



# PAJARITO THUNDERBIRD CLUB

of

## NEW MEXICO

Chapter 17 of the CTCI

### September 2020 Newsletter

Volume 20 Number 9



#### President's Letter:

Sept 2020



New Mexico has done a great job of following the Governor's pandemic orders and the number of COVID cases continues to decline daily. Hopefully, this means that thing will start opening back up after Labor Day and that we might be able to hold a few club events this fall. Fall has the best weather to drive a thunderbird, so we still hold out hope for some quality car time this year.

Our long-time member Jim Timmons informed us that he is going to be moving to Phoenix Arizona over the next few months to be closer to his children and Grandchildren. Although we are happy for Jim and his family, we are really going to miss him. Jim has been one of the most active members of the club, he is always willing to lend a hand and his Thunderbird knowledge has been invaluable to all of us. More details to follow, but we will definitely be planning a big send off for him so that everyone will have a chance to wish him well!

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

TRAE WOOD



## 5th Annual Convertible Cars to the Crest

September 26, 2020  
10am - noon



We'll drive up Old Route 66 and N. 14 to Sandia Crest.  
All makes and models of convertible cars, Jeeps, etc. are welcome!

Meet at Smith's Supermarket in Albuquerque at  
Tramway and Central at 10:00 am

Contact: Mike 505-228-3346

## Recent Events

### Drive thru Jemez to Ashley Pond



Toy Display found during Los Alamos event

## Pajarito club is not dead:

UPCOMING EVENTS: Because of the Covid-19 issues, we are finding it difficult to conduct tours and attend local shows and cruises. We are all interested to hear suggestions for events from members for activities that meet with the current COVID safety rules. Ideas such as: a Drive-In movie; or go on a driving tour to a state park and have a 'bring your own' picnic lunch. Let us know your thoughts. If you have an idea or suggestion, please send to: [trae\\_wood@genpt.com](mailto:trae_wood@genpt.com) or [Lloydpo@aol.com](mailto:Lloydpo@aol.com) or text to Lloyd at 505-280-3114 for incorporation by the club officers.



## The original Low Rider:





*Did you Know?*

**Pajarito Newsletter has had 30,000 hits to date. That is 1100 per month!**



## 65th birthday of the Thunderbird

From Big D Newsletter, by Daniel Vaughn of Conceptcarz

The naming of the Ford Thunderbird was a difficult process, since over 5,000 entries were entertained. A \$250 price was offered to anyone who could come up with a name. The name 'Thunderbird' was submitted by Alden Gibberson, the stylist. The name became official on February 15, 1954. Gibberson never claimed his prize, though he did settle for a new suit and an extra pair of trousers from Saks Fifth Avenue. At the Detroit Auto Show held on February 20, 1954, the Thunderbird was shown to the public. The first production vehicle came off the line on September 9th of that year. Delivery of the vehicles began on October 22nd with over 4,000 orders taken on its first day of sale. The fiberglass removable top was standard. Offered as optional equipment was the fabric convertible top. Under the hood was a 292 cubic-inch Y-Block V8 that produced just under 200 horsepower. This was the only engine available for the Thunderbird when first introduced. The 1955 Ford Thunderbird Convertible with a white exterior was offered for sale at the 2006 Worldwide Group Auction held on Hilton Head Island. It was estimated to sell between \$50,000-\$60,000. Its original owner had ordered the vehicle with multiple options including air conditioning, power seats, power windows, power steering, and power brakes. It was sold with both a hard top and soft top. The wheels are Kelsey Hayes wire units. At the conclusion of the auction it was left unsold.



## More Auto museum websites worldwide

Last month we included a list of auto museum websites. Here are some more...

[automuseum-dr-carl-benz.de](http://automuseum-dr-carl-benz.de)

[brooklandsmuseum.com](http://brooklandsmuseum.com)

[citedelautomobile.com/en](http://citedelautomobile.com/en)

[hellenicmotormuseum.gr](http://hellenicmotormuseum.gr)

[jimsvintagegarages.ca](http://jimsvintagegarages.ca)

[lemans-musee24h.com/en](http://lemans-musee24h.com/en)

[mercedes-benz.com/en](http://mercedes-benz.com/en)

[nationalmotormuseum.org.uk](http://nationalmotormuseum.org.uk)

[porsche.com/museum/en](http://porsche.com/museum/en)

[tcmit.org/English](http://tcmit.org/English)





