



PAJARITO THUNDERBIRD CLUB
of
NEW MEXICO
Chapter 17 of the CTCI
February 2022 Newsletter
Volume 22 Number 2



Upcoming Events

February Lunch

Date: 2/12

Time: 2 PM

Place: Late Lunch at Mimmi's

Address: 4116 The 25Way Ave

Arrangements: Separate Checks

RSVP: To Calling committee by 2/10

Organizer: Ed Sauer



Pres Says:



February 2022

We had a great kickoff to 2022 with the Birthday party for Ray Wood at Hello Deli. Thanks to everyone that came out and made it a special night!

So far, we have received dues from about 20 members for 2022, just a reminder that we agreed to start collecting dues again and that it went up to \$25.00 per year. If you haven't paid, please send them in to the club's P.O. Box as soon as possible – Thank you

Some exciting news, the Pre – Registration is now open for the National Convention in October. If you're planning on going you should sign up now to save your spot.

Upcoming events:

Every Thursday: 7:30 AM Breakfast at Hello Deli

February 12th– Valentine's lunch – Mimmi's Café – 2pm

Officers Meeting – Saturday February 19th – Trae's Garage - 11am

Stay safe – see you soon!!

TRAE WOOD



CITY OF RIO RANCHO

20TH ANNUAL PARK 'N THE PARK

CLASSIC CAR SHOW

**FREE
TO THE
PUBLIC**

SATURDAY, APRIL 23, 2022
10:00 AM - 4:00 PM

CAMPUS PARK & RIO RANCHO EVENTS CENTER

OPEN TO VEHICLES 35 YEARS OR OLDER - ENTRY FEE \$30

FOOD TRUCKS - DJ STEVIE - CRAFT VENDORS - BEER GARDEN - FUN JUMPS

RR Rio Rancho
City of Vision

RRNM.GOV

RIO RANCHO
EVENTS CENTER

6TH ANNUAL CAR SHOW
SUNDAY, MAY 1
10AM - 2 PM
NEW MEXICO VETERANS MEMORIAL
1100 LOUISIANA BLVD SE
ALBUQUERQUE, NM
Help us send our Veterans to Washington D.C.



REGISTRATION:
\$20 PER CAR
FOR MORE INFORMATION
CALL SHIRLEY 505-410-3978
SPECTATORS ARE FREE!

2022 International CTCI Convention

October 25-30

San Antonio, Texas

The first International CTCI Convention to be held in 4 years is generating a lot of excitement. Pre-register today and reserve your slot at CTCI.org. When full registration opens, deduct the pre-registration fee from your registration. Or if your plans change, the pre-registration fee is refundable until September 17, 2022.

Recent Events

Russ Barker Service

The Pajarito club was invited to provide an escort to the cemetery for Russ.



Pajarito Board Meeting



Craig Sowers, Ed Sauer, Lloyd Powell, Dennis Potter, Trae Wood, Ray Wood, Nick Lester (not shown). Can you tell which fellow was formerly a police officer?



Craig Sowers' white '57, Ed Sauer's Red '55, and Ray Woods's Blue '57

Ray Wood 80th Birthday

Here's the family gift for Ray



Recent Events

Ray Wood 80th Birthday (continued)



Ray Wood 80th Birthday (continued)



Dutch and Tessie

By Onyx Conklin

"That'll do her." Grease said as he closed the hood. "Your Thunderbird's in the best shape of her life. I bet that pretty little lady you're taking out tonight will light up when you arrive." "Indeed she will, Grease. Indeed she will."

Dutch left Grease's Garage and headed across town to Diamond's Detail. He wanted his Thunderbird to shine and sparkle. Friday was the most important night of his life and everything had to be right. Everyone in the small town of BlackBerry Falls knew what Dutch was planning. An hour and a half later, Jacob pulled his car around to the front of the building. Dutch's smile was as bright as the white walls on the tires. His baby blue '57 convertible was showroom new.



At 5:30pm, Dutch stood in the mirror straightening his red bowtie. He checked his pocket for the ring, grabbed his black suit jacket and headed out. He pulled up to the back door of her home 10 minutes later. The man who opened the door gave him a knowing smile and a moment later Dutch's eyes lit up as he saw Tessie approach him in her crimson red dress. "I must have a winning hand because I'm looking at the Queen of Hearts." Tessie giggled. "Does that make you the King of Hearts?"

"Better than the Jack or worse—the joker!" he replied. "Better yet, you're my Ace!" She said with a quick kiss to his jawline.

When he and Tessie were in the car they drove to The Checkerboard Diner. The waiter named Chico gave Dutch a knowing smile and brought them to a special table in the corner. Dutch ordered them cheeseburgers and a chocolate malt with two straws. They talked about Sinatra, Dean Martin and Elvis, the new kid on the jukebox. When they finished, he drove her to Gander Hill overlooking the town of BlackBerry Falls. He turned on the radio and to Tessie's delight, her favorite Sinatra song began to play, "Night and Day." Dutch took her in his arms and they danced and occasionally he kissed her. Her eyes twinkled like the lights of their hometown below. At the end of the night he got down on his knee. "Tessie Caponera, would you marry me and spend the rest of your life with this old country boy?"

