



PAJARITO THUNDERBIRD CLUB
of
NEW MEXICO
Chapter 17 of the CTCI
November 2020 Newsletter
Volume 20 Number 11



Upcoming Events: (Well, sort of)

Pajarito Christmas Party Cancelled:

Due to the COVID situation, our Pajarito Thunderbird Club Christmas Party this December has been cancelled.

Change of Car Show Plans from Philip:



Thanksgiving Fundraiser
November 14, 2020
Cruise For A Cause!

- **8:30 Meet at Calvary Church, 4001 Osuna Rd NE**
- **Drop off donation (minimum of \$25) or text the word "Thanksgiving2020" to 505-375-6627 and complete your donation. Collect your raffle ticket when making your donation**
- **Depart at 9:30 go east on Osuna to Montgomery, turn left on Montgomery east to Tramway, right on Tramway to Central left, go East on Central to old Rt 66 to Cedar Crest Hwy 14 North to Madrid, go past Madrid to County Rd 42 turn right, to Hwy 41 turn right, continue just passed the church turn right to open gates to Anaya Ranch. Take a break and have lunch, there is room to park and an area to eat and restrooms available. Remember "social distance" The raffle will be during lunch in Anaya Ranch.**
- **Return to ABQ, Hwy 41 (South to Stanley) Hwy 472 (Right-West) 8 miles to stop sign and turn left to Edgewood - 9 miles to Old Rt. 66 and back home.**
- **Help us get the word out and invite others to come.**
- **On behalf of Feed NM Kids, thank you in advance for your participation and generosity.**

Event Info. & Schedule

- **FNMK Thanksgiving Meal Drive**
- **\$25 Entry Fee**
- All proceeds go the FNMK to provide more than 2,000 Thanksgiving meals to families in need. This is a Precooked Dinner for a family of four.

- We will follow all Covid Safe practices
- 8:30 - 9:30 am meet at Calvary Church 4001 Osuna Rd. NE
- Drive thru, drop off entry fee (donation)
- Park, stay in cars, **"Social Distancing"**
- 9:30 am **"Cruise to Galisteo"**
- Bring your own lunch and drinks
- Be kind **"Wear a mask"**

For More Information call: Philip
505-264-9081 or 505-338-3665

Additional Event:

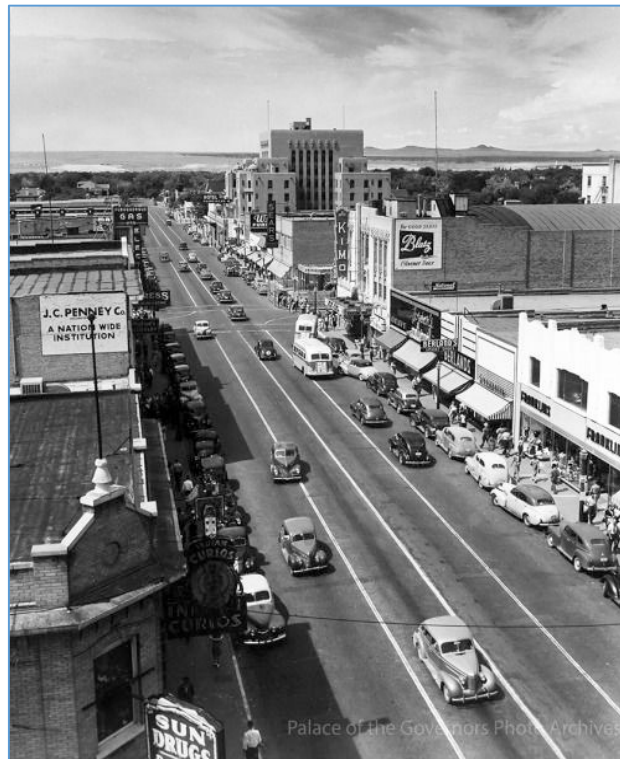
**NEW MEXICO COUNCIL OF CAR CLUBS & ALBUQUERQUE MUSEUM
OLD TOWN AREA FALL CRUISE AND SCAVENGER HUNT**

**NOVEMBER 8, 2020
STARTING AT
ALBUQUERQUE MUSEUM PARKING LOT
2000 MOUNTAIN RD. NW
2:00 PM TO 4:30 PM**

**NON-TIMED LEISURELY CRUISE
THROUGH THE OLD COUNTRY CLUB/OLD TOWN AREA**

MAP AND DRIVING DIRECTIONS FREE

**OPTIONAL SCAVENGER HUNT/TRIVIA QUIZ ENTRY, \$5.00
INCLUDES DASH PLAQUE FOR FIRST 100 ENTRANTS
THREE WINNERS GET CASH AWARDS: TIES SETTLED BY DRAWING**



Please follow all current COVID-19 guidelines. Porta-pot and hand wash station will be at Museum parking lot.
joyce@nmcarcouncil.com for more information

Recent Events

Jim Timmons moves to Phoenix

In October, Jim relocated to Phoenix to be near family. He will be missed, but we know he will be back to visit.



