunderbird Parade done by friends driving their beautiful cars down my street led by my daughter (Annalee) in here mustang convertible while my family and neighbors cheered.

Thanks T-Bird Club with a special thanks to Ray Wood who worked with my daughters, Jeannette and Annalee getting things organized to give me such a wonderful surprise. - Alice Baca



But quickly a party broke out



Everything was captured by KOAT-TV



The neighbors joined us



Daughter Annalee arranged it all



More Baca family joined in.



First, we paraded through the neighborhood



First, we paraded through the neighborhood



First, we paraded through the neighborhood



We got out of our cars but maintained 6 ft



Thunderbird traffic jam!



Ray photographed Jerry's hot rod T-bird



Indy style race start, when we were done



Jim Timmon's Mexican Thunder bird



Sam Padilla also joined us

President's Message



April 2020

It's hard to believe that in one month we have gone from talking about multiple car shows and Thunderbird outings to social isolation and staying home. Hopefully everyone understands the importance of staying home and making health and safety the number one priority.

The good news is you can still take your T Bird for a nice long drive and the streets have less traffic so you can enjoy the drive without the crazy drivers out there! If your car isn't running, what a better time to lock yourself in your garage and get to work. You can also keep your favorite Thunderbird parts house in business by ordering lots of new parts for installation.

Hopefully we will get through this crisis soon and resume our normal lives. In the meantime, try to limit your online surfing time, don't eat or drink too much and make sure to spend sometime with those amazing pets that love you so much!

Stay safe and check in on each other from time to time.

Thanks for all your support and Happy T- Birding!!!

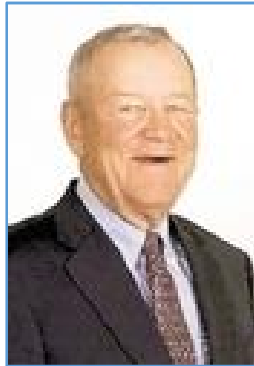
Trae Wood

505-270-7240

TRAЕ WOOD



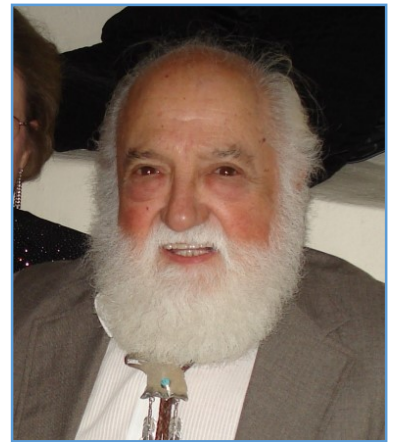
Marking the passing: Ed Armstrong



Ed Armstrong Jr, a Pajarito member since 2017, passed away on December 6 at the age of 81 in Farmington NM.

April 2020

Paul Arellanes



Sad to report that our fellow Pajarito Thunderbird Club member Paul Arellanes passed away on Feb. 19th, 2020.

2020 Club Officers

Title	Name	CTCI #	Phone	Email
President	Trae Wood	35313	505-270-7240	trae_wood@genpt.com
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A thru D	Dennis Potter		505-259-9012	dapnmap@comcast.net
E thru K	Linda Wood		505-250-2965	blubrd2.@gmail.com
L thru R	Sherry Jobe		505-250-1601	claunchtwin@aol.com
S thru Z	Gary Burns		505-903-2840	gjBurns625@Gmail.com

NEEDS

'56 Passenger Side Fender Skirt

Contact Bob Soltysik soltysik@live.com or

Ford-O-Matic or Cruise-O-Matic bell housing and torque Converter to fit a Y-Block engine

Allan.Hastings@outlook.com 214-608-8993

Haves

'56 & '57 T-Bird steering wheel
New, Black original Ford \$300.00

Contact Scott McGilvray
214-341-3597

9" traction lock third member. Twenty-eight spline 3:50 ratio.
Fresh build. No noise. \$350.00

T 85 overdrive for '57 T-Bird complete with shifter & clutch linkage. Dirty. \$1500.00 Will not install.

Original generator mount— FREE
972-562-4794

Contact Bob Soltysik soltysik@live.com or

New Hydraulic Vehicle Positioning Jack Pick up in Keller, TX
\$ 375.00

Contact Patrick Osweiler 817-919-4864



The challenge



The dream

Corona Virus News

Editor's note: Due to current challenges, the calendar look ahead section is postponed until things settle down and we can make more concrete plans, but that doesn't mean we can avoid some of the better social comments:

I Heard a Dr. on TV saying that to get through the boredom of self isolation we should finish things we start and thus have more calm in our lives. So I looked through the house to find all the things I'd started but hadn't finished ... So I finished off a bottle of Merlot , a bottle of Chardonnay , a bottle of Baileys , a butle of wum , tha mainder of Valiumum scriptuns, an a box of chocletz . Yu haf no idr how fablus I feel rite now . Sned this to all who need inner peess. An telum u luvum !

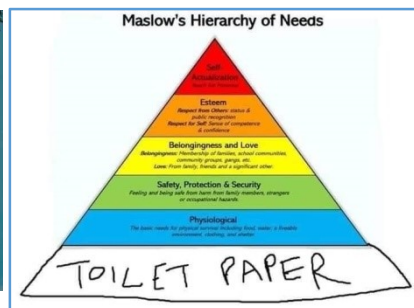


Our cleaning lady just called and told us she will be working from home and will send us instructions on what to do.



Now that we have everyone washing their hands correctly.
Next Week: Turn Signals!!!

I HOPE THE WEATHER IS GOOD TOMORROW FOR MY TRIP TO PUERTO BACKYARDA. I'M GETTING TIRED OF LOS LIVINGROOM.



