



PAJARITO THUNDERBIRD CLUB
of
NEW MEXICO
Chapter 17 of the CTCI
June 2020 Newsletter
Volume 20 Number 6



Recent Events

Galisteo Charity Event for Feed NM Kids

Organized by Phil Lovato

Twenty old cars went to Galisteo one Saturday.
It was an odd assortment of Small birds,
Red, Green or White,
Plus a Big Blue topless Chevy,
Hot Rods chromed to the hilt, Cycles and stragglers.
In a beautiful pasture, we had a horse apple picnic,
Next to the town's house of worship.
We brought our bag lunches,
Many prepared by the Jobe,
And we were glad to see the out house
set for you and me.



More from Galisteo



Sherry Jobe and Ed Sauer joined us



A famous nameplate, coming back in 2022?



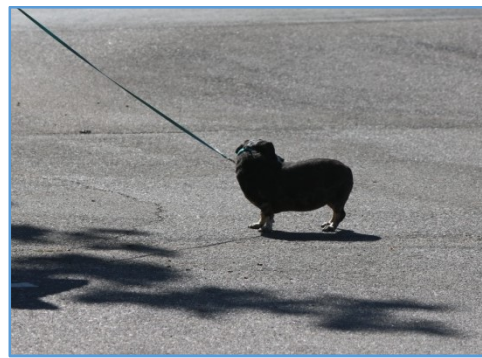
Lloyd joined the horse apple picnic



A Comet, going the way of the Falcon?



Craig Sower's excellent 57



Where is the line for a new set of legs?



The Chase Truck



Junior, Philip and Grandson



Our Feed NM Kids Champion



President's Message

June 2020

The Governor of New Mexico is starting to open our state back up, as of May 27th restaurants with outdoor seating can serve patrons once again. Hopefully by the time you get this newsletter all restaurants will be back open at 50% capacity for dining. This is encouraging for the club and I think we will be able to at least start having our officer's breakfast meetings soon.

May 17th was National Thunderbird appreciation Day, hopefully you took your car out for a cruise and enjoyed the day. We took our 3 running cars (all 57's Ed Sauer), for a drive through Corrales and down Rio Grande with a stop for a picture opportunity. It was a fun family afternoon.

Thanks to Yvonne and Linda for the photos.



As a reminder, our first event is still planned for June 27th at the Kennedy's house. They have invited us to their house for a pool party starting at 11:30am. Bring your cars, we can enjoy the day socially distancing— see you there!

Stay safe everyone

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

Trae Wood

505-270-7240

Trae Wood



Anyone else have recent Thunderbird touring pix, send JPEG to Lloydpo@aol.com

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Upcoming Events:

Picnic in Rio Rancho - Saturday, June 27

Assuming things open up towards the end of June we are planning for a Picnic at the Kennedy's . This will be a luncheon on Saturday, June 27, 2020, 11:30 am

Hosts: Home of Mark and Trudi Kennedy.

Address: 1816 Eucalyptus Rd. NE, Rio Rancho 87144.

This will be an outdoor gathering by the pool with a barbecue.

Food: Hot dogs, burgers, with all the fixin's will be provided.

Bring: Sides and/or deserts would be greatly appreciated. Also, the pool will be open, please bring a towel.

Drinks: The Kennedy's will provide water, soft drinks, and beer. If you would like something special, feel free to BYOB.



Trudi and Mark

Redneck Recliners



RULE NUMBER 1:



15 days containment I'M FINE



When to Replace Your Weather stripping

by Raeia Lail, Steele Rubber Products

There are times when it's painfully obvious that you need new weather stripping- you have an identified leak, a seal gets torn or is even missing in places- but, in many cases it won't be that obvious. Chances are if you wait till you're seeing the road through the crack at the bottom of your door, you should've replaced your weather stripping a long time ago.