# “Thunderbird: The Class Behind The Classic”

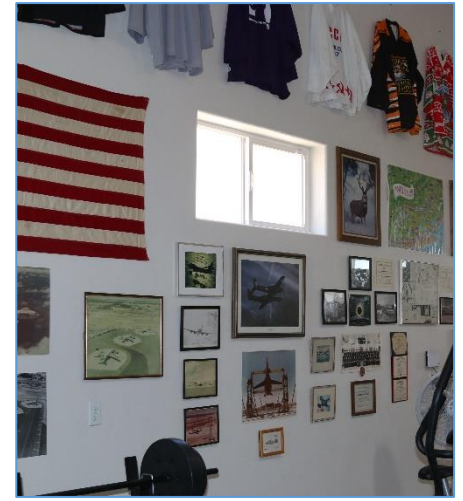
By Onyx Conklin

I have to believe that it is no coincidence that the term “classic cars” has to be written using the word “class.” You can find calendars galore to hang up in your garage, search Google and find every make, model, and color, and you can find it in the memory banks of every adult alive in the 1950’s and 1960’s,



but until you have graced its leather with your presence and driven carefree, top down, on a summertime Saturday evening, you just cannot understand the class that is a classic Thunderbird.

Everything about the Thunderbird is to be admired, from the spoke-studded white walled wheels to the Thunderbird logo in various eye-catching locations.



The hum of the engine speaks boldly at any stop light, it floats across the highway like cruising in a boat. Every man feels like he’s Elvis Presley driving through Memphis and every woman an Audrey Hepburn in glasses and scarf!



People walking their dogs suddenly stop and stare and other cars will drive up alongside you just to compliment your style and marvel at its polished splendor.

The car-buying youth of today might be enticed over muscle, speed, and fiberglass but in the end will only have invested in a vehicle for trade. But the classic design, the masterful craftsmanship, the elegant framework and beauty of a classic Thunderbird will forever be a timeless treasure—just like Elvis in Memphis.





# Identifying Thunderbirds *and their nicknames*

From Hemmings

Ford's Thunderbird spans 11 generations and several thematic and mechanical variations. Keeping them straight, though, isn't that hard because the collective Thunderbird enthusiast community has given each one a nickname. Yes, it's part of the general habit we all have of delving into jargon, which acts as a conversational shorthand (which is good) but also makes it harder for newbies to understand what the heck everyone is talking about (which is bad). Thunderbird nicknames, however, are much easier than many other codewords, like the endless alpha numerics of BMW and Mercedes-Benz model generations. Like me, you're relatively uninformed on the full history of Ford's personal-luxury legend, these appellations give context clues as to what each one generally looks like and what era it hails from. And with that easy entry point, you can then dive deeper into the details. So let's take a quick tour of all 11 Thunderbird nicknames and how they got that way.

## Classic Bird (aka Early Bird, Little Bird, Baby Bird): 1955-'57



Why this Nickname? It's the original recipe. "Classic" and "Early" are kind of self-explanatory, while "Little" and "Baby" refer to the fact that it's the only two-seater in the family tree until the 2002 model.

Need to know: A serendipitous convergence of what Ford executives and stylists were already thinking on plus a response to the 1953 Chevrolet Corvette, the first Thunderbird used plenty of off-the-shelf parts to keep costs down. Buyer's didn't seem to care, as the first generation T-bird vastly outsold the early 'Vette.

Current Price range: Starting around the \$20,000 bracket, with a sweet spot just under \$50,000 Fresh restorations, restomods, and rare option combinations inflate the asking price of some examples to just under six figures.

## Square Bird: 1958-'60



Why the Nickname? It's boxy but good.

Need to know: Room for five made the 'Bird bigger and less sporty but also a whole lot more appealing to the general public. Sales of this second generation exploded to around four times the total of the first generation, and increased every year. The 1960 convertible was the first with a power top. Price range: Under \$20,000 up to \$60,000



*Asked why square birds are relatively rare these days, one collector was heard to remark; "Cause they're all now in re-bar".*





# Identifying Thunderbirds *and their nicknames (continued)*

## Bullet Bird: 1961-'63



Why: It's sleek and streamlined like a projectile.

Need to know: Quoting our own Thunderbird expert, Richard Lentinello, in "Hemmings Classic Car". The new 1961 models were within an inch the same size as the squarebirds, but they looked lower, longer and wider, with an exciting-looking body featuring all sorts of jet aircraft styling cues. They simply looked fast even when they were standing still." Also, the landau roof was first available in 1962.

Price range: Plenty of options under \$25K, with nicer examples and those with rare engines and options listed for \$60,000 and, in some cases, above.



## Flair Bird: 1964-'66



Why: A more formal, upright design, but with plenty of chrome it was still styling and profiling.

Need to know: The new sheet metal kept the Thunderbird at the top of the sales chart in the personal luxury segment and ended up being the last convertible until the 2002 reboot. Disc brakes were added in 1965, and a new egg-crate grille closed out the model run in 1966.