Honestly hadn't planned on giving up quite this much for Lent.

LIKE A GOOD NEIGHBOR STAY OVER THERE



Tech Tips

Restoration advice:

If there's any single most important piece of advice we can give in any restoration project it's **KEEP ALL OF YOUR ORIGINALS!** DO NOT throw them away until you know that there are new parts available and that they fit correctly. Compare your new parts to the old ones to see if they look the same and do a test fit. If you can't find a replacement or the replacement doesn't fit you can try to reuse the original. Old parts are better than no parts until you can find a suitable replacement.

Tag them, bag them and leave them in a box somewhere until you know for sure that you don't need them anymore.



THOSE PESKY WINDOW HINDGE SCREWS By Pete DePaola

If you ever removed your T-Bird wing windows, you had to remove the lower wing window hinge. Now taking out the two screws can be tricky, I found it easy enough with a 1/4 inch open end ignition wrench. Once apart you can disassemble the glass from the frame to replace the glass, re-chrome the frame or to re-chrome the door post.

Now, when it comes to replacing that lower hinge, that's another story. If you chromed the wing window frame there are a few things to do before starting your reassemble. First, take a #6-32 tap and clean (chase) the threads in the frame now clogged with chrome and or debris. If the glass is out, no problem -just run the tap through the threads of the frame to clean them out. If the glass is in the frame, carefully run the tap in until you can "feel rubber holding the glass in. (I ground a little of the point off or use a bottoming tap). Now test the screws in the frame, (purchase new screws for about a buck for the set). Place them on the frame and center the screw holes in the hinge and masking tape to locate the top and bottom edge of the hinge. Now I'm sure that if you chromed the frame you also chrome hinge. So be aware that the hinge pin will be a little thicker can use very fine emery cloth to try and reduce the chrome up (or not). Second, if you, like me, lift the nylon bushings window post frame (top and bottom) they will be dirty, so remove the bushings and clean them and the hole they First remove the two set screws in the window frame, then coat hanger wire with a small hook at the end. Pull the bushing - also new bushings are available for pennies. Now to reassemble, first a very little grease on the hinge pins the reinstalled bushings (do not install the setscrews yet.) the window

and top hinge. Now this may be a little harder than it sounds. I rocked it back and forth while tapping lightly on the top of the frame with rubber mallet. Last step; hold the hinge between the masking tape mark: the screw with a jeweler's needlepoint pliers, putting pressure to locate the screw hole. Now engage the screw us 1/4 inch wrench. Tighten slightly to hold hinge in place. Now the second screw. It is that simple; my first hinge install took This procedure cut that down to a few minutes and no frustration

The next time you see a '56 or '57 T-Bird with no wing windows attached you can explain how easy it is to put them back on.

Wing window screws from NV Valley newsletter



55-56 STARTING PROBLEMS

If you are having starting problems because your engine doesn't always crank over properly when you hit the starter, the problem may be due to a poor ground connection between the engine block and the firewall or battery ground cable. It's nice to have lots of shiny paint on the engine block and firewall but remember paint won't conduct electricity and the bolt itself isn't enough surface contact to do the job. Be sure to scrape away the paint on the engine block where the engine ground strap attaches and also for 55 and 56's where the battery ground cable is bolted. Do the same at the firewall and you will be assured of a good electrical connection.



Preparation is key to high-quality paintwork

From Hemmings Daily

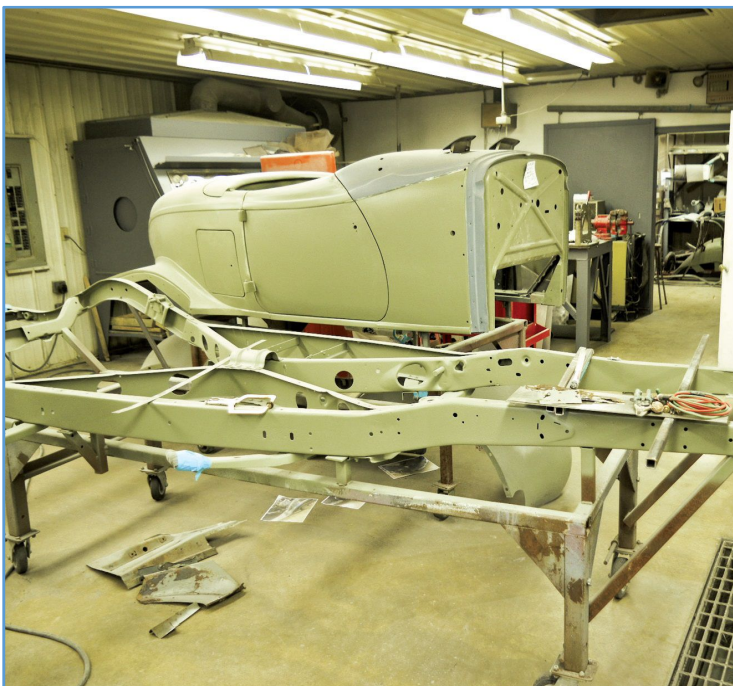
We've all heard it said, many times before, that being prepared is the key to high-quality paintwork, but so, too, is the preparation required before beginning a restoration. Prior to starting on the disassembly of any car, truck, or motorcycle, you first need to get your workspace in order. From tools to supplies, a well-equipped and well-organized workshop is as important as the work itself.

When undertaking such a monumental project, be it a ground-up or body-off restoration, or even a straightforward bare-metal re-spray, specific tools and supplies will be needed as the process proceeds. You never want to run out of DA discs or paint reducer when they're needed most. Besides the obvious, such as having the right amount of primer, paint, and reducer on hand, there are many other important supplies that you will be relying on in order to get you through the restoration process. For instance, permanent markers, paper, and sealable baggies will be needed to store all the different fasteners that will be removed during disassembly. And you will need a safe place to store those baggies once filled, so a good selection of different-sized plastic containers, jars, and large bins will be helpful.