So, when should you replace your weather stripping? Here are some signs that it's time to go ahead and replace those old, worn out seals with fresh new ones:

They just look worn out. If its dried out, cracked, discolored or droopy, it needs to be replaced. Not only will deteriorated weather stripping leave your ride vulnerable to all the bad things that moisture brings, but it will also make the vehicle look awful. Fresh, new, supple rubber parts really are the finishing touch to make a build look "straight-off-the-assembly-line" good. If the vehicle is over 25 years old (and still has the original weather stripping), you should replace it. Years ago the rubber compounds used to make these parts weren't as good as they are today. Here at Steele we use high quality EPDM rubber with no fillers and that lasts for decades. You're experiencing increased noise in the cabin. If you can hear wind, rattling windows or even just road noise your weather stripping could be to blame. You'll have to become a detective to see if you can spot clues to figure out specifically where the noise is coming from. Unexplained water in the vehicle. You'll have to be a detective again and figure out exactly where it's coming. It could be a bad seal, but it could also be any number of other things. It no longer has a bouncy, positive seal. If your weather stripping looks defeated, fattened and has more of a passive seal, it's there, but it's not doing its job. On the ip side of that, it looks good, but it's hard and brittle. Again, it's there, but it's not doing its job.

How can you tell if your seal has that positive seal that's necessary for proper function? The Dollar Bill Test is one way to tell for sure if a seal is doing its job or not: Use this test anywhere you have a squishy sponge rubber that seals against metal.



1. Open the door/trunk
2. Take your dollar bill and place it part way across the seal and close the door. Make sure you leave enough of the bill showing so you can get a good grip on it for the test.
3. Gently pull on the dollar bill. If the seal is working properly there should be a little resistance preventing the bill from sliding out completely. However, if when you pull on the bill you don't feel any resistance at all, odds are you've found a weak spot in the seal. Another thing you should note, if the bill comes out with a lot of gunk on it (sticky stuff), it likely means the seal has some gunk on it and is therefore also not sealing well (read more about How to Maintain Your Weather stripping the Right Way).
4. Repeat steps 2 and 3 around the entire seal. Check the entire seal to be sure that there aren't multiple weak points. If so, it's probably best to replace the seal all together.



The Casinos are now offering curbside pickup. Call ahead and they come out and take your money right from your car.

**2020 is a unique year,
It has 29 days
In February
300 days in
March
And 5 years
in April**

D-Day Remembered

Codenamed Operation Overlord, the battle began on June 6, 1944, also known as D-Day, when some 156,000 American, British and Canadian forces landed on five beaches along a 50-mile stretch of the French coast.

D-Day Facts

150,000 Allied Troups from US, UK, Canada, Free France, and Norway

6000 ships

50,000 Vehicles

11,000 Airplanes

2,000,000 Jerry Cans for Gas and Water

125,000,000 maps for planning

2,000 miles fortifications along coastline defended by the Germans

4 to 6,000,000 land mines planted by Germans

7,000,000 million tons of supplies from the US

448,000 tons of ammunition

30.000 soldiers participated in the invasion rehearsal

749 Allied killed in a German attack on the rehearsal

8 ships attacked by German subs during the rehearsal

13,000 people in the British Spy organization Special Operations Executive (SOE)

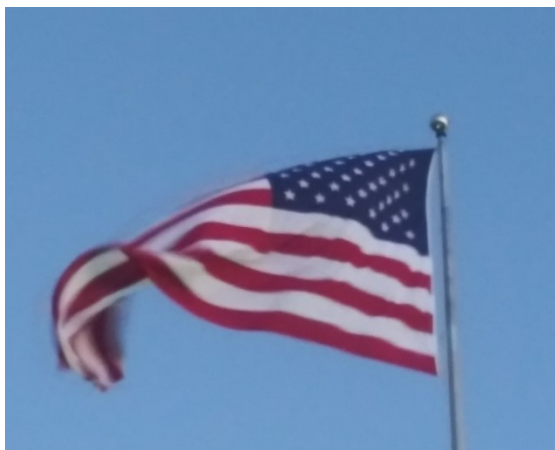
20 - C47 aircrews and paratroopers trained to depart before the invasion to set up sites for the D-day operations