Price range: Slightly more of a value play than the Bullet Bird on the low end, you can find options in the low teens while fresh restorations come with asking prices around \$50,000.





## Identifying Thunderbirds *and their nicknames (continued)*

### Glamour Bird: 1967-'71



**Why:** While predating the glam-rock era by a few years, this Thunderbird dropped the sporty façade and went fully into large luxu-boat territory.

**Need to know:** The aviation themed dashboard from this generation is pretty cool. There was also a model with rear-hinged rear doors. In 1970, the flush hidden-headlamp grille gave way to a pointed snout. Not loved nearly as much as other Thunderbirds, this generation has a lower survival rate, making them rarer today.

**Price range:** That rarity is reflected in the few for sale, with prices from \$10,000-\$20,000 that are in line with recent auction results.

### Big Bird: 1972-'76



**Why:** It's the biggest and heaviest Thunderbird, but does not, as far as we can tell, live on Sesame Street.

**Need to know:** It's more than 18 feet long, over 2 feet longer than a current Ford Explorer. This Bid Bird shared its body and underpinnings with the Continental Mark IV. Restyled just a year after its debut, in part to meet the new bumper standards, by 1975 the emissions-hobbled T-Bird was still cushy, but, down to 218 hp, also incredibly slow.

**Price range:** Another rare bird, \$10,000 and below seems to be the going rate for most examples.



# Identifying Thunderbirds and their nicknames (continued)

## Torino Bird: 1977-'79



Why: No longer a sibling to the Continental, this Thunderbird was based on the Ford Torino.

Need to know: Shorter in wheelbase but not appreciably smaller than its predecessor, the move to a mid-size platform (and a price cut) resulted in record sales. Ford moved more than 300,000 copies in the first two model years, and nearly that many for the third.

Price range: You can get all the Torino Bird you want for \$15,000 or less, although you don't see many for sale.

## Box Bird: 1980-'82

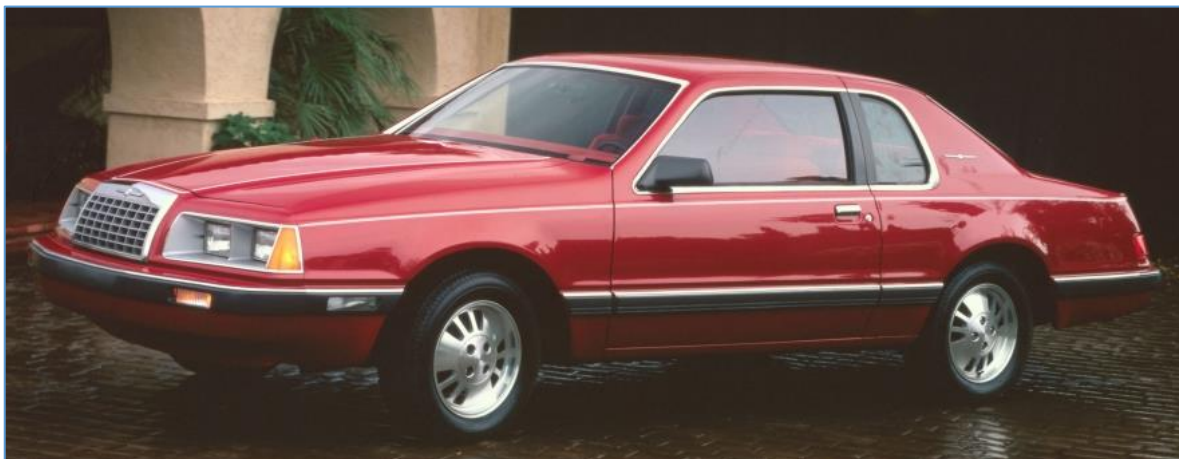
Why: Square and slabby, like a hexahedron.

Need to know: It's the first Thunderbird on the Fox Platform, and the downsizing to an intermediate form meant room for four instead of the previous six. Sales dropped nearly in half in 1980, dwindling to just over 45,000 in 1982.

Price range: This and the previous generation are the nadir of the Thunderbird line, with pricing that reflect a lack of collector interest. As before, they seem to go for under \$15,000.



## Aero Bird: 1983-'88



Why: An aerodynamic shape that caused a stir in the showroom and put Ford back into relevance on the NASCAR track.

Need to know: The top of the line model was not the Windsor V-8 but the Turbo Coupe, with its turbocharged 2.3-liter four-cylinder. In 1987 the aero look went a step further with flush headlamps and an output increase to 190 hp to match the style. Sales rebounded in this generation, averaging nearly 150,000 a year across the total run.