Jim shared many stories at every Pajarito event



Jim's Mexican built Thunderbird, a source of controversy at the NMCC Museum Show



Trae presented a photo of the 2018 Christmas Party Crowd signed by many members. Signing was limited due to COVID.



Jim proudly wears his Pajarito shirt

Living with COVID



Three Masketeers



Not

FOR SALE:

1956 Turquoise T-Bird with Extremely LOW MILEAGE of 44,655!

312 V8 engine, 3 speed transmission with overdrive, power seats, power steering, telescoping steering wheel, AM radio. Has been continuously garaged in Albuquerque since my father bought it in 1968 (have original title work). After he passed away in 1982 the car was covered and stored inside on blocks until 2014 when it was brought to Santa Fe. It has been kept there inside a garage with the used original parts to replace all interior upholstery, carpet (including trunk), weather stripping, tires, hoses and belts. The car has a new gas tank, mufflers, tail pipes and rebuilt radiator.

Asking \$42,000 OBO. Contact Jeanne Hertz (imjhertz@gmail.com) Tel: 505-660-6345



President's Letter:

November 2020



In a few short days we will know the outcome of the Presidential election and what direction we will be headed as a nation, and the best news is there will be an end to all the political ads!!!

It is also that time of year when most people put their cars away for winter hibernation not to be seen again till spring. Make sure you use some gas additives in your tank and put a charger on the battery ever once and awhile to keep it fresh.

Unfortunately, we had to cancel our last event, we had to cancel the Holiday party and the National thunderbird convention in Sarasota is cancelled, we just cannot seem to get out of this COVID spiral.

Hopefully soon we will have better news, until then stay safe, take care of each other and try to stay in touch with your favorite T-Bird friends.

Happy Thanksgiving to you and all your families!

TRAE WOOD



Thanks for all your support and Happy T- Birding!!! – Stay Safe

Don't Despair

Sitting by the window in her convent, Sister Barbara opened a letter from home one evening. Inside the letter was a \$100 bill her parents had sent. Sister Barbara smiled at the gesture.

As she read the letter by the window, she noticed a shabbily dressed stranger leaning against the lamp post below.

Quickly, she wrote, "Don't despair. - Sister Barbara," on a piece of paper, wrapped the \$100 bill in it, got the man's attention, and tossed it out the window to him. The stranger picked it up, and with a puzzled expression and a tip of his hat, went off down the street.

The next day, Sister Barbara was told that a man was at the door, insisting on seeing her.

She went down and found the stranger waiting.

Without a word, he handed her a huge wad of \$100 bills.

"What's this?" she asked.

"That's the \$8,000 you have coming, Sister," he replied.

"Don't Despair paid 80-to-1."



Fun, Fun, Fun - 1955 Ford Thunderbird

There's no downside to driving a 1955 Ford Thunderbird

By [David Conwill](#) from November 2019 issue of [Hemmings Classic Car](#)

For a variety of reasons, not least of which was its V-8 engine, Ford had long been Detroit's youth brand. While the company had contemplated dropping the old flathead V-8 for 1952 to focus on its new OHV straight-sixes, marketing savvy folks had prevailed, and Ford had retained the 239-cu.in. L-head through 1953. It had also developed a new OHV V-8, the "Y-block," to replace the venerable flathead for 1954. Undoubtedly not wishing to squander its lead with the young and the young at heart, the company began its own two-seater program. Ford didn't call its new car a roadster—it was essentially the old cabriolet body revived—but the idea was the same. Ford's new "personal car" would be the roadster halo over the conventional 1955 Fords. In fact, the resemblance was so close that some preproduction cars appeared with the Fairlane's dipped side trim, though this was jettisoned by the time the car hit the market.



The Corvette's debut proved to be somewhat anticlimactic, thanks to a crudity of construction that Americans were no longer prepared for and a performance that failed to sway sports car buyers (who were prepared for things like side curtains) away from their little British sports cars.