U.S. Service members who lost their lives

American Revolution	4,435
War of 1812	2,260
Mexican War	13,283
Civil War*	498,332
Spanish-American War	2,446
World War I	116,516
World War II	405,399
Korean Police Action	54,246
Vietnam War	90,220
Desert Shield/Storm	1,948
Iraqi Freedom	4,422
Operation New Dawn	66
Operation Enduring Freedom	2,220

* New data suggests almost 750,000



BATOC Caravanning Tips

All of the rules of caravanning come down to two things –safety and keeping us all together. So, use your head in this regard and follow these tips:

- Keep up with the group and always stay in a tight group –particularly through towns, traffic and lights. Try not to allow enough space for other cars to get in and split up the group.
- When pulling out of driveways, parking lots, etc. signal the car behind you that it is safe to pull without stopping. This eliminates the need for each car to pull up, stop, look and then proceed. This is a major step in keeping the group together.
- If we lose the back of the group, we will slow down and/or stop if it can be done safely to allow you to catch up. So, please do catch up as quickly as possible.
- Lane changes should ideally happen from the rear of the group. If you are bringing up the rear and know that we must change lanes up the road a bit, move over and allow space for the person in front of you to move over in front of you, etc. on up the line. So always pay attention to the car BEHIND you.
- Avoid cruising in the slow land of the freeway. Unless there are only two lanes, cruise in the second lane to avoid the merging of traffic from on and off ramps.
- VERY IMPORTANT –do not go through the fast track lane of bridges. Many people do not have Fast Track for their birds. Stay in a line with the group and go through the toll lanes –your Fast Track will still work. If you are paying cash, have your cash ready and your window rolled down.
- If you need to stop for any reason, please call or radio the leader of the caravan. We will then stop at the next appropriate spot. Don't be shy here –if you need to stop, just say so.
- Caravanning etiquette is: Little Birds followed by Retro Birds followed by the rest.
- When using Walkie-Talkies, hold the radio at least 6" away from your mouth and speak normally –do not yell.
- If possible, it is very important that the rear car and the lead car have Walkie-Talkie radios – along with a few in the middle so that messages can be relayed.
- And to repeat, keep up with the group and stay close to the car in front of you.



The problem with political jokes:

- The problem with political jokes is they get elected
- Politicians are the same all over. They promise to build a bridge even where there is no river.
- When I was a boy I was told that anybody could become President; I'm beginning to believe it.
- Politicians are people who, when they see light at the end of the tunnel, go out and buy some more tunnel.
- Why pay money to have your family tree traced; go into politics and your opponents will do it for you.
- Politics is supposed to be the second-oldest profession. I have come to realize that it bears a very close resemblance to the first. - Ronald Reagan
- A politician is a fellow who will lay down your life for his country.
- I have come to the conclusion that politics is too serious a matter to be left to the politicians.
- Instead of giving a politician the keys to the city, it might be better to change the locks.
- We'd all like to vote for the best person, but they're never a candidate.



SMALL-BIRD RUNNING TOO HOT?

by Robert DePaola.



Everyone seems to always be worried about the T-Bird running too hot in the summertime. There are a few things that can be done to solve the problem, that's if there is a problem. 1. You can install an aftermarket temperature gauge and bypass the dash gauge. 2. Check to make sure there is a 1" spacer behind the water pump. It is possible that in the life of the car, a passenger engine was installed that doesn't require a spacer. 3. Install a new thermostat 160 degrees. 4. Install a 6 blade fan. 5. Make sure the fan fits mid-way into the shroud – (engine placement seems to vary quite a bit.) If it doesn't, you can buy a spacer of a different size to move the location of the fan. This is the spacer that goes between the fan and the water pump. 6. Improve air flow, block the hood scoop, remove the 2 mud shields down on the frame and make sure the little round access panel behind the grill is in place. 7. Make sure you're getting a good spark advance. This needs to be checked with a timing light. Many times the vacuum diaphragm goes bad. This will make the engine run hot. 8. Check that the heat riser on the right exhaust manifold is opening easily. If it stays closed, or partially closed it makes the right engine bank run hotter than the left. Finally, 9. Another thing you can do is to install an electric pusher fan in front of the radiator. It's not a hard job to do and it doesn't show at all. All of the above will work as long as your engine block is not all loaded with rust and your radiator is clean of "sludge".