Price range: When, they seem to go for \$10,000 or more. Given the increasing popularity of cars from the 1980s, we'd expect to see more examples and climbing prices in the future.



## Identifying Thunderbirds *and their nicknames (continued)*

### Super Bird: 1989-'97



Why: Adapted from the supercharged Thunderbird Super Coupe (or SC) model available in this generation.

Need to know: Evolving the aerodynamic look of the Aero Bird, the Super Bird was a legit grand touring machine in SC trim, with a loads of torque from the supercharged 3.8-liter V-6 and other goodies like electronic-adjustable shocks. That engine was highly tune-able as well. The Windsor V-8 came in 1991, followed up with the modular V-8, although both were only available with an automatic transmission.

Price range: Generally under \$15,000, although in short supply.

### Retro Bird: 2002-'05



Why: Ford was getting in on the retro trend when it brought the T-Bird back on a platform shared with the Lincoln LS and Jaguar S-Type.

Need to know: After a strong first year, sales declined every year. There's plenty of blame to go around--a two-year wait from the concept to production and a sedate driving experience are two popular reasons. Or, maybe it was that, like the 1955 model that inspired the design, the two-seat layout had limited appeal to buyers. Today, however, the Retro Bird is gaining a following as a modern, comfortable cruiser.

Price range: Many of these were taken care of since new, so there's ample supply of good examples. Prices go from about \$10,000 on the low end to \$40,000 for an ultra-low mileage car, with plenty of choices around \$20,000.



# Fake T-birds:

by David Tulowitzky, Trail Birds of Southwest Florida

In the seventies and eighties there were quite a few companies that made replica Thunderbirds. Most of these company's stayed in business for only a few years. Many did a good job of duplicating the body but not one could duplicate the dashboard and instrument panel to equal the original. Here is information on some of the more successful companies that had their hand at trying to make a success at reproducing the classic Thunderbird. Sweet T-Bird Reproductions - Started in 1981 this company built only 39 of their 1955 TBird reproduction kits before the business was sold. Classic Thunderbird Motor Car Reproduction Corp - This company was charged with false advertising and unlawful practices and penalties of up to \$3 million before it got into full reproduction. No record of any cars being sold to the public. Shay - The Shay company, located in Michigan, was founded in 1978 and made the replica Model "A" Ford, then in the early 1980's started production on the 1955 Thunderbird. In 1982 after producing 200 units, Shay sold out to Camelot Motors in Indiana. Veebird – This was actually a fiberglass body '57 Thunderbird kit car to be mounted on a Volkswagen Beetle chassis., powered by a VW air-cooled engine. The Company, located in Colorado Springs, Colorado, was selling these in 1978 and stated that the original '57 body was modified in length to allow easy mounting onto the shorter wheelbase of the VW Beetle Chassis. Daytona Bird - This Company started in 1975 with the idea to build a replica Thunderbird and offer a certificate of origin with Ford warranty worldwide. The development of the first car cost over \$200,000 and two full years of work. However, many problems arose, and it was hard to satisfy Ford, EPA and DOT.

Camelot - Camelot Motors in Indiana made a reproduction '57 Thunderbird in the early1980's. The Indiana Thunderbird club visited Camelot Motors at that time and took one of the cars for a test drive. The company was owned by Paul Housey who had worked as a designer for Harry Shay in the late 1970's. Mr. Housey purchased the Shay assets in 1983 and formed his own company, Camelot Motors. He moved his facility to a building in Marshall, MI that he rented from the city of Marshall. In 1985 Mr. Housey was working on an \$18 million contract with Budget Rent-a-Car. He attended the Budget Rent-a-Car meeting in Maui, Hawaii, to finalize the contract. When he returned home from that meeting, he had a notice on his desk from his insurance company stating that his product liability insurance coverage would increase from \$355,000 annually to \$3 million. He could not purchase product liability insurance at a reasonable price, so he was forced to go out of business. Regal Roadsters - This company was located in Madison, Wisconsin. Since 1986, Regal Roadsters LTD has been producing Award Winning '55 - '57 T-Bird reproductions that in many ways are far better than the original. Regal T-Bird clients are those who want to enjoy ownership of a modern-day classic with power rack and pinion steering, power disc brakes and air conditioning. Several chassis configurations are available that allow the builder to go anywhere he wishes. From a stock or a mild custom with a small block, to a slammed fire breathing big block, you can have it all. Whether an authentic style interior with bench seats or a more custom interior with buckets, console and a smoothed dash...it's your choice. Base price starts around \$80,000. They are still in business today.



55-56 by Sweet Thunderbird Reproductions



Regal T-Bird 55/7 Thunderbird can be purchased direct.



Molds being taken off the freshly built body at Sweet Reproductions.