Tessie burst into tears. "Yes Dutchie, yes I will marry you!" He kissed her again and slipped the ring on her finger. It was the best night of her life. Dutch laced his fingers through hers and she rested her head on his shoulder as he drove her home. At 8:30pm, Dutch pulled up to BlackBerry Falls nursing home. Tessie was asleep beside him. Mr. Lincoln was waiting outside with the wheelchair. They tenderly loaded the sleeping Tessie into the wheelchair. Lincoln looked at the smiling Dutch and asked a question in a hushed tone.

"Dutch, I gotta ask. You've been taking Miss Tessie out every Friday night for three months, get dressed up all fancy, take her out for cheeseburgers and a malt, play the same song for her, and ask her to marry you every Friday night. Her dementia's getting worse. Why you putting yourself through that when she never remembers you've been married 64 years? Why do you keep up the charade and still ask her to marry you?"

Dutch looked down at his sleeping bride, sound asleep in her crimson red dress, the mother of their three children, now with her wrinkles and grey hair and he with his wrinkles and no hair. He slapped Lincoln on the back with a smile.

"Because, she always says yes. See you next Friday."

Happy Valentine's Day to my fellow T-Bird romantics!

Items For Sale

For Sale Locally:

A disassembled 312 'short block' for sale. (no heads or intake manifold). Block date code - January of '58
It's a 0.060 over block that could be bored to the next oversize, main bearing & rear seal caps, good crankshaft, rods w/ pistons, '55/'57 T-Bird style crank pulley, oil pan and timing cover, includes the existing cam, lifters, timing chain & gears, fuel pump eccentric and misc bolts. Total \$400

Dennis Potter (505) 259-9012 or dapnmmap@comcast.net



For Sale Out of Town:

FOR SALE: Thunderbird tools, etc. \$40 -57 sunburst hubcap \$10 -1, 57 312 exhaust pipe unused, manifold to exhaust inlet \$10-Thunderbird protective work mat \$30-Holley carb, stock \$40-Intake manifold, 312 4 bbl. \$100-engine hoist \$50-Engine Block stand \$10-Generator, 57 Ford \$ 10-timing light \$240-all items together.
Contact: Ken Brewer 512-618-1434

FOR SALE: New 1955-57 Thunderbird tinted PPG windshield, and new FoMoCo weatherstrip. \$250. Current dealer price is over \$400.

Contact Ron Hitter. 949-309-8257 or ronhitter@dslextreme.com.

Wanted from So Calif:

WANTED: Engine for 66 Thunderbird (390 engine)...prefer to buy a used engine with good condition or rebuilt one.
Contact: Ken Park Jongmae@att.net (714)801-6421 cell

WANTED: 1957 thunderbird parts needed: 1. Headlight surrounds. 2. Vent door for right fender. 3. Dash stainless piece that goes up under the speedo housing. 4. Restorable manual seat with tracks. 5. Taillights 6. Top stainless piece for grill 7. Lights for front bumper, and bumper brackets for front. 8. Stainless around windshield, in and out 9. Good soft top assy - maybe not quite ready yet. I have the mounting bracket for the bottom that attaches to the floor. 10. Gas filler door 11. Heater controls. 12. Wind wings 13. Tach 14. The black piece on the right side that has the blower fan. 15. Any of the vent housings that go under the tops of the inside of the front fenders. Fiber glass or metal okay. I understand there are 5 pieces? 16. Any of the reproduction chrome parts you might have left over, like the name tags, hash marks, door handles, in or out.

Contact: jim.seacoastfm@gmail.com or 512-375-9657

Tech Tips

What Do the Numbers on Oil Mean?

Have you ever stared blankly at a wall of motor oil in the store, wondering what all those numbers and letters mean? SAE 5W-30, 15W-40, 10W – what does it all mean? And does it really make a difference which goes in your car? The numbers you see on your motor oil can range from 0 to 60 and are determined in laboratory tests by the Society of Automotive Engineers (SAE).



These numbers refer to viscosity, or thickness, with the lowest numbers representing the thinnest, and therefore the most viscous oil. Also, the “W” stands for “Winter,” and refers to oil that maintains viscosity even in cold winter temperatures. The need for different grades of oil is readily apparent when the weather switches because the temperature has a dramatic effect on the viscosity of the oil.

For example, 40-weight oil may be perfect for a long road trip in the summer when the engine is nice and hot but turn to sludge in the winter. On the other hand, 5-weight oil may work best in the middle of winter when temperatures are in the single digits, but provide very little lubrication after the snow melts.