Stainless Steel Fords

Full set of Allegheny Ludlum stainless steel-bodied Fords put up for sale by the company that built them
By Daniel Strohl



For decades, Allegheny Ludlum and its successor company have held on to the bulk of the 11 stainlessbodied Ford products that resulted from three different collaborations between the two companies. A source of pride for the company and for the Pittsburgh region in general, it seemed that the cars would forever remain in possession of the specialty metals company. However, in the face of a tough economic climate, Allegheny has decided to sell three of the cars, apparently the first time a complete set of the stainless Fords has ever hit the market. "We didn't make the decision lightly," said Natalie Gillespie, a spokeswoman for Allegheny Technologies Inc. "But we decided it's only appropriate to utilize every lever we have...as we're faced with this extraordinary economic challenge."

In the Nineteen Thirties, Allegheny envisioned entire cars built from its stainless steel. The company was already supplying Ford with stainless for trim and radiator shells so, as Walt Gosden wrote in December 1980, Allegheny took the next logical step of stamping entire bodies out of stainless. Six 1936 Ford Tudor Touring Sedans - which used standard Ford chassis and running gear resulted, and by the end of the run the tougher stainless had reportedly ruined Ford's dies. Each of the six went to Allegheny district offices around the country and remained on the road as demonstrator vehicles well into the 1940s, by which time the bodies remained intact and in good shape but the chassis had racked up hundreds of thousands of miles and had worn out like any other 1936 Ford with that many miles would.



Stainless Steel Fords (continued)

The two companies didn't collaborate again until 1960 when Allegheny stamped body panels, bumpers, grilles, and exhaust systems for two Thunderbird coupes out of T302 stainless and then sent those to Budd for assembly. Then again, six years later, Allegheny and Ford collaborated to build three Lincoln Continental convertibles, two of which went on to receive updates to 1967 Lincoln Continental appearance. According to Gosden, both the Thunderbirds and the Continentals somehow ended up weighing about the same as their production counterparts. (According to Frank Scheidt of the Early Ford V-8 Foundation, the stainless 1936 Ford weighs anywhere from a couple hundred pounds to 500 pounds more than a comparable production 1936 Ford.)

Allegheny made the latter five easy to keep track of: It held on to the two Thunderbirds and two of the three Continentals and eventually bought back the third Continental before the Crawford Auto-Aviation Museum in Cleveland obtained one of each. The six 1936 Fords, however, Allegheny sold off after their use as demonstrators. Allegheny re-purchased two of the six over the years and the Crawford tracked down another to compile the first complete set of the three for public display. A fourth passed through a number of private owners before it was donated to the Early Ford V-8 Museum in 2016. Two remain unaccounted for.



Editor's note: Too gorgeous top crop...

John Bugas

By David Conwill



THE HISTORY OF FORD MOTOR

Company is filled with larger-than-life figures, starting with the founder himself and continuing right up through Lee Iacocca. So many characters, as it happens, have cropped up in Dearborn history that some have been unfortunately overlooked to a great extent. John Bugas, better known as Jack, was one of them.

Bugas was one of 10 children born to Austro-Hungarian immigrant Andrej Bugos, who adopted the name Andrew Bugas and served six terms in the Wyoming State Legislature. In addition to politics, Andrew was a serial entrepreneur and a rancher. The family ranch, called Eagle's Nest, would be John Bugas' home from shortly after his birth in 1908 until he enrolled in the University of Wyoming.