The Thunderbird, meanwhile, offered exactly what the Ford roadsters of yore had given their purchasers: exhilarating open-air motoring, a powerful (for the time) V-8 engine, and build quality shared with regular Ford passenger cars. Unlike the V-8 roadsters of the 1930s, however, the Thunderbird's price tag kept it exclusive—things like the detachable hardtop and fender skirts were standard equipment. No unshaven farmers or country doctors would be seen tooling around in stripped Thunderbirds.

While overshadowed by later developments, the Thunderbird was no slouch when it came to performance. While the 1955 Corvette could be had with Chevrolet's brand-new 265-cu.in. 195-hp V-8 engine and a three-speed manual transmission, the 1953 and '54 iterations had offered only a 150-hp straight-six coupled to the two-speed Powerglide.

The 1955 Thunderbird came only with Ford's 292-cu.in. V-8 (the Mercury/Police Interceptor engine in 1955; other Fords came either with a straight-six or a 272-cu.in. V-8 version of the Y-block). What Ford billed the Thunderbird Special V-8 (a moniker that would denote most of Ford's high-performance engine options through the mid-'60s, even those not truly associated with the later, bulkier versions of the Thunderbird), came in either 193- or 198-hp versions, depending on transmission choice.

All Thunderbird transmissions were floor shifted. Buyers who opted for the new "Speed Trigger" Fordomatic (previous versions of Ford's automatic transmission had only shifted automatically from second to third gear—first gear had to be manually selected) got 8.5 compression and 198 horsepower, those who bought the conventional three-speed or its overdrive sibling received 8:1 compression and 193 horsepower. All transmissions put power to a rear axle plucked from the Ford station-wagon parts bins—the vaunted Ford 9-inch and a limited-slip differential wouldn't arrive until 1957.

Handling wasn't neglected, either; the ball-joint front suspension introduced for 1954 was a solid improvement on kingpin-based system used before and an absolute revelation compared with the solid axles and buggy springs used on all pre-1949 Ford passenger cars. Ford was justly proud of the system, derived from that found under the 1952 "Road Race" Lincolns that had done so well in the Carrera Panamericana.



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from November 2019 issue of Hemmings Classic Car

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Serial Number 153, one of the oldest T-birds in New Mexico



Early 55 T-Bird built September, 1954



Very rare single tie down plate



Hammered hand fitted interior hood strut, designed before computer aided design



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Fun, Fun, Fun - 1955 Ford Thunderbird (continued)

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1955 FORD THUNDERBIRD SPECIFICATIONS

BASE PRICE \$3,191.96

OPTIONS Convertible top; power steering; power brakes; Fordomatic

ENGINE TYPE Ford Y-block OHV V-8; cast-iron block and cylinder heads

DISPLACEMENT 292 cubic inches

BORE X STROKE 3.75 x 3.3 inches

COMPRESSION RATIO 8.5:1

HORSEPOWER @ RPM 198 @ 4,400 TORQUE @ RPM 280 lb-ft @ 2,500 VALVETRAIN Hydraulic lifters

MAIN BEARINGS 5

FUEL SYSTEM Holley 4000 four barrel carburetor

LUBRICATION SYSTEM Full-pressure

ELECTRICAL SYSTEM 6-volt; positive ground (now 12-volt; negative ground)

EXHAUST SYSTEM Dual, 1.75-inch with cast-iron Manifolds

TRANSMISSION TYPE Fordomatic automatic RATIOS 1st 2.44:1 2nd 1.48:1 3rd 1:1 Rev 2:1

DIFFERENTIAL TYPE Dana hypoid, semi-oating RATIO 3.31:1

STEERING TYPE Ford worm-and-roller (now power assist) RATIO OVERALL 20.0:1

TURNING CIRCLE 36 feet

BRAKES TYPE Four-wheel hydraulic drums (now power assist)

CHASSIS & BODY CONSTRUCTION All steel BODY STYLE Two-seat convertible

WHEELS & TIRES WHEELS Pressed steel FRONT/REAR 15 x 5 inches

TIRES Radial (original bias-ply) FRONT/REAR 6.70-15

WEIGHTS & MEASURES

WHEELBASE 102 inches OVERALL LENGTH 175.3 inches

OVERALL WIDTH 70.3 inches OVERALL HEIGHT 50.2 inches

FRONT TRACK 56 inches REAR TRACK 56 inches

SHIPPING WEIGHT 2,980 pounds

CAPACITIES: CRANKCASE 6 quarts FUEL TANK 20.1 gallons TRANSMISSION 10.5 quarts DIFFERENTIAL 3.3 pints

CALCULATED DATA BHP PER CU.IN. 0.678

SHIPPING WT. PER BHP 15.05 pounds SHIPPING WT. PER CU. IN. 10.21 pounds

PRODUCTION 1955 THUNDERBIRDS 16,155



IT'S WEIRD BEING THE SAME
AGE AS OLD PEOPLE.