Because of this, most motor oils on the market today are multi-viscosity oils, meaning they are formed from different grades of oil and share the characteristics of both thick and thin oil. For example, a 5W-30 oil will have the viscosity of a 5-weight oil when temperatures are cold but work as well as a 30-weight oil when the engine heats up. If you’re not sure which grade of motor oil to use, consult your owner’s manual. Most manufacturers recommend something around 10W-30, but there are circumstances that may call for different types of grades.

For example:

- Older vehicles. As engines age, their parts often wear each other down. As a result, there can be more space between the parts of a 100,000-mile engine than in the engine of a brand new car. For older vehicles, consider a higher oil weight to help fill in this extra space.
- Very cold temperatures. If you often take short trips and live in a very cold climate, consider a lower number. Thin oil can work through the engine quickly on a cold day, protecting its parts from the moment it starts.
- Overhead engines. Because the oil needs to travel to the overhead cams and valve train, most mechanics recommend a lower weight for overhead engines.



Pajarito Dues are Past Due

Send check for \$25.00 to be included
Complete form on the next page and mail in!

Now

Pajarito Thunderbird Club of New Mexico

2022 Membership Information

Last Name: _____ CTCI Member #: _____

First Name: _____ Spouse/SO First Name: _____

Address: _____ Apt. No.: _____

City: _____ State: _____ Zip: _____

Home Phone No.: (____) _____ Cell Phone No.: (____) _____

Email Address/es: _____

Current Thunderbird/s Owned: 1955 ____ 1956 ____ 1957 ____ Other _____

Optional Information:

Current Thunderbird/s Running: 1955 ____ 1956 ____ 1957 ____ Other _____

Other Collector Cars Currently Owned: _____

Past Pajarito Club Office/s Held: _____

Interested in Hosting or Coordinating a Club Activity? _____

Suggestions for club events: _____

The Pajarito Thunderbird Club of New Mexico, Chapter 17, of the Classic Thunderbird Club International (CTCI) is dedicated to the preservation and enjoyment of the "Classic Thunderbird". We recommend joint membership in CTCI for liability insurance coverage. All those interested in Ford Thunderbirds are welcome and ownership is not necessary!

Annual membership dues are \$25.00. Pajarito Thunderbird Club members receive monthly newsletters, sent to the Email address you entered above, with updates on club activities, Tech Tips, Thunderbird related articles and Classic Automotive related information. Call (505) 259-7283 with any Thunderbird Club related questions.

Please make a copy of this completed form with the requested information, enclosed check and mail to:

Pajarito Thunderbird Club at PO Box 93026 Albuquerque, NM 87199

Official Use Only: Date Received: _____ Cash _____ Check # _____ Amount \$ _____

T-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.
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".



How to Splice Sponge & Dense Weatherstripping

By Steele Rubber Products

When you need an extrusion made into a ring or one piece unit, it is best to have the splice molded. This will give the best seal and have maximum strength at the joint. However, when molding is not an option you can splice instead. There are a few general rules to follow.

1. It's simple, your cut ends need to be straight.

If you put the ends together, all edges should match. Best tool to cut both sponge and dense rubber? A utility cutter. The ends need to be clean cut and free of all debris. If needed, clean with an alcohol pad. I found that for the best results, join them using Loctite Super Bonder 495. It is formulated for rubber-to-rubber bonding.

2. Have a flat surface to work on.

After cutting your weatherstrip, remember to test it for a profile match before proceeding. Like all other adhesives, the less adhesive you use the better hold it has, especially with this Super Bonder. It works just like a "Super Glue". It is clear in color and will stick your fingers together, just like "Super Glue". However, it will clean up using nail polish remover. Working on a flat surface makes the process of cutting and gluing easier.

3. Put a small amount of glue on just one side of the splice joint.

With a paper clip wire, spread the adhesive evenly over the surface, making sure it is covering the edges. If there is too much adhesive, it will not hold well. Carefully match the edges from one side to the other. Apply pressure from both ends to the splice. For dense rubber, apply greater force. Hold for about 90 seconds. At this point you should have a good strong bond. If there are any parts not adhered, apply a light amount with the paper clip to the void and apply pressure again. If the joint was done properly, you should be able to pull on it without it failing. To ensure that the rubber will make a water tight seal when used as glass channel, apply a clear optical sealant between the glass and the rubber at the joint. Just remember, straight clean cuts that match and use the right adhesive for the job.

The story of a classic

For a decade the Thunderbird has been, quite obviously, the car other manufacturers would have liked to create. It is one of the rarest of cars—a true classic—and that is why it is so difficult to imitate. ◀

Yet the Thunderbird began with a very simple idea: to design a car that would crystallize all the pleasures of driving in one vehicle.

An American original. This was to be a new kind of automobile; a small, personal luxury car. It was to be a purely American car, with all the comfort, all the ease of automatic controls, all the blazing performance—and all the reliability—that American engineering skill could give it. And it was to have more; it was to express in every line and every action a unique spirit—a spirit of gaiety, of joy of living that no other car could equal.