Brand-New, Hand-Laminated Fiberglass Outer Body Package includes a one-piece Main Body with Outer Doors, Outer Hood and Outer Trunk Lid.




In case Fake T-Birds wasn't confusing enough:

## From the Registry

Below is the original dealer invoice for a 1957 Thunderbird that was one of the 197 Thunderbird assembled at the LaVilla Plant in Mexico City. I am looking for the present owner of this car as I have several original documents for this Thunderbird dating between 1957 and 1982. The price of 82,000 pesos on the invoice equals \$3,671. If you know the present owner, have him contact me at: [tulobird@aol.com](mailto:tulobird@aol.com)

The translation for the accessories listed on this car is.....5 white wall tires, sports coupe Thunderbird, 2 points, black & yellow, 8cyl. V-275, C.F.?, Elev.?, Electric Windows, Overdrive, Electric Seats, 4 Position Extreme Duty Front and Back Shocks, Heater, Radio, w/auto select. Fancy Antenna #6629, Automatic windshield wiper, Pantaletas?, back lights, fancy hub caps (turbine type), power brakes, canvas plastic top, oil filter, canvas tonneau cover.

185576



AV. CENTRAL ESQ. AV. NIÑO PERDIDO  
TEL. 19-38-34 MEXICO 7, D. F.

Factura No. 1080  
FACTURA No.- 1080

Fecha DICIEMBRE 26 DE 1957

Nombre SR. SANTIAGO REACHI FALLADO.

Dirección HULBOLT No.- 67,  
CUERNAVACA, MOR.

Por lo siguiente que compró, AL CONTADO.

NO INVENTARIO

PEDIDO NO.

MARCA	AÑO	NUEVO O USADO	SERIE NUMERO	MOTOR NUMERO
F O R D. THUNDERBIRD.	1957.	NUEVO.		E7MEX-H-102735.

LLANTAS	DESCRIPCION	IMPORTE
5 LLANTAS BLANCAS 750X14,	UN COUPE SPORT THUNDERBIRD, 2 PTAS, COLOR NEGRO Y AMARILLO, CON 8 CIL. EN -V- 275, C.F., ELEV., ELEC., DE VENTANILLAS, OVERDRIVE, CONT. ELEC. DE ASIENTO 4 POSIC., CRIST. DE COLOR, AMORTIGUADORES DEL. Y TRAS. EXTREME DUTY, CALENTADOR, RADIO CON SELEC. AUTOMATICO Y ANTENA DE LUJO #6629, LAVADOR AUT. DE PARABRISA, PANTALETAS, LUCES DE REVERSA, LAPONES DE RUEDA DE LUJO TIPO TURBINA, FRENOS DE POTENCIA, ACABADO DE LUJO DE MOTOR, TOLDO DE LONA EN ADICION AL DE PLASTICO, FILTRO DE ACEITE, CUBIERTA DE LONA TONNEAU, EN. . . . .	\$ 79,611.66
	Más: Impuesto Fed. S/Ingresos Mercantiles. . . .	\$ 2,388.34
		\$ 82,000.00

MOTOR No. -E7MEX-H-UNO CERO DOS SIETE TRES CINCO.

-E7MEX-H- 1 0 2 7 3 5

Tarjeta Aduanal No. ....

Liquidación No. ....



## Calendar photos:

BATOC is producing its 16th annual Classic Thunderbird calendar and we would like to make your car a star in next year's calendar. After years of creating our clubs' fund-raising calendar and highlighting the beautiful Northern California locations that our club has visited, we are opening up this year's calendar to all CTCI chapters and are inviting all members to submit their own car for inclusion in our 2021 calendar. CTCI Chapters all over the world visit fabulous spots and beautiful locations that we think should be shared with everyone. So, we hope you will send us that favorite picture of your own car – whether it's in front of your state capitol, under a majestic oak tree or in a snow filled meadow – and we might make it – and you - a star. Submit your picture in hi-resolution, landscape format along with the location and a brief description of the shot

We'll submit it to our calendar committee and let you know if we plan to use it. If we do, you'll receive a free copy of the calendar and your fellow club members will receive a \$5.00 discount on their own calendar purchases. Baby Birds and Retro Birds welcome. Email your pictures to Guy Cummins at [guy@guycummins.com](mailto:guy@guycummins.com) by September 15 and be sure to include your contact information. For further submission details and technical information go to [www.batoc.org/enterphoto](http://www.batoc.org/enterphoto). So, please stay well and we look forward to receiving your pictures and to featuring your car in next year's BATOC Calendar.