In college, Bugas was an outstanding athlete. He studied law and supported himself by working jobs as diverse as

forest ranger and trucker. Upon graduation, in 1934, he went to work for the Federal Bureau of Investigation.

It was the height of the Public Enemies era, and the brave and capable Bugas was a valued asset to the Bureau. In 1938, he was appointed to head the Detroit office. There he would liaison with the auto industry, something the federal government was already viewing as a strategic asset as totalitarian regimes in Europe and the Far East made no secret of their territorial ambitions.

Even as he proved adept at fighting more mundane crimes like kidnapping and bank robbery, Bugas was particularly renowned for the

work he did protecting Detroit's defense plants from espionage. He broke up a Nazi spy ring centered on Canadian socialite "Countess" Grace Dineen, and could boast that no sabotage occurred in the Arsenal of Democracy while he was in charge.

Naturally, Bugas met many of the Motor City's leading lights at this time. Henry Ford, apparently still fearing that his grandchildren might be kidnapped like the unfortunate Charles Lindbergh Jr., hired away Bugas to work under the notorious Harry Bennett, head of Ford's euphemistically named Service Department—essentially, a private army answerable only to Henry.

The tough westerner was not overawed by the ex-boxer to whom Henry was so inexplicably devoted, but had been impressed with the cultured, sensitive Edsel, whom he had met before Edsel's untimely death in 1943. A self-described

"Edsel loyalist," Bugas determined to carry out the younger Ford's wishes rather than those of the thuggish Bennett.

When Henry Ford II was released from the Navy to take over Ford Motor Company from his ailing grandfather, Bugas helped him root out the gangster element in the Ford organization. The ex-FBI man was well aware of the extent of corruption under Bennett, having stumbled on a theft ring linked to old Henry's henchman back in 1941.

The ultimate confrontation came in 1945. Henry II was determined to fire Bennett and tasked Bugas with delivering the news. Bennett was notorious for shooting his .45-caliber pistol inside his office. Bugas habitually wore a .38-caliber revolver. Upon hearing that he was being released, Bennett went for his gun. Bugas outdrew him and warned Bennett to go quietly, lest he be forced to shoot him through the heart—no idle threat from the talented marksman.

With Ford freed from its old ways, Bugas was recognized under the new meritocracy and rose quickly within the company. When, in 1960, he was bypassed for the presidency of Ford in favor of "whiz kid" Robert McNamara, many were surprised. Bugas had been Henry II's right-hand man through the 1950s, including during the run up to the company going public in 1956. His energy and steadying influence were well respected throughout the organization.

Bypassed for the presidency a second time, in favor of "Bunkie" Knudsen, Bugas left the company in 1968. As was true with his former boss, J. Edgar Hoover, Bugas remained on good terms with Henry II, and apparently with the company as a whole. He moved on to other, non-automotive ventures and public service (he was briefly considered as a candidate for FBI director under Richard Nixon).

Later in life, he divided his time between his ranch in Wyoming and a sprawling estate in Bloomfield Hills, Michigan. When he died in 1982, at age 74, Bugas was a highly regarded, wealthy man. He should be better remembered today. 🐾

Women with Automotive Influence



Rossella Guasco

Auto designers have a huge impact on sales and women designers and managers are in charge of car design at several key auto firm. Their influence takes on added importance when we understand that according to the book, *Influence: How Women's Soaring Economic Power Will Transform Our World for the Better*, women significantly influence a full 85 percent of all car purchases. worth more than \$80 billion. Automakers, from North America to Italy to Germany to Sweden to Japan, are well aware of this statistic and have been asking women designers to participate in developing smart, functional design elements for their brands. Here are a few women making major contributions:

Rossella Guasco, Head of the Color & Materials Style Center for every FCA (Fiat Chrysler Automobiles) brand including Fiat, Abarth, Alfa Romeo, Lancia and Maserati. As head of the this group, Rossella has an 18-person team of architects and designers who are responsible for defining the look — in terms of color, materials, and interior and exterior finish — of all vehicles sold by the Group in the EMEA (Europe, the Middle East and Africa) region.