The hope was to make the Thunderbird both individual and enduring. If you will take another look at the cars which evolved from this hope—the Thunderbirds on these pages—you will in all probability agree we were successful.

Imitated—but unmatched. Every model is being driven proudly today, and, as a matter of fact, the early ones are already collectors' items, commanding premium prices.

From the start, Thunderbird has been a trendsetter. It created a fresh new look—and inspired a good many echoes. You only have to glance at the newest cars to know that its look, its very lines, have been liberally borrowed by car after car, both here and abroad. It convinced Americans that a car could be both nimble and luxurious. Others have tried to follow that pace-making idea, too. But the whole

new Thunderbird concept has never been matched.

No untried fledgling. You can see, looking down the years, that the Thunderbird has changed—but without changing. Each model is different, but the unique look, the zest, the flair for action remain as a basic theme.


What you can't see (but what is very real indeed) is the silky silence and perfection that ten years of development and refinement have given the latest Thunderbirds. There is no substitute for this time, this testing, this refinement. No car could hope to be really "like a Thunderbird" without this decade of development—but that means a ten-year wait.

Meanwhile, hundreds of thousands of drivers have discovered what it means to possess a car built in the classic tradition.

1963: best year yet. According to sales records for the 1963 introductory period, in fact, more people have accepted the keys to new Thunderbirds than in any like period of the car's history. These Thunderbird owners have discovered how deeply satisfying a timeless look of distinction can be. They realize how reassuring it is to own an automobile that is refined and polished in every detail. Indeed, our own very deep pride in the Thunderbird stems in no small measure from the manifest loyalty and pleasure of its owners—as well as the satisfaction any manufacturer can take from creating an unduplicated triumph that has stood the test of time.

PRODUCTS OF

MOTOR COMPANY

Thunderbird
unique in all the world 



**What is wrong
with this
picture?**



Keystone Facts?

1 Train has 100 cars, 2 engines and weighs 27,240,000 LBS

1 Train carries 3,000,000 gallons of oil.

1 train uses 55.5 gallons of diesel per mile.

It takes 119,000 gallons of diesel to go 2150 miles from Hardisty, AB to Freeport, TX.

Keystone pipeline was to deliver 34,860,000 gallons of oil per day.

It would take 12 trains and 1,428,000 gallons of diesel to deliver that amount. PER DAY!

521,220,000 gallons of diesel per year.

The oil will still go to market with or without the pipeline.

By stopping the pipeline billions of gallons of diesel will be wasted and pollute needlessly. Does that make you feel good?

Stop the Tar Sands all together? Then we must ship the oil from the overseas sandbox.

1 large oil tanker can haul 120,000,000 gallons of oil

1 boat takes 15 days to float across the Atlantic.

1 boat uses 63,000 gallons of fuel PER DAY, that is about 1 million gallons of the most polluting type fuel in the world PER TRIP.* (See below)

Or take 3.5 days of Keystone Pipeline to move the same amount of oil with a fraction of the pollution.

In international waters ship emissions remains one of the least regulated parts of our global transportation system. The fuel used in ships is waste oil, basically what is left over after the crude oil refining process. It is the same as asphalt and is so thick that when cold it can be walked upon. It's the cheapest and most polluting fuel available and the world's 90,000 ships chew through an astonishing 7.29 million barrels of it each day, or more than 84% of all exported oil production from Saudi Arabia.

Shipping is by far the biggest transport polluter in the world. There are 760 million cars in the world today emitting approx 78,599 tons of Sulfur Oxides (SOx) annually. The world's 90,000 vessels burn approx 370 million tons of fuel per year emitting 20 million tons of Sulfur Oxides. That equates to 260 times more Sulfur Oxides being emitted by ships than the world's entire car fleet. One large ship alone can generate approx 5,200 tons of sulfur oxide pollution in a year, meaning that 15 of the largest ships now emit as much SOx as the world's 760 million cars

Eliminate all gas consuming cars and diesel vehicles?

Worldwide car gas consumption is 403,583,712,000 gallons a year. That's billion.

Worldwide oil consumption is 1,500,000,000,000 gallons a year. That's trillion.

It takes 2.15 gallons of oil to make 1 gallon of gasoline/petrol, and 0.6 gal of diesel.

So it takes 867,704,980,800 gallons of oil to run the world's cars, most diesel vehicles for a year and some ships

That leaves 632,295,019,200 gallons of oil for other uses.

Passenger vehicles are only a very small percentage of the problem. If emissions are the problem why not just capture them at the exhaust? Create an industry to clean exhaust instead of crushing an entire industry and building a complete untested, replacement industry?

So are we willing to dramatically increase mining to get all the minerals necessary to make all these batteries and electric motors? Mining is far worse for the environment than oil extraction.