You can never have enough rags and shop towels, so buy a box of 100, along with several rolls of paper towels for quick cleanups. Hand cleaner will be needed as well, but the most important supplies will be those designed to protect you; buy several pairs of safety goggles and/or wrap-around safety glasses, and use them every time you grind, scrape, or sand something. Dust masks are another must-have item, along with gloves to protect your hands against the toxic chemicals that will be used. And work gloves are important as well—buy several pairs, as they always seem to get misplaced. When doing any type of painting, even something as basic as using an aerosol spray can, always wear an OSHA/NIOSH-approved dual-cartridge respirator to protect your lungs from the many harmful chemicals that paints contain. Even when grinding metal, sanding body filler, polishing, or working a rusty part at a bench-mounted wire wheel, you should always wear a particulate mask. And not one of those cheap dollar dust masks either—buy a mask specifically for particulate matter.

A good supply of wooden-handle steel and brass brushes, the kind you see for sale at Hershey and other swap meets for \$1 each, will come in handy more often than you'll ever think they will. And let's not forget those little black disposable brushes, with the metal handles, that you'll need to brush on seam sealer and other auto body products. Speaking of disposables, make sure you have a steel trash can on hand, along with a supply of trash bags. A broom and dustpan, and a wet-dry vacuum are essential in keeping your workshop clean, and they need to be used at the end of each work session. You don't want dust and dirt to accumulate to the point where it covers everything in sight. That's not good.

During the disassembly of any vehicle, you will need to rely on a variety of scrapers to remove old undercoating and the buildup of caked-on grease deposits that adhere to a car's frame, undercarriage and suspension components. Straight and angled scrapers, both flexible and stiff, are crucial hand tools that you'll come to rely on. Wire cutters will be needed to trim various wires and thin cables, and a sharp pair of tin snips are crucial to cut thin metal panels and assorted sheet metal-formed parts. And keep in mind that there are left cutting and right cutting snips if the sheet-metal has to be cut in a specific direction.



Preparation is key to high-quality paintwork (continued)

When cutting bolts or other steel components, make sure you have a hacksaw handy, along with an assortment of blades. Hacksaw blades are available in 18, 24, or 32 teeth per inch, depending on the hardness of the metal to be cut, so buy several of each. And when dealing with stubborn fasteners, always try your best to loosen them first with the proper wrench before resorting to that old standby, the Vise-Grip. Those locking pliers work great, but they also mar the fastener's head, and when you're dealing with factory original fasteners, you don't want to diminish the quality of your car's restoration with non-authentic, store-bought bolts. Therefore, it's essential to have several cans of penetrating oil on hand to help loosen those frozen fasteners prior to using wrenches. In addition to penetrating oils like Liquid Wrench, PB Blaster, and Aerokroil, make sure you have the usual selection of spray lubricants



Other indispensable, but on-forgotten tools include single-edge razor blades (buy a box of 100, as you'll use them), different sized pry bars, a small flashlight and mirror to locate hidden fasteners when undoing under-dash components, different size wire brushes, wooden sticks to mix primers and paints, paint strainers, and a variety of degreasers and other cleaning products. Oh, and a box fan is a must to fit inside your garage's window to suck out dust and paint fumes.

How do you keep track of loose nuts and bolts during a project?

Like single socks that disappear in the laundry, nuts, bolts, and fasteners have a way of walking off when you're working on a car project. How do you keep them from disappearing and, more important, how do you remember where everything goes? The problem occurred to me as I start work on my resolution to work more on my Alfa Romeo Spider. My plan is to work 30 minutes a day for the next 30 days I'm at home (with a story to reflect on what I've learned when I'm done). I realized that with this slow and steady progress I'll have a lot of bolts lying around and it will be weeks before they go on again. Right now I'm collecting everything from the interior in a magnet tray, which is a vast improvement over my under-the-car strategy or leaving the



One solution is to lay everything out like a schematic diagram, if you have the room.



Another solution is to pile up magnetic trays. Another is to use plastic kitchen baggies.

fasteners attached to the removed parts or lying in the general vicinity of where they came from. That's the current extent of my organizational system: put everything in a pile. For the most part, this works fine, but I wonder if there's a better way.

Once, at a 24 Hours of Lemons race, I saw a team doing major mechanical work on the engine, and every bolt that came out got stuck into a big piece of foam insulation, labeled in permanent marker and arranged in the correct relative orientation. A great idea for a bigger project, but it seems a little extreme for smaller jobs. Some people use plastic baggies or food storage bins labeled with what part things came from, which again seems a little much for my purposes (although good for, say, a full restoration). I'm always willing to reconsider that yes, maybe I should just be taking time to put away every single grouping of nuts and bolts as they come off the car.

I'm sure I'm missing some brilliant method of keeping track of parts and fasteners, and maybe some organizational product as well. Or is there no perfect method? Let us know your tips and tricks in the comments below, and we'll round up the best answers into a follow-up post.