Some people
aren't just
missing a screw,
the whole
toolbox is gone.

SF Bay Area Thunderbird Club Calendar

Several New Mexico Pajarito club photos will be featured in this calendar again this year.

To order a calendar, go to their website <https://batoc.org>, then go to the order calendar tab on the left, put the number of calendars you would like to order, your zip code (standard shipping is free) and proceed to check out.

Of course you can still order by mail. Just include your club affiliation in an attached note. See their web site for pricing.

The SF club says: "When we can travel again, we just might drop into one of your meetings, and we hope you will do the same if you are in the San Francisco east bay on the second Saturday of the month."



CE Chisolm, former aeronautical engineer turned RV entrepreneur in Albuquerque, NM and an active member of our good friends in the PAJARITO THUNDERBIRD CLUB of NEW MEXICO has owned this beautifully restored concours winning 56 since 2010.



Fake T-Bird ?



License Plate is German

How to survive 10 meters of snow



Legends Never Die, Classics Live Forever

By Onyx Conklin

I happened to catch the last fifteen minutes of the movie “La Bamba” the other night. It’s a movie I have only seen once in my lifetime. You see, I’m a music fan of epic proportions and the loss of three legends is too heartbreaking to watch again for entertainment purposes. But as I was channel surfing, I arrived at that fateful scene with the funeral procession and there, amidst all of those cars was that 1959 Thunderbird in striking aqua blue. Though Ritchie



Valens drove a 1958 model and the actual color is widely disputed, the Thunderbird once again left its tire tracks on the pages of history. La Bamba is still a huge hit—both the movie and the song and it’s understandable really. Before the tragic loss of Ritchie Valens, The Big Bopper, and Buddy Holly in a plane crash, the music of the 1950’s was the soundtrack of high school romances, drive-in’s and football games, and cruising around in those long-finned beauties that would become the classics we love today. Sure, the world had problems but those problems seemed to melt away like those drive-in milkshakes (I’ll take chocolate please). It’s probably the reason why we still have those old cassette tapes and on a beautiful Autumn Sunday we polish up our white walls and our chrome and drive down to the local Sonic for a milkshake. Why we still dreamily accompany Ritchie as he serenades “Donna” and romanticize those good ole’ days that made everything feel as smooth as polished leather seats. Legends never die and the classics live forever.



Be aware she can move in any direction



How is your 2020 going?

My bananas committed suicide today.

The Pickle Jar

The pickle jar as far back as I can remember sat on the floor beside the dresser in my parents' bedroom. When he got ready for bed, Dad would empty his pockets and toss his coins into the jar. As a small boy, I was always fascinated at the sounds the coins made as they were dropped into the jar. They landed with a merry jingle when the jar was almost empty. Then the tones gradually muted to a dull thud as the jar was filled. I used to squat on the floor in front of the jar to admire the copper and silver circles that glistened like a pirate's treasure when the sun poured through the bedroom window.



When the jar was filled, Dad would sit at the kitchen table and roll the coins before taking them to the bank. Taking the coins to the bank was always a big production. Stacked neatly in a small cardboard box, the coins were placed between Dad and me on the seat of his old truck. Each and every time, as we drove to the bank, Dad would look at me hopefully. 'Those coins are going to keep you out of the textile mill, son. You're going to do better than me. This old mill town's not going to hold you back.' Also, each and every time, as he slid the box of rolled coins across the counter at the bank toward the cashier, he would grin proudly. These are for my son's college fund. He'll never work at the mill all his life like me.'

We would always celebrate each deposit by stopping for an ice cream cone. I always got chocolate. Dad always got vanilla. When the clerk at the ice cream parlor handed Dad his change, he would show me the few coins nestled in his palm. When we get home, we'll start filling the jar again.' He always let me drop the first coins into the empty jar. As they rattled around with a brief, happy jingle, we grinned at each other. 'You'll get to college on pennies, nickels, dimes and quarters,' he said. 'But you'll get there; I'll see to that. No matter how rough things got at home, Dad continued to doggedly drop his coins into the jar. Even the summer when Dad got laid off from the mill, and Mama had to serve dried beans several times a week, not a single dime was taken from the jar.