Killing Keystone was glibly decided by emotional idiots without brains! Destructive idiots who are fooling America to boost their standing with Foreign paymasters.

"Some days you're the dog; some days you're the hydrant."



Facts not dreams?

Depending on how and when you count, Japan's Toyota is the world's largest automaker. According to *Wheels*, Toyota and Volkswagen vie for the title of the world's largest, with each taking the crown from the other as the market moves. That's including Volkswagen's inherent advantage of sporting 12 brands versus Toyota's four. Audi, Lamborghini, Porsche, Bugatti, and Bentley are included in the Volkswagen brand family.



GM, America's largest automaker, is about half Toyota's size thanks to its 2009 bankruptcy and restructuring. Toyota is actually a major car manufacturer in the United States; in 2016 it made about 81% of the cars it sold in the U.S. right here in its nearly half a dozen American plants. If you're driving a Tundra, RAV4, Camry, or Corolla it was probably American-made in a red state. Toyota was among the first to introduce gas-electric hybrid cars into the market, with the Prius twenty years ago. It hasn't been afraid to change the car game.

All of this is to point out that Toyota understands both the car market and the infrastructure that supports it perhaps better than any other manufacturer on the planet. It has grown by building reliable cars for decades.

When Toyota offers an opinion on the car market, it's probably worth listening to. This week, Toyota reiterated an opinion it has offered before. That opinion is straightforward: The world is not yet ready to support a fully electric auto fleet. Toyota's head of energy and environmental research Robert Wimmer testified before the Senate this week, and said: "If we are to make dramatic progress in electrification, it will require overcoming tremendous challenges, including refueling infrastructure, battery availability, consumer acceptance, and affordability." Wimmer's remarks come on the heels of GM's announcement that it will phase out all gas internal combustion engines (ICE) by 2035. Other manufacturers, including Mini, have followed suit with similar announcements.

Tellingly, both Toyota and Honda have so far declined to make any such promises. Honda is the world's largest engine manufacturer when you take its boat, motorcycle, lawnmower, and other engines it makes outside the auto market into account. Honda competes in those markets with Briggs & Stratton and the increased electrification of lawnmowers, weed trimmers, and the like. Wimmer noted that while manufacturers have announced ambitious goals, just 2% of the world's cars are electric at this point. For price, range, infrastructure, affordability, and other reasons, buyers continue to choose ICE over electric, and that's even when electric engines are often subsidized with tax breaks to bring price tags down.

The scale of the switch hasn't even been introduced into the conversation in any systematic way yet. According to *FinancesOnline*, there are 289.5 million cars just on U.S. roads as of 2021. About 98 percent of them are gas-powered. Toyota's RAV4 took the top spot for purchases in the U.S. market in 2019, with Honda's CR-V in second. GM's top seller, the Chevy Equinox, comes in at #4 behind the Nissan Rogue. This is in the U.S. market.

Toyota warns that the grid and infrastructure simply aren't there to support the electrification of the private car fleet. A 2017 U.S. government study found that we would need about 8,500 strategically-placed charge stations to support a fleet of just 7 million electric cars. That's about six times the current number of electric cars but no one is



talking about supporting just 7 million cars. We should be talking about powering about 300 million within the next 20 years, if all manufacturers follow GM and stop making ICE cars.

Simply put, we're going to need a bigger energy boat to deal with connecting all those cars to the power grids. A LOT bigger.

Facts not dreams? (continued)

But instead of building a bigger boat, we may be shrinking the boat we have now. The power outages in California and Texas — the largest U.S. states by population and by car ownership — exposed issues with powering needs even at current usage levels. Increasing usage of wind and solar, neither of which can be throttled to meet demand, and both of which prove unreliable in crisis, has driven some coal and natural gas generators offline. Wind simply runs counter to needs — it generates too much power when we tend not to need it, and generates too little when we need more. The storage capacity to account for this doesn't exist yet.

We will need much more generation capacity to power about 300 million cars if we're all going to be forced to drive electric cars. Whether we're charging them at home or charging them on the road, we will be charging them frequently. Every gas station you see on the roadside today will have to be wired to charge electric cars, and charge speeds will have to be greatly increased. Current technology enables charges in "as little as 30 minutes," according to Kelly Blue Book. That best-case-scenario fast charging cannot be done on home power. It uses direct current and specialized systems. Charging at home on alternating current can take a few hours to overnight to fill the battery, and will increase the home power bill. That power, like all electricity in the United States, comes from generators using natural gas, petroleum, coal, nuclear, wind, solar, or hydroelectric power according to the U.S. Energy Information Administration.