Nicole Fonseca

Designer Nicole Fonseca says, “We really consider (the woman car buyer) from the very beginning of our design process. She’s thought of from the initial concept all the way to the end of the production.” Nissan Design America Senior Color & Materials Designer Fonseca has worked in the field for 12+ years in the U.S. and China. She adds, “We really want (the woman car buyer) to feel like the car is a home away from home. We want it to function for her when she’s got her kids in the car, when she’s working in the car, when she’s applying her makeup dashing between meetings ...we really try to make an environment where she feels inspired, but also has a sense of peace and harmony.”



Sharon Gauci

Sharon Gauci is a team leader of a global design for General Motors. She has been a color and trim specialist for over 20 years and now holds the position of Global Director, Buick Color and Trim Design. Sharon previously worked at BMW, Ford and Swinburne University of Technology. She received the ‘Women in Design ‘ in 2019. In 2018, She now heads a team of 180 creative professionals in North America, Australia, Korea, Brazil and China who are responsible for designing all of the brands produced by GM. Sharon is a graduate of Swinburne University in Melbourne, Australia. She was recently quoted as saying; , “I personally cannot recall a time when the field of design was more vital to the business and a source of distinction and differentiation between brands and products.”



Toyota Sequoia SUV

Nora Arellano, Toyota Principal Design Engineer, who, last year, was awarded a patent for side curtain airbag design used in the Toyota Tundra. Her design of side curtain airbags formed Toyota’s 1,000th patent. A design example? The Toyota Sequoia SUV



Helen Emsley

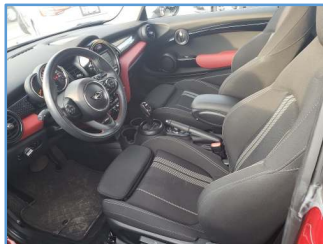
Helen Emsley, Executive Design Director for GMC , General Motors division. She has reflected her creativity in trucks like the Yukon. Helen grew up in Yorkshire, England and dreamed of working in fabrics and fashion. Helen attended college in Birmingham, England pursuing a degree in textiles. While there, Helen heard about an opportunity at the Royal College of London where one person per year would be brought in to create transportation interiors. She applied and landed the position. She received her Master’s degree in Transport Design from Royal College of London and later worked at Opel Design.

Women with Automotive Influence



Annette Baumister

Annette Baumister : Head of color and interior design for BMW and Mini Cooper. She is in charge of the design quality of BMW. He has been making a symbol of MINI Cooper interiors for more than 10 years, as with the Cooper S Salt. Graduate of Birmingham City University.



Christine Lindberg

Christine Lindberg : Director of design interaction for Volvo. It has shaped its hallmarks in the Volvo S90 Sedan and its interactive display. Christine was recently quoted as saying; "We don't overcomplicate things. Our philosophy is always to focus on people's needs to create the technology." Interaction Design Managerimme Christine Lindberg kertoo ajatuksistaan Volvon ihmisläheisen käyttöliittymäsuunnittelun taustalla.



Volvo S90 Sedan interior and exterior



Luciana Silveiras and Maria Greger

Luciana Silveiras , senior designer of Colors and Materials at the Mazda Research and Development Center in Europe. In charge of Brand Style Management and Strategic Development for Products and Merchandising. Lucina is responsible for consistency in brand management and design in all Mazda assets including motor-shows and trade fairs stand design, event locations, outfits, staff- and work wear, TVCs, stationary, merchandizing products, on- and offline communications, brochures, press kits, guest gifts, etc. The main goal is to maintain the recognizability of the brand.



"We want the interior to be a heightened touch experience full of natural-feeling surfaces. Natural in the sense that you come to the car and you have one impression. When you look a second time, you see new things happening everywhere," says Luciana Silveiras, Designer for Color and Materials who, along with Maria Greger, designed the colors and materials for Mazda Hakaze.