To the contrary, as Dad looked across the table at me, pouring catsup over my beans to make them more palatable, he became more determined than ever to make a way out for me, when you finish college, Son, he told me, his eyes glistening, 'You'll never have to eat beans again - unless you want to.' The years passed, and I finished college and took a job in another town. Once, while visiting my parents, I used the phone in their bedroom, and noticed that the pickle jar was gone. It had served its purpose and had been removed.

A lump rose in my throat as I stared at the spot beside the dresser where the jar had always stood. My dad was a man of few words: he never lectured me on the values of determination, perseverance, and faith. The pickle jar had taught me all these virtues far more eloquently than the most flowery of words could have done. When I married, I told my wife Susan about the significant part the lowly pickle jar had played in my life as a boy. In my mind, it defined, more than anything else, how much my dad had loved me.

The first Christmas after our daughter Jessica was born, we spent the holiday with my parents. After dinner, Mom and Dad sat next to each other on the sofa, taking turns cuddling their first grandchild. Jessica began to whimper softly, and Susan took her from Dad's arms. 'She probably needs to be changed,' she said, carrying the baby into my parents' bedroom to diaper her.

When Susan came back into the living room, there was a strange mist in her eyes. She handed Jessica back to Dad before taking my hand and leading me into the room. 'Look,' she said softly, her eyes directing me to a spot on the floor beside the dresser. To my amazement, there, as if it had never been removed, stood the old pickle jar, the bottom already covered with coins.. I walked over to the pickle jar, dug down into my pocket, and pulled out a fistful of coins. With a gamut of emotions choking me, I dropped the coins into the jar. I looked up and saw that Dad, carrying Jessica, had slipped quietly into the room. Our eyes locked, and I knew he was feeling the same emotions I felt. Neither one of us could speak.

Technical Advice

Weatherstripping Tools of the Trade: Adhesives and Chemicals

By Steele Rubber Products

Super Weatherstrip Adhesive- Black

3M part number 08008

This awesome adhesive is designed specifically to bond seals and gaskets to metal and forms a flexible, waterproof bond that resists vibration. 3M developed it to help ensure a waterproof, airtight seal inside your vehicle around the doors, trunk, T-tops, sunroofs and windows. It also:

- Permanently bonds to a variety of surface types including rubber, fabrics, gaskets, seals and metal.
- Is ready to use right out of the tube.
- Resists oils, solvents, detergents, and temperature changes.
- Is fully cured in 24 hours before shutting doors or trunks with fresh weatherstrip adhesive on them. That pressure could cause them to shift out of place. This is our go-to adhesive for EVERYTHING when it comes to installing weatherstripping.



Things you should know:

- Proper surface prep is a MUST for optimal adhesion using this or any adhesive.
- You need to apply this adhesive properly if you want it work as promised. There is a right and wrong way to do this. Check out this video for specific step-by-step instructions.
- A little goes a long way.

Note: Weatherstripping adhesive should never be used when installing gaskets for any type of window glass. This adhesive is for trunks, doors, T-tops, convertible parts and a few other miscellaneous applications only.

Loctite Super Bonder

Loctite part number 495

They may look a lot alike, but this isn't your average super glue. This is a general-purpose adhesive designed to bond rubber, metal and plastic parts. It doesn't just stick them together it BONDS them. We recommend this for joining the ends together when creating a custom gasket. Check out our article on How to Make a Custom Gasket for Your Build for more details. Things you should know:

- This is an instant adhesive- you only get one chance to line things up right!
- Works for both sponge and dense rubber.
- A little goes a long way.

We normally apply this with the end of a paperclip. Use a thin coat over the entire surface you're trying to bond.

- You may see smoke when you apply it- that's a chemical reaction actually bonding the two pieces together.

3M Auto Bedding and Glazing Compound

3M part number 08509

Auto bedding and glazing compound is a sealer designed specifically for creating a watertight seal between a rubber gasket and an auto body. It's a rubber-based formula that never hardens so it remains flexible, making it the perfect solution for sealing windows on a vehicle that's always shifting and vibrating. We recommend this for use when installing windshields, back glass, quarter glass or any window in a car, truck or hot rod that uses a gasket. Check out our article on The Secret to a Leak Free Windshield on Your Classic for more details. Things you should know:

- Has non-sagging properties making it great for vertical and overhead applications.
- It's a one-part sealer so there's no mixing required.
- Comes in a caulking tube for easy application.
- Won't harden or crack EVER.