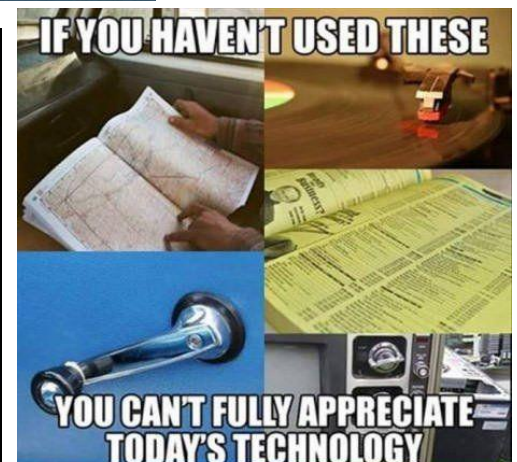
Ed Gammon was our Pajarito winner last year

## The cruelty of adulthood.....

You finally have the money to buy anything you want from the ice cream truck but now you've figured out the full extent of the calories on that truck and you couldn't run fast enough to catch it anyway. This is certainly a conspiracy of fate....



Greta invited the Chinese to give up using chopsticks to save trees! The Chinese have called on her and her friends to go back to school, where they will learn that chopsticks are made from bamboo, Bamboo is grass! The Chinese invited Greta and her friends not to wipe their butt with toilet paper, because it's made from trees! "





# A MYSTERY OF THE EARLY 1955 PRODUCTION

From David Tulowitzky of Trail Birds of Southwest Florida Club

A few years ago an article was in a national publication concerning the restoration of an early 1955 Thunderbird. In the article, the owner stated that his car with VIN number of 100075 was one of the first ten Thunderbirds produced. The owner arrived at this figure because he was told that one out of seven Fords coming off the assembly line was a Thunderbird. (See John Smith's article in the March/April 2020 Early Bird.) The 1955 Thunderbirds were built at the Rouge Plant in Dearborn, Michigan. Production of the Thunderbirds began on September 9, 1954 with serial numbers running in numerical order starting with 100005. Thunderbirds with VIN numbers 100001, ending in 2, 3 & 4 were built prior to the September 9 start-up date. The first three were prototypes used for publicity are believed to have been destroyed by Ford Motor Co. The Thunderbird with VIN number 100004 was sold and was last known to be in Pennsylvania. When production of the 1955 Thunderbird began on September 9, 1954, they were the only vehicles being built at the Rouge Plant until October 25 when the Ford passenger car production began. Therefore, starting with VIN number 100005, all of the very early Thunderbirds were in numerical order. The numbers were not intermixed with the passenger cars until October 25, 1954. This puts approximately 1,000 Thunderbirds with serial numbers in sequence before passenger car production began. It is hard to pinpoint the last thunderbird built before the numbers were intermixed with the passenger cars because of the confusion with the date codes versus serial numbers. On many occasions the actual day of production was earlier or later than the scheduled build date stamped on the data plate, so the dates are not always in order with the serial numbers. However, they are usually no more than 6-10 days out of sequence at any given time. If we could determine the VIN number of the first 1955 passenger car built at the Rouge Plant, it would solve the mystery of the last consecutive Thunderbird built before intermixing the numbers.

For years, I have read in reference books that the passenger car production started on October 12, 1954. However, this date did not fit in with my collection of VIN numbers. I had too many Thunderbird VIN numbers with no room left for any passenger cars. A few years ago when Betty and I visited the Benson Ford Research Center in Dearborn, we found documents stating that the passenger car production began at Rouge Plant on Monday, October 25. Other Ford assembly plants started production earlier in October. My opinion is that Ford was focused on getting the new Thunderbird into the market place, possibly causing a delay at the Rouge Plant for the passenger car. The 1955 Thunderbird production ran until September 16, 1955, while the 1955 passenger car production ended on August 30, 1955. Therefore, only Thunderbirds were being assembled at the start and finish of the 1955 model year run. I hope I have taken some of the mystery out of your early 1955 and have answered some questions that you may have had but never asked.

## 1955 Ford Thunderbird Muscle Car Specifications

Model 1955 Ford Thunderbird Original Base Price \$2,944

Total Production 16,155

Engine Used 312ci/225hp Zero to Sixty 9.8 sec

Quarter Mile 16.6 sec @ 77 mph

Top Speed 120 mph

Wheelbase 102 in Length 175.3 in

Width 70.3 in Height 50.2 in

Curb Weight 2,980 lbs

Wheel Size 15 x 6.7 in

Tire Size 6.7 x 15 in four-ply





## The Woman Marine Pilot

The teacher gave her fifth grade class an assignment: Get their parents to tell them a story with a moral at the end of it. The next day, the kids came back and, one by one, began to tell their stories. There were all the regular types of stuff: spilled milk and pennies saved.