Susan Lampien

Susan Lampien : Head of the design and materials team at Ford Motors. She has dedicated herself to merging common materials with sustainable products, as she demonstrated with the fabric interiors of the Ford SUV Expedition. Susan helps the Ford Motor Company design colors for its top brands. In her capacity as group chief designer, she develops color palettes that will connect emotionally with each individual customer while also creating a unique identity for Ford's vehicles. She also oversees design teams at several Ford studios. She guides designers who have been assigned to specific projects, or vehicles, and she assigns technical experts to research specific commodities.



Weirdest Car Features

While the list of available features in modern cars consists mostly of high-tech safety and infotainment kits, automotive history showcases several options that have quite a lot more personality. Some are excessive, some are practical, and some may become more appropriate given the Corolla Virus demand to self isolate.

Bentley Bentayga Falconry



When was the last time you powered up the GPS in your SUV... to track a bird? On the absurdly slim chance you're the proud owner of a Bentley Bentayga equipped with the custom falconry set crafted by Mulliner, you have this privilege. No more trekking to Wal-Mart for a frozen farmhouse bird—set off to forested glens with your carnivorous companion and bring home a rabbit. Mulliner's falconry set comes complete with a little perch topped with a perfectly manicured circle of (fake) grass.

1957–58 Cadillac Eldorado Brougham: Powder



For those who wish to be swaddled in luxurious vapors and sipping classy beverages even before arriving at a posh destination, behold the Cadillac Eldorado Brougham. Two years (1957–58) and 704 units sums up this extravagant offering's production. Each model was a veritable cornucopia stuffed with electronic amenities and luxury accessories that ranged from powder puffs and perfume to silver tumblers and a cigarette dispenser.

Pontiac Aztek GT: Tent option package



A perfectly understandable reaction to owning an Aztek would be the desire to drive deep into the woods and hide in shame forever. Whether or not Pontiac anticipated this reaction, the Aztek GT greatly eased this self-imposed exile by equipping owners and their wounded egos with a tent that attached to the rear of the Aztek.

Maybe in light of the Corolla Virus, this option will re-surface... But hopefully not the Aztrek!

Tucker: "Cyclops" headlight

The 1948 Tucker was ahead of the technology curve—literally. Its "cyclops-eye" third headlight tracked with the front wheels in turns greater than 10 degrees, combining Tucker's scrupulous eye for detail with his ingenuity and desire for greater driving safety.



Citroën DS: Hydropneumatic suspension



First unveiled in 1955, the Citroën DS sported hydro pneumatic suspension that made jacking the car remarkable simple. Simply raise the suspension to the highest setting and sneak a jack stand underneath the car to change a tire. No cranking required..

Fiat 500L: Coffee Maker inside your car



We know you like Cars and Caffeine—what about some coffee produced inside your car? Beginning in 2012, you could spec out your Fiat 500L with an espresso machine and sip away. Unfortunately, you'd sacrifice quality for speed, since the Fiat's in-car caffeine services are more like a Keurig crammed inside a travel mug than a gleaming, steaming Starbucks espresso setup.

1984 Toyota Van: Footwell icemaker

Hypercar firm Lykan offers diamonds in the headlights of its \$3.4M offering—but what about those of us whose tastes in ice are more... mundane? We shall scour the markets for 1984 Toyota Vans, in which the front seat passenger could play footsie with a compact ice maker cooled by the air conditioning lines. We might not get as much attention as Lykan's car, but we'd also save about \$3.395M



Ford Thunderbird: Swing-out steering column



Both the Ford Galaxie and Thunderbird featured swinging steering columns in the '60's, aiming to decrease awkwardness and increase elegance while getting in and out of the car. A variation on this theme was the 300 SL Gullwing's horizontal-tilting steering wheel, which probably saved more knees than the more mobile Ford design and offered another detail to the already deliciously dramatic entry process.