Sanitizing your ride:

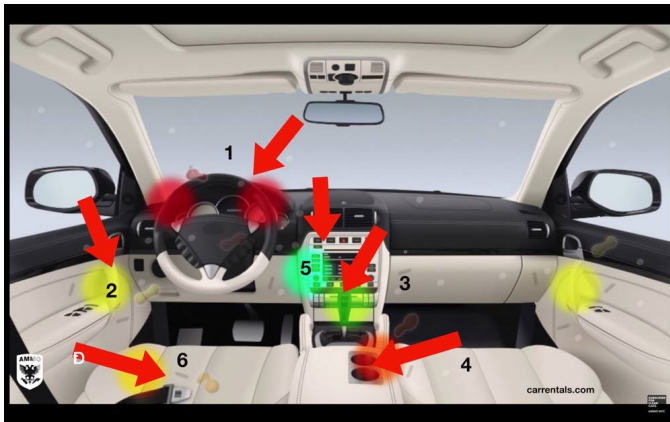
It may be a while before we're detailing our favorite rides in anticipation of a packed cars and coffee gathering, but even folks hunkering down at home under government ordinances need to make grocery runs. Whether you're headed to Costco in your Chevy C10 or to the pharmacy in your minivan, you'll want to keep your ride clean. That's good practice in general, but before you attack leather seats with Lysol wipes or start bleaching your dash to annihilate any trace of coronavirus.

Professional detailer and experienced chemist Larry Kosilla of Ammo NYC removes much of the scare of sanitation with his calm, thorough explanation of how and why to disinfect your car. Even if you're not looking to invest in fancy foaming cleaners, Kosilla's advice is still highly relevant. Did you know that "clean," "sanitize," and "disinfect" are distinctly different processes, each designed to satisfy a different standard? Cleaning a surface physically removes dirt and germs, but doesn't chemically kill any of those germs. Sanitizing and disinfecting a surface may or may not remove dirt and grime, and each denotes a different intensity. When you sanitize your hands (for instance), you aren't killing *all* of the germs, you're simply knocking down their numbers to a safe, lower level as determined by public health standards.

There's a reason we *disinfect* things with bleach, and don't wash our hands with it; disinfecting is a take-no-germs-as-prisoners method. A realistic approach for your car's interior, then, is to clean and *then* sanitize.

Whether you want to go all Mr. Clean on every interior panel and button or not, focus on the "hotspots" for germs: your steering wheel, interior door handles, cup holders, gear shifter, seat buckles, and radio/climate control buttons. (Only after you've attacked these bastions of germiness, the CDC recommends, proceed to less-often contaminated surfaces.)

Before touching any of those hotspots, though, consider the wipe or spray you're wielding. If it has an EPA registration number on the back label, it's packing legitimate



all else fails (or is unavailable) wear a clean pair of rubber gloves and dispose them after each drive—just wait to remove them until after you grab that interior handle to exit the vehicle. Oh, and your keys? Bet you didn't consider those. Worth a wipe-down, as well.

Kosilla also recommends avoiding direct contact with a gas pump handle or button whenever possible.

They're *staggeringly* dirty on a good day, not to mention the threat they could pose during a pandemic. Use gloves or a paper towel to grab the pump handle, and use the nozzle to nudge the fuel grade button.

Can you believe this?

This Mercedes 300SL Gullwing tool kit sold at auction recently for \$10,250. Yes, over \$10K. But that was a bargain, the same type of tool kit sold for \$20,500 on 11/19/18.



Women in the Automotive Industry Part 3

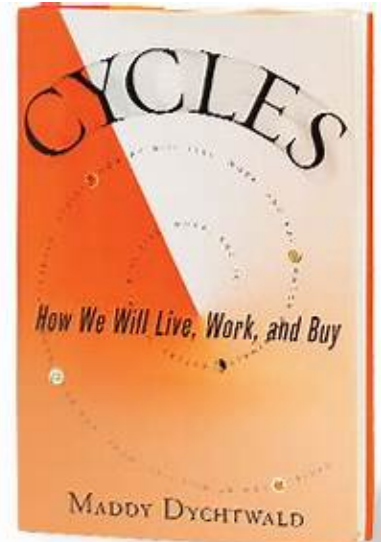
This issue covers nine Auto Industry inventions by women over the years. These included brake pads, windshield wipers and non-reflective glass.

Anyone with ideas of a women to be featured is invited to submit. Please send info to Lloydpo@aol.com or text to 505-280-3114 or call me.

8. Purchasing Decisions (continued)

Maddy is a graduate of New York University. Her research projects have included:

- *Women & Financial Wellness: Beyond the Bottom Line*
- *A New Era of Women and Financial Planning*
- *The Allianz Women, Money, and Power Study*
- *Retirement at the Tipping Point: The Year That Changed Everything*
- *SunAmerica Re-Visioning Retirement and SunAmerica Retirement Re-set Studies*



8. Supercar Designs

Most of the time, when women have a hand in designing cars it has to do with the interior features. It's not often that women design the exterior of a vehicle, let alone a supercar. Michelle Christensen is the first woman to lead a supercar exterior design team. The Acura NSX has been in the works for years, but was released as part of Acura's 2017 lineup.

Michelle was [Acura's](#) first female exterior designer. Since 2005 Christensen has worked for Acura and was the lead designer of the second generation Honda NSX. She grew up in San Jose, California and learned about the mechanics of cars from her father, who was into hot rods and muscle cars. In school she developed an interest in drawing and fine art and at community college she learned about car design and went on to study at Art Center College of Design in Pasadena. Christensen said that car design is the ideal blend of her passions, "art, cars, and making things for people." The 2016 Honda NSX was her first project as the lead designer. Now 34, Christensen has designed the new Acura NSX, a Ferrari-fighting supercar making its world debut Monday at the North American International Auto Show in Detroit.

"It looks fast even when it is parked," said Acura General Manager Mike Accavitti. "It is the ultimate expression of the Acura brand." The new NSX will be an all-wheel-drive hybrid. A twin-turbocharged, mid-mounted V-6 engine sits behind the two-seat cockpit and powers the rear wheels. Two electric motors, one mounted near each of the front wheels, add additional power and control. A third electric motor is integrated with the engine to supply extra power.