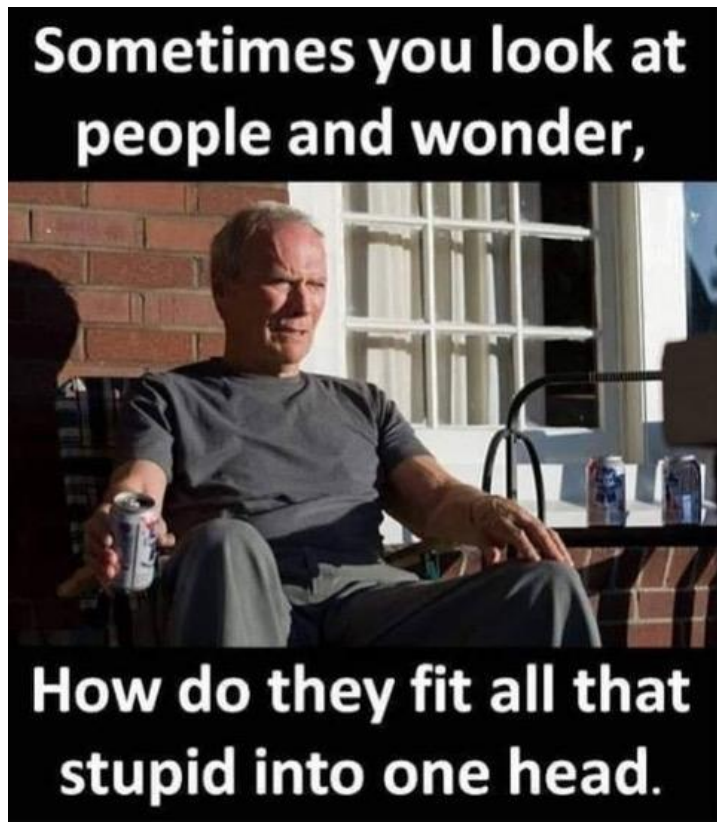
But then the teacher realized, much to her dismay, that only Janie was left. "Janie," she asked, "do you have a story to share?"

"Yes ma'am. My daddy told me a story about my Mommy. She was a Marine pilot in Syria, and her plane got hit. She had to bail out over enemy territory, and all she had was a flask of whiskey, a pistol, and a survival knife. She drank the whiskey on the way down so the bottle wouldn't break, and then her parachute landed her right in the middle of 20 ISIS troops.

She shot 15 of them with the pistol, until she ran out of bullets, killed four more with the knife, till the blade broke, and then she killed the last ISIS fighter with her bare hands.

"Good Heavens," said the horrified teacher. "What did your Daddy tell you was the moral to this horrible story?"

"Stay away from Mommy when she's been drinking."



### For Sale (in Texas):

2002-2005 Soft Boot Tonneau Cover Purchased from Thunderbird Concepts. Black in color, excellent condition. \$100.00. Contact Wayne Bane at 724-594-7482 or [dbane3413@comcast.net](mailto:dbane3413@comcast.net)

1955-1957 Thunderbird Parts 2 Hardtops, 1 Conv. Top, Front Bumpers, Windshield Stainless, Tach Distributor, 57 NOS grill, 57 Auto Transmission, Carburetors, brake drums, and many other chrome and stainless parts. Contact: Al Jarek 412-889-5894 or [pajarek@yahoo.com](mailto:pajarek@yahoo.com)



## LS1-Powered 1957 Ford Thunderbird 6-Speed



Recently Bid To \$91,000. Reserve not met:

This 1957 Ford Thunderbird is a modified example that was built from the late 1990s to 2002, reportedly by Steve's Restorations of Portland, Oregon. Power is from a 5.7-liter LS1 V8 paired with a six-speed manual transmission, and the body is finished in pearl blue over a customized blue interior. Additional details include handmade bumpers, a matching convertible top, a Kugel Komponenten independent front end with rack and pinion steering, Corvette independent rear suspension, Wilwood brakes, staggered Boyd Coddington wheels, and a retrofitted HVAC system. The car received the Outstanding Interior Custom and Chip Foose Design Excellence awards at the 2003 Grand National Roadster show in addition to awards at several other events on the West Coast in the early 2000s.

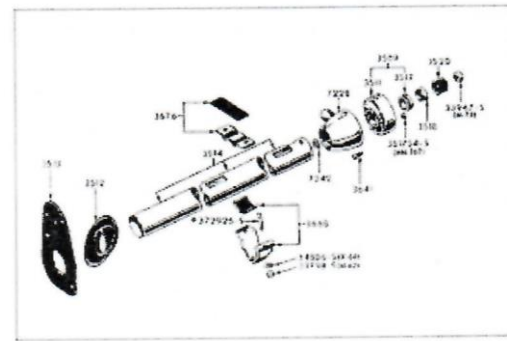
## Lawyers should never ask a Georgia grandma a question if they aren't prepared for the answer.