Half an hour is an unacceptably long time to spend at an electron pump. It's about 5 to 10 times longer than a current trip to the gas pump tends to take when pumps can push 4 to 5 gallons into your tank per minute. That's for consumer cars, not big rigs that have much larger tanks. Imagine the lines that would form at the pump, every day, all the time, if a single charge time isn't reduced by 70 to 80 percent. We can expect improvements, but those won't come without cost. Nothing does. There is no free lunch. Electrifying the auto fleet will require a massive overhaul of the power grid and an enormous increase in power generation. Elon Musk recently said we might need double the amount of power we're currently generating if we go electric. He's not saying this from a position of opposing electric cars. His Tesla dominates that market and he presumably wants to sell even more of them.

Toyota has publicly warned about this twice, while its smaller rival GM is pushing to go electric. GM may be virtue signaling to win favor with those in power in California and Washington and in the media. Toyota's addressing reality and its record is evidence that it deserves to be heard.

Toyota isn't saying none of this can be done, by the way. It's just saying that so far, the conversation isn't anywhere near serious enough to get things done.

YOU CAN IGNORE REALITY, BUT YOU CANNOT IGNORE THE CONSEQUENCES OF IGNORING REALITY



Thinking about installing a different Ford Engine in your Thunderbird?

Here are the weights of most engines:

Ford 289/302 V8	460 lbs (late 5.0s are a bit lighter)	Ford Y block V8	625 lbs (272-312 CID)
Ford BOSS 302	500 lbs	Ford FE big block	650 lbs (332-428 CID)
Ford 351 Cleveland	550 lbs (includes BOSS and Australian 302-C)	Ford FE big block	670 lbs (1) ('59 352 CID)
Ford 351 Windsor	510 lbs	Ford 429/460 V8	640 lbs
		Ford BOSS 429	680 lbs

Exhaust Heat Riser Valve

By Dennis Potter



The first photo is of an original heat riser valve located at the rear of the right side exhaust manifold of a '55/'57 Thunderbird. When the weighted arm is up it's closed, down is open. It's purpose is to force exhaust from the right side of the engine thru a separate passage inside the intake manifold and out the left side exhaust pipe. This heats the intake manifold and carburetor until the engine warms up, aiding in cold weather operation. Its functioning should be automatic, controlled by the heat sensitive spiral spring.

If the spiral spring is broken or missing the weight should drop to the open position. The valve assembly commonly gets rusty and can stick closed in the 'weight up' position. This will reduce the performance of the engine due to the exhaust on the right side being mostly blocked, which can cause expensive damage if uncorrected.



If the valve movement is too temperamental after attempts at lubrication the spring can be unhooked so the weight drops or is persuaded down to the open position. You can remove the spiral spring if possible or leave it in place if it's well attached to the shaft.

Unless you park the car outside overnight or consistently drive it in winter weather the valve isn't overly necessary. For an original appearance the center disc of the valve can be removed, or an open spacer (see photo) can be substituted.

Pajarito Officers:

Title	Name	CTCI #	Phone	email
President	Trae Wood	35313	270-7240	trae_wood@genpt.com
Vice President	Dennis Potter	36768	259-9012	dapnmap@comcast.net
Secretary	Lou Belmont	30258	299-0195	lbkaylou5@gmail.com
Treasurer	Ray Wood	652	259-7283	vrwood@comcast.net
Newsletter	Lloyd Powell	37583	280-3114	lloydpo@aol.com
CTCI Rep.	Lou Belmont	30258	299-8471	lbkaylou5@gmail.com
Director	Ed Sauer	17536	250-2606	edstbird@gmail.com
Director	Craig Sower	33929	220-6194	craig@kitchensbycraig.com
Trustee	Ray Wood	652	259-7283	vrwood@comcast.net
NMCCA Rep	Phillipo Lovato		264-9081	fordman56@centurylinnk.net

The P-51

This 1967 true story is of an experience by a young 12 year old lad in Kingston, Ontario, Canada. It is about the vivid memory of a privately rebuilt P-51 from WWII and its famous owner/pilot.



In the morning sun, I could not believe my eyes. There, in our little airport, sat a majestic P-51. They said it had flown in during the night, on its way to an air show. The pilot had been tired, so he just happened to choose Kingston for his stop over. It was to take to the air very soon. I marveled at the size of the plane, dwarfing the Pipers and Canucks tied down by her. It was much larger than in the movies. She glistened in the sun like a bulwark of security from old days.

The pilot arrived and then stepped into the pilot's lounge. He was an older man; his wavy hair was gray and tossed. It looked like it might have been combed, around the turn of the century. His flight jacket was checked, creased and worn - it smelled old and genuine. Old Glory was prominently sewn to its shoulders. He projected a quiet air of proficiency. He filed a quick flight plan to Montreal ("Expo-67 Air Show") then walked across the tarmac.

After his walk-around check, the lanky man returned to the flight lounge to ask if anyone could stand by with fire extinguishers. Though only 12, I was allowed to stand with an extinguisher after brief instruction. "If you see a fire, point, then pull this lever!", he said. The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another, and yet another barked -- I stepped back with the others. In moments the Packard -built Merlin engine came to life with a thunderous roar. Blue flames knifed from her manifolds with an arrogant snarl. I looked at the others' faces; there was no concern. I lowered the bell of my extinguisher. One of the guys signaled to walk back to the lounge. We did.