9. Executive Decisions (continued)

Barra graduated from the General Motors Institute (now Kettering University) as an EE. She then attended Stanford for her MBA. She started working for General Motors, at age 18, as a co-op student in 1980, checking fender panels and inspecting hoods to pay for her college tuition and subsequently held a variety of engineering and administrative positions, including managing the Detroit/Hamtramck Assembly plant and a series of other positions. As CEO, Barra has placed GM's focus as a company transitioning into the tech space by moving forward in the automated driverless car space with major acquisitions including Strobe, a startup focused on driverless technology. In 2017 she pushed GM to develop the Chevy Bolt EV, beating rival (and government subsidy dependent) Tesla in developing the first electric car priced under \$40,000 with a range of 200 miles.



Burma Shave signs

A car, a curve.
He kissed the miss,
And missed the curve.
Burma Shave

DON'T STICK YOUR
ELBOW
OUT SO FAR
IT MAY GO HOME
IN ANOTHER CAR.
Burma Shave

TRAINS DON'T
WANDER
ALL OVER THE MAP
'CAUSE NOBODY SITS
IN THE ENGINEER'S
LAP.
Burma Shave

SHE KISSED THE
HAIRBRUSH
BY MISTAKE
SHE THOUGHT IT
WAS
HER HUSBAND JAKE.
Burma Shave

CAR IN DITCH
DRIVER IN TREE
THE MOON WAS FULL
AND SO WAS HE.
Burma Shave

DON'T LOSE YOUR HEAD
TO GAIN A MINUTE
YOU NEED YOUR HEAD
YOUR BRAINS ARE IN IT.
Burma Shave

DROVE TOO LONG
DRIVER SNOOZING
WHAT HAPPENED NEXT
IS NOT AMUSING.
Burma Shave

BROTHER SPEEDER
LET'S REHEARSE
ALL TOGETHER
GOOD MORNING, NURSE
Burma Shave

CAUTIOUS RIDER
TO HER RECKLESS DEAR
LET'S HAVE LESS BULL
AND A LITTLE MORE STEER.
Burma Shave

BOTH HANDS ON THE WHEEL
EYES ON THE ROAD
THAT'S THE SKILLFUL
DRIVER'S CODE.
Burma Shave

SPEED WAS HIGH
WEATHER WAS NOT
TIRES WERE THIN
X MARKS THE SPOT.
Burma Shave

THE MIDNIGHT RIDE
OF PAUL FOR BEER
LED TO A WARMER
HEMISPHERE.
Burma Shave

AROUND THE CURVE
LICKETY-SPLIT
BEAUTIFUL CAR
WASN'T IT?
Burma Shave

NO MATTER THE PRICE
NO MATTER HOW NEW
THE BEST SAFETY DEVICE
IN THE CAR IS YOU.
Burma Shave

A GUY WHO DRIVES
A CAR WIDE OPEN
IS NOT THINKIN'
HE'S JUST HOPING
Burma Shave

AT INTERSECTIONS
LOOK EACH WAY
A HARP SOUNDS NICE
BUT IT'S HARD TO PLAY.
Burma Shave



The Ford Thunderbird “Squarebirds” remain a masterpiece of Fifties Detroit design. (Or, is commercial success enough to define a classic?)

By Richard Lentinello

Hot on the heels of the new Corvette, Ford introduced its 1955 Thunderbird to great fanfare and thunderous approval when the sporty two-seater premiered at the 1954 Detroit Auto Show. With its appealing shape, distinctive style and a 292-cubic-inch V-8 putting out either 193 or 198 horsepower, depending on transmission pairing, it was a huge success with 16,155 examples sold that first year. Compared to its cross-town rival the Corvette, which only attracted 700 buyers that same year, Ford hit a grand slam right out of the box. It seemed everyone wanted to own a new Thunderbird.

Brilliant new version of America's most wanted, most admired car

Another First from Ford...a jewel of a car that's pure Thunderbird in spirit and performance... with full fine-car room and comfort for four... at a price far below that of other luxury cars!

Now there's fun for four in America's most exciting car! Ford Thunderbird individuality... Thunderbird competence and maneuverability... incomparable Thunderbird performance—now all this and more—for four!

You have an adventure—and some thrilling surprises—in store for you when you command the completely new Thunderbird Special V-8. Here's an engine newly designed to chase your love of life, to deliver your kind of superior performance in even greater assurance than you've always associated with the Thunderbird!

All this plus fine-car spaciousness for four passengers. All this plus enough leg and head room to seat four vanity-cree-men with ease. And the doors are extraordinarily wide, too—even in evening dress the ladies can step in or out with ease and grace. The big idea is beautiful, luxurious comfort—Thunderbird style!

Your Ford Dealer extends an invitation to a thrilling new adventure. See the brilliant new four-passenger Thunderbird. Drive it. Claim it as your own... and you own at a price far below that of other luxury cars! Join the distinguished roster of Thunderbird owners who, driving America's most individual car, are as happy as the mail is long.

Wide, glide-through doors give you direct accessibility to the rear seats.

Slip behind the wheel of this finest of beauties... get away... and see what wonderful new driving experiences this entirely new Thunderbird has in store for you!

You haven't looked so good in years. You haven't felt so spirited since your teens. Because you've never driven a car so ready, willing and keen to travel. Like its illustrious predecessor, this Thunderbird is eager to show the stuff it's made of. And that means performance that will be a revelation to even the most ardent Ford enthusiasts. (And they come pretty ardent!) Talk about cornering and ease of control—the new Thunderbird outshines any car you've ever driven or dreamed about! Here is a car so magically responsive, so unerringly sensitive to your every thought that you must drive it to believe it. Then—and only then—will you know the thrill that await you as a Thunderbird owner.