In a trial, a Southern small-town prosecuting attorney called his first witness, a grandmotherly, elderly woman to the stand. He approached her and asked, 'Mrs. Jones, do you know me?' She responded, 'Why, yes, I do know you, Mr. Williams. I've known you since you were a boy, and frankly, you've been a big disappointment to me. You lie, you cheat on your wife, and you manipulate people and talk about them behind their backs. You think you're a big shot when you haven't the brains to realize you'll never amount to anything more than a two-bit paper pusher. Yes, I know you.' The lawyer was stunned. Not knowing what else to do, he pointed across the room and asked, 'Mrs. Jones, do you know the defense attorney?' She again replied, 'Why yes, I do. I've known Mr. Bradley since he was a youngster, too. He's lazy, bigoted, and he has a drinking problem. He can't build a normal relationship with anyone, and his law practice is one of the worst in the entire state. Not to mention he cheated on his wife with three different women. One of them was your wife. Yes, I know him.' The defense attorney nearly died. The judge asked both counselors to approach the bench and, in a very quiet voice, said, 'If either of you idiots asks her if she knows me, I'll send you both to the electric chair



## Early Telescoping Steering Column?

It might come as a surprise to some Classic Thunderbird owners that their 1955-57 Thunderbirds came equipped with a "telescoping" steering column. Yes, that steering wheel which has progressively inched up closer to the driver's seat each year and made you feel as if you might have gained a few extra pounds over the winter actually can be moved up or down on the column. With proper adjustment, you can adjust your steering wheel to accommodate your individual physical needs, within set engineering tolerances. Your steering wheel can be moved by loosening the chrome sleeve located directly behind the steering wheel. The chrome sleeve has numerous grooves which run parallel with the steering column. By turning the sleeve in a clockwise direction, you will





### 3 dos and don'ts for cleaning your engine compartment

The fit and finish of a car's exterior often gets all the attention, and most gearheads will debate polishes and paint protectants for hours on end. If you want to find who is really detail-oriented at a car show, don't look at the hood—look under the hood. A spotless engine bay is tough to achieve and even harder to maintain. It's worth it, though, because a clean engine compartment is not only attractive but also conducive to spotting when they start, rather than leaving them to be camouflaged by grime. If your engine is a dingy, oily mess and you want to bring it back to a respectable condition, here are a few tips.

**Don't: Be quick to take things apart**

**Do: Take a "before" picture**

If the engine is running smoothly, I'm hesitant to take anything apart to clean it, and I'd recommend you think the same way. The old adage of "if it ain't broke, don't fix it" has treated me well for many years. However, to get a deep clean you must dive deep. Before you start, grab your camera and snap a picture.

Even if you have a great memory and a wealth of reference materials, a photo can still prove invaluable. Sometimes, all it takes is a simple glance at a "before" picture to know where that hose with the weird bend was attached. It also serves as great evidence of the improvement you make.

**Don't: Go crazy with the "engine cleaner"**

**Do: Use chemicals appropriate for the job**

It's on a shelf at every auto parts store—you'll be tempted to grab that aerosol can of foaming degreaser and pretend you are as you fog the entire engine compartment. Don't do it. Aerosol engine cleaner works great for engines that are very heavily soiled, but most of the time that stuff is overkill. It's also deceptively involved; if you don't rinse off all the residue, it will cause corrosion. Instead, spend a little extra time by using a few clean rags, spraying your detailer of choice on the rag, and simply wiping away the dirt. I typically start with a quick detailer and, if the grime is stubborn, I progress to more aggressive chemicals like brake or carburetor cleaner. This more time-consuming process has two benefits: It prevents chemicals from forcing their way into nooks and crannies they shouldn't be in, and helps you become familiar with those same nooks and crannies. Seeing a lot of oily buildup in one spot? Investigate to see whether there's a leak that needs to be cured.

**Don't: Grab the pressure washer**

**Do: Use the garden hose**

If you need to wash off the grit and grime, resist the urge to reach for the pressure washer. Both a home pressure washer and the wand at a local DIY car wash will eject water at a dangerously high pressure and threaten just about any part of your engine compartment. The jet can easily push past gaskets, into electrical panels and connections, and also into grease fittings. If you discover the engine compartment is so filthy that a rinse-down is needed, take the time to seal all electrical connections and crankcase openings (the oil fill, for example) before using a garden hose. If the garden hose doesn't provide enough pressure, gently scrub with a soft bristle brush to break the gunk free.

From Haggerty