Several minutes later we could hear the pilot doing his pre-flight run-up. He'd taxied to the end of runway 19, out of sight. We ran to the second story deck to see if we could catch a glimpse of the P-51 as she started down the runway. We could not. There we stood, eyes fixed to a spot half way down 19. Then a roar ripped across the field, much louder than before. Like a furious hell spawn set loose -- something mighty this way was coming. In seconds the Mustang burst into our line of sight. It's tail was already off the runway and it was moving faster than anything I'd ever seen by that point on 19. Two-thirds the way down the Mustang was airborne with her gear going up. The prop tips were supersonic. We clasped our ears as the Mustang climbed hellishly fast into the circuit to be eaten up by the dog-day haze. We stood for a few moments, in stunned silence, trying to digest what we'd just seen.

The radio controller rushed by me to the radio. "Kingston tower calling Mustang?" He looked back to us as he waited for an acknowledgment. The radio crackled, "Go ahead, Kingston." "Roger, Mustang. Kingston tower would like to advise the circuit is clear for a low level pass." I stood in shock because the controller had just asked the pilot to return for an impromptu air show! The controller looked at us. "Well, What?" He asked. "I can't let that guy go without asking. I couldn't forgive myself!" "Roger, Mustang, the circuit is clear for an east to west pass." "Roger, Kingston, I'm coming out of 3,000 feet, stand by." We rushed back onto the second-story deck, eyes fixed toward the haze. The sound was subtle at first, a high-pitched whine, a muffled screech, a distant scream. Moments later the P-51 burst through the haze. Her airframe straining against positive G's and gravity. Her wing tips spilling contrails of condensed air, prop-tips again supersonic. The burnished bird blasted across the eastern margin of the field shredding and tearing the air. At about 500 mph and 150 yards from where we stood she passed with the old American pilot saluting. She glistened; she screamed; the building shook; my heart pounded. Then the pilot pulled her up and rolled, and rolled, and rolled out of sight into the broken clouds and indelible into my memory.

Ten Commandments for the Thunderbird Collector:

1. Thou shalt not store thy cars out-of-doors, except for the wife's modern iron.
2. Thou shalt not covet they neighbor's classic, nor his garage, nor his battery charger.
3. Thou shalt not love they cars more than thy wife and children, as much, but not more.
4. Thou shalt not read thy Hemmings on company time, lest they make it impossible to continue car payments.
5. Thou shalt not despise thy neighbor's Small bird, Squareback, or Bulletbird



6. Thou shalt not allow they daughters nor thy sons to get married during the Holy Days of a CTCI Convention.
7. Thou shalt not deceive they wife into thinking that you are taking her for a romantic Sunday drive when, indeed, thou art going out to look at another Bird.
8. Thou shalt not tell thy spouse the entire cost of thy latest restoration, at least not all at the same time.
9. Thou shalt not promise they wife a new addition to the house then use it to store classic Birds, and thou shalt not store classics in the attic or bedroom.
10. Thou shalt not buy they wife a floor jack for Christmas.



More Insights

If you don't read the newspaper you are uninformed, if you do read the newspaper you are misinformed.- Mark Twain

I contend that for a nation to try to tax itself into prosperity is like a man standing in a bucket and trying to lift himself up by the handle.-- Winston Churchill

A government which robs Peter to pay Paul can always depend on the support of Paul.-- George Bernard Shaw

Giving money and power to government is like giving whiskey and car keys to teenage boys.-- P.J. O'Rourke

If you think health care is expensive now, wait until you see what it costs when it's free!-- P.J. O'Rourke

Talk is cheap...except when Congress does it.- Anonymous



Thunderbird Fun (sorry there are so many but people keep sending inputs)

Red Wagon

It was the day after Christmas at a church in San Francisco. The pastor of the church was looking over the lawn when he noticed that the baby Jesus was missing from among the figures. He hurried outside and saw a little boy with a red wagon and in the wagon was the figure of the little infant Jesus. So he walked up to the boy and said, "Well, where did you get your passenger, my fine friend?"

The little boy replied, "I got Him at church." "And why did you take Him?"

The boy explained, "Well, about a week before Christmas I prayed to the little Lord Jesus and I told Him if He would bring me a red wagon for Christmas I would give Him a ride around the block in it."