Handsome new instrument panel has an exciting sports car personality that complements the character of the car itself. Control cluster is deeply recessed in adequately padded panel for easier access and heightened visibility. Lower surface of glove box door is ingeniously designed as a storage tray!

© 1958, Ford Motor Company, Dearborn, Mich.

Ford's brochure for the restyled 1958 Thunderbird focused on the car's spacious interior saying, "full fine car room and comfort for four".

In preparation for its upcoming restyle for the 1958 model year, how could Ford possibly update the car while ensuring its continued sales success? Shocking as it seemed at the time, the Thunderbird was stretched to accommodate five passengers instead of just two. Ford's sanity was called into question, but clearly its marketing strategists knew what they were doing. As shown by the following production figures, overall three-year sales of the new "Squarebird" were nearly 374 percent higher than the combined three-year production run of the ever lovable "Little 'Bird." The public loved the restyled Thunderbird and flocked to Ford showrooms throughout the country to get one of their own.

Ford proudly presents the 1959 version of AMERICAS MOST SUCCESSFUL CAR

Thunderbird! The car all America has taken to its heart.

Unique among motor cars... in compactness, in beauty and, of course, in performance... Thunderbird is young and sophisticated. Exciting and distinguished. Provocative and elegant. Hardtop or convertible, it offers luxurious room for four passengers. It is unrivaled for handling, cornering and parking ease. It performs as brilliantly in city traffic as on the open highway. In short, Thunderbird's performance matches its pretence. Thunderbird's "GO" matches its glow.

Thunderbird is, in fact, America's most wanted, most admired car. Nevertheless, you'll find it is priced far below other luxury cars!

© 1958, Ford Motor Co., Dearborn, Mich.

For 1959, the saying "Thunderbird is in fact America's most wanted and admired car" was surely true. By year's end, 67,456 examples had been produced, which was more than the 55 thru 57 Thunderbird models combined and X times the Corvette.

Throughout its existence, Thunderbirds have always been blessed with fantastic styling, cutting-edge design, and all-around inviting characteristics that are as distinctive as they come. Yet, as much as I appreciate the Little 'Birds of 1955-'57, they never really did much for me—that is, until I saw a black '57 fitted with black walls on American Torque Thrust wheels. Talk about transforming a car from a pretty little thing to menacing street fighter; all it took was a simple tire and wheel change. Now that's the tough expression that I like, and should an early 'Bird ever find its way into my garage, that's how it's going to look, except mine will be refinished in a rich navy blue with an interior covered in red leather, lowered slightly, with a solid cam and dual Smittys' out back for a little music; it will most probably be the smaller '55 model. All else will remain the same. Oh, and tach will be strapped to the steering column.

The Ford Thunderbird “Squarebirds” remain a masterpiece of Fifties Detroit design. (continued)



Its back end view was the 1960 Squarebird's calling card with matchless beauty distinctively all its own. The one distinguishing mark on the quarter panel's rear most fin and three lights per side on for 1960.

Squarebird were lower and wider, and the idiosyncratic four-headlamp front ends gave them a distinguished appeal that few other model years can ever hope to achieve. And right in the midst of Ford's restyled gems sat the new four-seat Thunderbird.



That extra seat in the rear made the Squarebirds far more commercially desirable than earlier two seat models. With its individual bucket seats and finely crafted console, these models combined the positive attributes of a sport car and luxury car in one package.

In order to truly appreciate what the 1958-'60 Thunderbirds are all about, you have to stand back and look at them as individual models, and not compare them to the cute early 'Birds or the sleeker Sixties models. They are their own creation, endowed with inimitable shapes and exclusive design elements not seen on any other car of the era. While the shape of the Squarebirds may appear to be a little bulky and somewhat awkward from some angles, once you get beyond that and start seeing all the not-so-subtle styling contours as their own objects, you will quickly appreciate the car as a sculptural masterpiece of Fifties Detroit design.

Any of the three Squarebirds would be a joy to own; however, it's the 1960 model, with its three-tail lamp rear that's on my top-ten list of must-have American cars. In fact, the very car featured here, which I had the pleasure to drive a few years ago, is the ideal combination of perfect colors – Acapulco Blue Metallic and tan interior. For Squarebird lovers, it doesn't get much better than that.

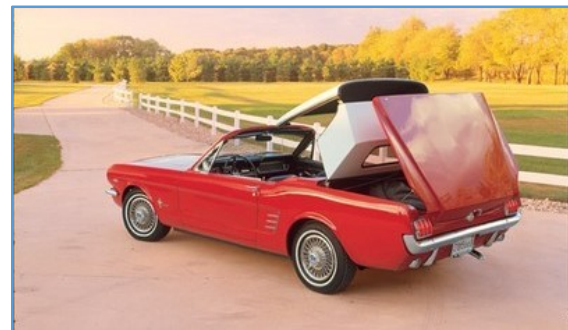
Clearly Ford's advertising for "America's most individual car" was spot on when they stated: "New Ford Thunderbird seats four – now it's twice the fun to own one!"