Auto Glazing and Bedding Compound is meant to be used between a rubber gasket and the vehicle's sheet metal when installing glass (typically mid 60's vehicles and earlier; or any window that uses a rubber gasket). It is not interchangeable with butyl tape or urethane adhesive. These are two completely different products with different purposes.

Technical Advice

Weatherstripping Tools of the Trade: Adhesives and Chemicals (continued)

3M Urethane Adhesive

3M part number 08693

3M Urethane Adhesive is a medium viscosity, one-part moisture-curing urethane adhesive. In plain old English that means this stuff is relatively flexible when fully cured and an excellent choice for bonding dissimilar materials. In our case, like glass and metal. We recommend it in place of Butyl tape for use when installing a windshield or rear window. It can also be used for mounting things like backlights, side lights, and even beltline weatherstripping.

Things you should know: • It's fast curing for rapid results. • Has non-sagging properties. • High bond strength designed for windshield bonding and stationary glass attachment. • Adhesive properties meet many applications demands and strength requirements. Urethane adhesive is meant to be used directly between glass and metal on vehicles when installing glass (mid 60's vehicles and after or any flush mount window/windshield). For more details read our article Where Has all the Butyl Tape Gone?

3M General Purpose Liquid Adhesive Cleaner

3M part number: 08984

3M General purpose liquid adhesive cleaner does just that- it removes adhesive residue with ease. Sometimes that old weatherstripping adhesive is a you-know-what to get off and we need to clean EVERYTHING off of our gluing surface for maximum adhesion. We recommend using this for surface prep before installing any weatherstripping that requires adhesive or even if it's peel-n-stick. It's also great as a general-purpose adhesive remover around the house, garage, work- wherever! Things you should know: • Completely safe for use on fully cured, painted surfaces (like your favorite classic car/truck/hot rod). • Removes adhesives, waxes, road tars, grease, oil and similar materials. • Can be used on vinyl or fabrics. • Also available in a convenient aerosol can.



My Thunderbird wears COVID mask

**Do not let them
take the
temperature on
your forehead as
you enter the
supermarket,
because it erases
your memory. I
went for macaroni
and cheese and
came home with
two cases of beer.**

Comments made in the year 1957

- "I'll tell you one thing, if things keep going the way they are, it's going to be impossible to buy a week's groceries for \$20."
- "I'm afraid to send my kids to the movies any more. Ever since they let Clark Gable get by with saying 'damn' in 'Gone With The Wind,' it seems every new movie has either "hell" or "damn" in it."
- "Have you seen the new cars coming out next year? It won't be long before \$5000 will only buy a used one."
- "If cigarettes keep going up in price, I'm going to quit. A quarter a pack is ridiculous."
- "Did you hear the post office is thinking about charging a dime just to mail a letter?"
- "If they raise the minimum wage to \$1, nobody will be able to hire outside help at the store."
- "When I first started driving, who would have thought gas would someday cost 29 cents a gallon. Guess we'd be better off leaving the car in the garage."
- "Kids today are impossible. Those ducktail haircuts make it impossible to stay groomed. Next thing you know, boys will be wearing their hair as long as the girls."
- "If they think I'll pay 50 cents for a hair cut, forget it."
- "I read the other day where some scientist thinks it's possible to put a man on the moon by the end of the of the century. They even have some fellows they call astronauts preparing for it down in Texas."
- "Did you see where some baseball player just signed a contract for \$75,000 a year just to play ball? It wouldn't surprise me if someday they'll be making more than the president."
- "I never thought I'd see the day all our kitchen appliances would be electric. They are even making electric typewriters now."
- "It's too bad things are so tough nowadays. I see where a few married women are having to work to make ends meet."
- "It won't be long before young couples are going to have to hire someone to watch their kids so they can both work."
- "Marriage doesn't mean a thing any more; those Hollywood stars seem to be getting divorced at the drop of a hat."
- "I'm just afraid the Volkswagen car is going to open the door to a whole lot of foreign business."
- "Thank goodness I won't live to see the day when the Government takes half our income in taxes. I sometimes wonder if we are electing the best people to congress."
- "The drive-in restaurant is convenient in nice weather, but I seriously doubt they will ever catch on."
- "There is no sense going to Lincoln or Omaha anymore for a weekend. It costs nearly \$15 a night to stay in a hotel."
- "No one can afford to be sick any more; \$35 a day in the hospital is too rich for my blood."



Her : I bet he's thinking about another woman ...



Him: Can't wait till COVID-19 is over so I can take the T-Bird to car shows