**It took
"Click it or Ticket"
to get people to
wear a seatbelt.**

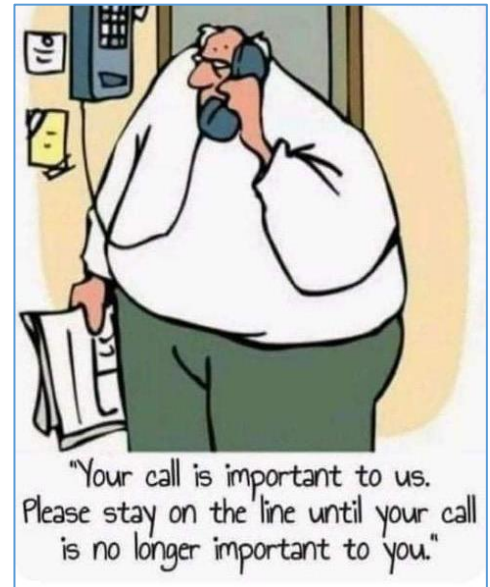
**I wonder if
"Mask it or Casket"
might work?**

**Lying about
my age is
easier now
that I have
trouble
remembering
what it is.**

**When chickens
communicate do they
use foul language?**

**If you think you are
smarter than the
previous
generation...50
years ago the
owners manual of a
car showed you
how to adjust the
valves. Today it
warns you not to
drink the contents
of the battery.**

**I don't know
how to use TikTok,
but I can write in cursive,
do long division
and tell time on clocks
with hands...
so there's that.**



**Drive in Church Services have been a huge
success.**

Drive in Baptisms not so much.



VERSE BY THE SIDE OF THE
ROAD

If These Signs Blur And
Bounce Around

You'd Better Park And Walk to
Town

Burma Shave



4 OUT OF 3 PEOPLE
STRUGGLE WITH MATH



A Little Poem for Seniors, so true it hurts!

Another year has passed
And we're all a little older.
Last summer felt hotter
And winter seems much colder.
There was a time not long ago
When life was quite a blast.
Now I fully understand
About "Living in the Past"
We used to go to weddings,
Football games and lunches. . .
Now we go to funeral homes
And after-funeral brunches.
We used to go out dining,
And couldn't get our fill.
Now we ask for doggie bags,
Come home and take a pill.
We used to often travel
To places near and far.
Now we get sore asses
From riding in the car.
We used to go to nightclubs
And drink a little booze.
Now we stay home at night
And watch the evening news.
That, my friend is how life is,
And now my tale is told.
So enjoy each day and live it up. . .
Before you're too damned old!



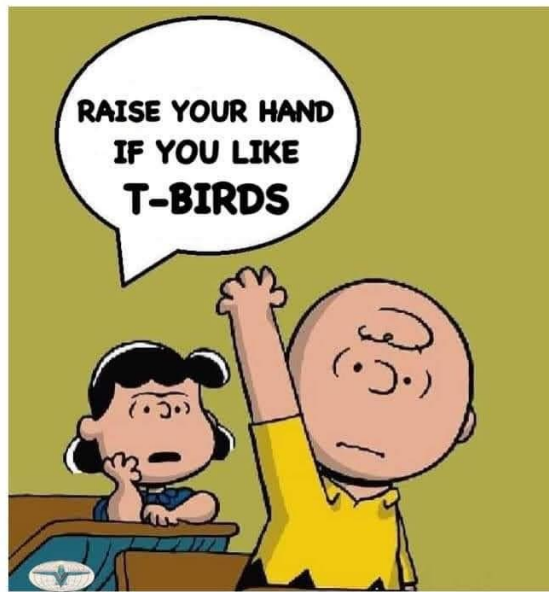
New closing script for Realtors:

"So, can you see
yourself being
quarantined here?"



HOW OLD WERE YOU WHEN YOU FOUND OUT THESE LINES ARE ACTUALLY MEASUREMENTS?

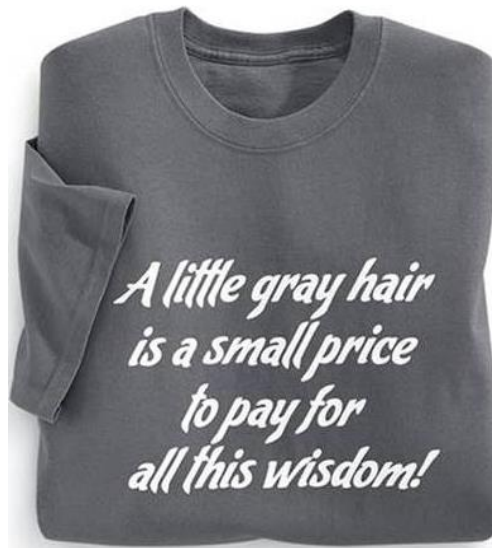




Since I bought this toy for my dog...
no more salesmen,
break-ins, or friends popping in
unannounced.
Just peace & quiet.



When someone says "Stop living in the past!" I say, "But the music was so much better back then!"



LOOKING AT THE MAP TO GET SOME TRAVEL IDEAS FOR THE WEEKEND:



THEY SAID A MASK AND GLOVES WERE ENOUGH TO GO TO THE GROCERY STORE

THEY LIED, EVERYBODY ELSE HAD CLOTHES ON