Mustang Hardtop Convertibles

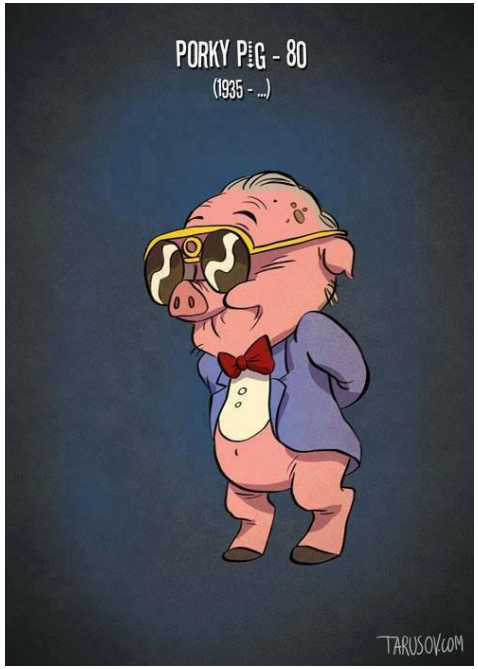
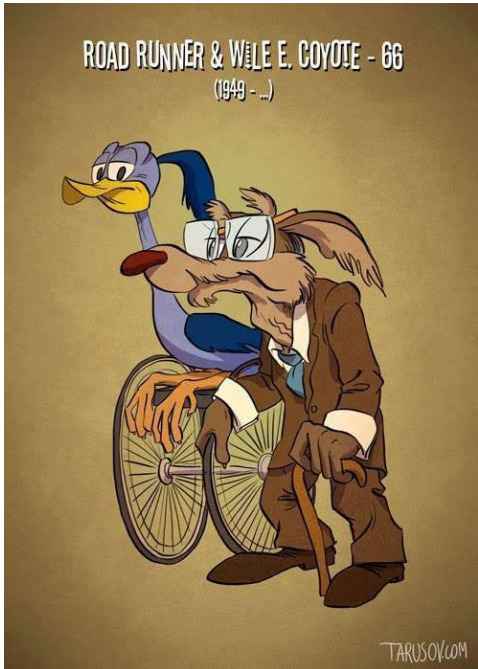
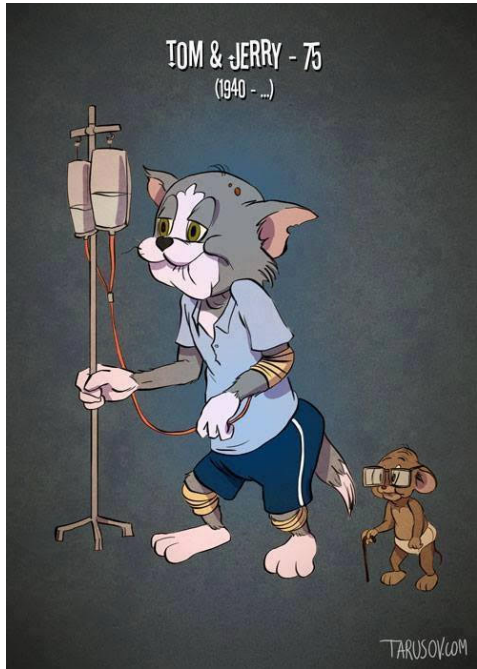
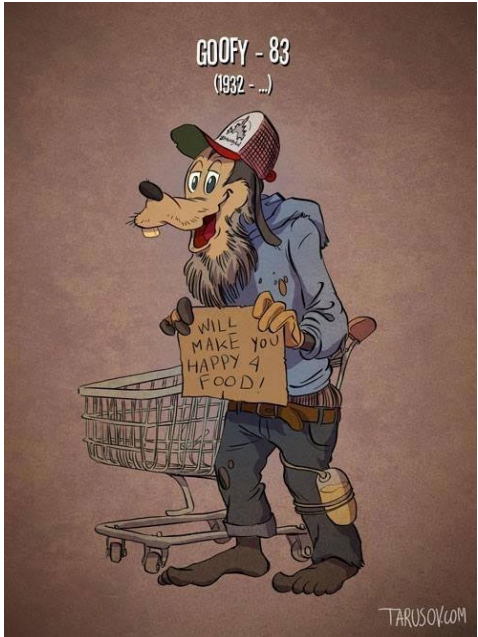
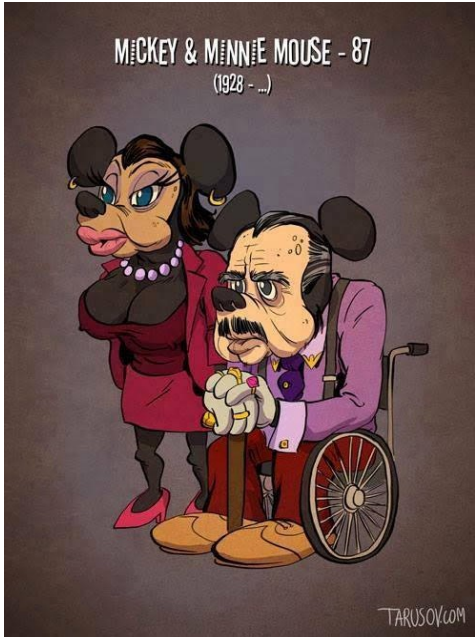
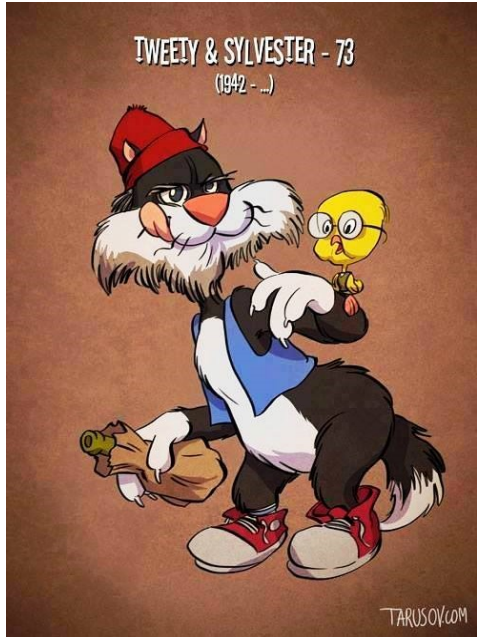
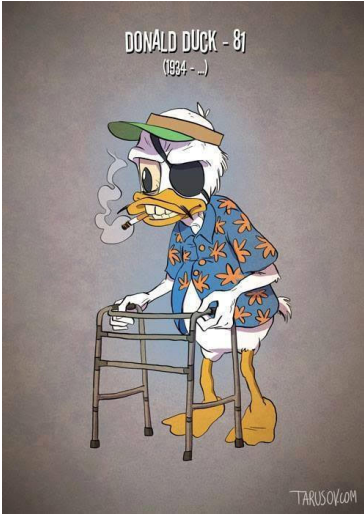
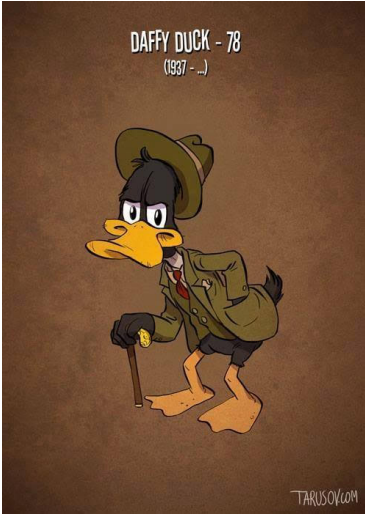
In the mid '90's, the Ford Mustang retractable became a reality after Ben Smith formed Retractableables Unlimited, marketing a manual retractable top for the 1965-1966 Mustang. They produced some 30-50 kits, all signed and numbered, but this effort lasted about two years because Ben did not have the time to market it. There are said to be about 14 1965-1966 Ford Mustangs left out there with Ben's retractable top.



Ben J. Smith demonstrating Ford Motor Co prototype, however, the concept was never productized by Ford.



Our favorite cartoon characters are also now seniors!



Piano lessons: TRUE STORY...

My name is Mildred Honor. I am a former elementary school Music Teacher from Des Moines, Iowa:

I have always supplemented my income by Teaching Piano Lessons....Something I have done for over 30 years. During those years, I found that Children have many levels of musical ability, and even though I have never had the prodigy, I have taught some very talented students. However, I have also had my share of what I call 'Musically Challenged Pupils. One such Pupil being Robby. Robby was 11 years old when his Mother (a Single Mom) dropped him off for his first Piano Lesson.



I prefer that Students (especially Boys) begin at an earlier age, which I explained to Robby. But Robby said that it had always been his Mother's Dream to hear him play the Piano, so I took him as a Student. At the end of each weekly Lesson he would always say 'My Mom's going to hear me Play someday.' But to me, it seemed hopeless, he just did not have any Inborn Ability. I only knew his Mother from a distance as she dropped Robby off or waited in her aged Car to pick him up. She always waved and smiled, but never dropped in.

Then one day Robby stopped coming for his Lessons. I thought about calling him, but Assumed that because of his lack of Ability he had decided to pursue something else. I was also glad that he had stopped coming. He was a Bad Advertisement for my Teaching! Several Weeks later I mailed a flyer recital to the Students' homes. To my surprise, Robby (who had received a flyer) asked if he could be in the Recital. I told him that the Recital was for current Pupils and that because he had dropped out, he really did not Qualify. He told me that his Mother had been Sick and Unable to take him to his piano lessons, but that he had been practicing. 'Please Miss Honor, I've just got to Play,' he insisted. I don't know what led me to allow him to play in the Recital - perhaps it was his insistence or maybe something inside of me saying that it would be all right.

The night of the Recital came and the high school gymnasium was packed with Parents, Relatives and Friends. I put Robby last in the Program, just before I was to come up and thank all the Students and Play a finishing piece. I thought that any damage he might do would come at the end of the Program and I could always salvage his poor performance through my 'Curtain Closer'. Well, the Recital went off without a Hitch, the Students had been Practicing and it Showed. Then Robby came up on the stage. His Clothes were Wrinkled and his Hair looked as though he had run an egg beater through it. 'Why wasn't he dressed up like the other Students?' I thought. 'Why didn't his Mother at least make him Comb his Hair for this Special Night?'

Robby pulled out the Piano bench, and I was Surprised when he announced that he had chosen to play Mozart's Concerto No.21 in C Major. I was not prepared for what I heard next. His fingers were light on the keys, they even danced nimbly on the Ivories. He went from Pianissimo to Fortissimo, from Allegro to Virtuoso; his Suspended Chords that Mozart demands were Magnificent! Never had I heard Mozart played so well by anyone his age.

After six and a half minutes, he ended in a Grand Crescendo, and everyone was on their feet in Wild Applause!!! Overcome and in Tears, I ran up on stage and put my arms around Robby in Joy. 'I have never heard you Play like that Robby, how did you do it? Through the Microphone Robby explained: 'Well, Miss Honor, Remember I told you that my Mom was sick? Well, she actually had Cancer and Passed Away this Morning. And well... she was Born Deaf, so tonight was the first time she had ever heard me Play, and I wanted to make it Special.'

There wasn't a Dry Eye in the house that evening. As People from Social Services led Robby from the stage to be placed in to Foster Care, I noticed that even their Eyes were red and Puffy. I thought to myself then how much Richer my Life had been for taking Robby as my Pupil.

No, I have never had a Prodigy, but that night I became a Prodigy... of Robby. He was the Teacher and I was the Pupil, for he had taught me the meaning of Perseverance and Love and Believing in Yourself, and may be even taking a chance on someone and you didn't know why.

Robby was Killed years later in the Senseless Bombing of the Alfred P. Murrah Federal Building in Oklahoma City in April, 1995.



Supplement page 2

Memorial at Alfred P. Murrah Federal Building in Oklahoma City