

Hopefully, you have already signed up for the:

# **2018 Pajarito Christmas Party**

*Its too late to sign up, but here is a reminder of the basics:* 1. Friday, December 14, 2018 5:00 PM - 9:00 PM Indian Pueblo Cultural Center 2401 12th Street, NW

2. We will take a group photo out front near the fire pit after dinner. Please hang around.

3. At the dinner, Sam will also take ideas and activities for the club 2019 calendar of events. Please bring any inputs and ideas that you may have.







Our Hosts: Ed Sauer and Sherry Jobe

# Location and Parking Info:



From Old Town: Take Rio Grande Boulevard north towards I-40. Continue past I-40 and turn right on Indian School Road. Go straight through the roundabout to remain on Indian School Road. Turn left into the parking lot.

#### From Downtown

**Albuquerque:** Take Central Avenue to 12th Street. Turn right/north and remain on 12th Street for 1.5 miles. Turn left into the parking lot.

# Park on North Side of Building!

Also: THE PAJARITO T-BIRD CHARITY FOR THIS YEAR WILL BE:





Feed New Mexico Kids is a Non-profit organization started in 2017 to ensure that needy Albuquerque Public School kids do not go hungry over weekends. It runs in partnership with local faith-based organizations, area businesses and individual donors. It was started by local real estate agent Holly Slade.

The organization began working with APS to identify food insecure kids and has thus far sent 34 tons of food home with them in plastic, 1-gallon bags weighing roughly 2 pounds each – enough to help them get through the weekend. Among the nonperishable items being used for snack packs are canned meat ravioli, tuna packets, beef jerky, peanut butter crackers, power bars, pudding and similar foods.

In 2017, APS identified 3,750 kids who qualified as being homeless, meaning "they lacked a safe, reliable place of shelter at night". This would include kids who are "couch surfing," living in a car, staying in a homeless shelter, moving from motel to motel on a voucher system, living in families doubled and tripled up in housing not meant to accommodate that number, or living with grandparents or other relatives who may themselves be living on Social Security income. The schools – whether it's a school nurse, counselor or a principal – know who their most needy students are, and they distribute the snack packs to the kids to take home for the weekend.



Please open your hearts and wallets for this wonderful organization. Please donate with cash or check made out to "Feed New Mexico Kids". A box contributions will be set up at our Christmas Party on December 14<sup>th</sup>.

# **PAJARITO CLUB OFFICERS**

President	Sam C de Baca	505-249-1650	rmrcnm60@gmail.com		
Vice President	Jim Kontny	505-865-3228	kntny3228@hotmail.com		
Secretary	Bill Verant	505-269-6810	wverant@live.com		
Treasurer	Jay Norman	505-891-8795	Jaytruck55@msn.com		
Directors/Trustees	Ed Sauer	505-250-2606	edstbird@gmail.com		
	Tom Windes	312-266-2793	windes@unm.edu		
	Ray Wood	505-259-7283	blubrd2.gmail.com		
	John Ackerman	505-890-3054	John.t.ackerman@gmail.com		
CTCI Representative	Lou Belmont, Ambassador	505-299-0195	lbkaylou5@gmail.com		
NMCCC Representative	Phillip Lovato	505-345-5865	Phillipandsons@aol.com		
Newsletter	Lloyd Powell	505-280-3114	Lloydpo@aol.com		
Web Site	Jim Bell	505-991-3414	jbelloffice@gmail.com		
Phone Calling	Dennis Potter	505-259-9012	dapnmap@comcast.net		
	Sue Chisolm	505-296-1800	suechisolm@gmail.com		
	Sherry Jobe	505-299-0464	claunchtwin@aol.com		
	Ed Sauer	505-250-2606	edstbird@gmail.com		

If you want to volunteer or nominate someone, please contact Sam at 5050-249-1650 by 12/11/18. Officers for 2019 will be discussed at the Christmas Dinner on December 14.

# Recent Events: Feed New Mexico Kids at Philip's Gargge

Our club participated in the Feed New Mexico Kids event at Philip's garage on 4<sup>th</sup> st. This group raises funds to fill 2000 boxes of food for Thanksgiving for Albuquerque's homeless and needy students. This event raised \$ 1275.00.



The kibitzers: Epi Gurule, Lou Belmont, Jim Kontny, Richard Kloptek













# Recent Events: Luncheon at M-Tucci's



Jim Kontny's 1956 T-Bird





Fred Kelley's 1957 T-Bird



Lloyd Powell's 1960 Square Bird Convertible



om McWilliam's 1956 T-Bird



Steve Haydu's Square Bird Coupe



Ray Wood's 1957 T-Bird



Mark Kennedy's 1955 T-Bird

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### Recent Events: Luncheon at M-Tucci's



Gary and Reba Burns

Mary Kay and Gary Hoffmann

Tom McWilliams, Ray and Linda Woods, Barbara McWilliams



Jim and Jeannine Kontny



Mary Ann and Dennis Potter



Jim Timmons and Russell Barker



**Excellent Food** 



Ray emphasized the deadline to sign up for the Pajarito Christmas Party



Jay and Beverly Norman

# Steve Haydu – still working

With many of us retired, Steve is still working in his Appliance Repair business. Alliance Appliance has been family owned since 1980 providing affordable prices and qualified repairs on refrigerators, dishwashers, cooktops & ranges, washers & dryers, and microwaves, as well as servicing Factory Authorized Warranties on all Whirlpool-made products. Checks for Carbon Monoxide and Gas leaks available. In addition to Albuquerque, we service Rio Rancho, Corrales, Placitas, and Isleta. LICENSED, INSURED, AND BONDED.

### More info at WWW.ALLIANCEAPPLIANCEINC.COM



### UP 4141 Engine in Bush funeral train

The Bush state service will take place in Washington, D.C., followed by a private service in Houston, and then the funeral train to the Bush Presidential Library and Museum on the grounds of Texas A&M University in College Station, about 100 miles northwest. UP was expected to provide the passenger consist with 4141.



## **Classic Car Insurance**

Specialty insurance is offered by many firms to cover your classic car. Third type of insurance is often less expensive than 'regular auto insurance'. Quotes are usually available on line. This is not intended as an endorsement or a complete list.

The Hartford 800-556-8018 www.thehartford.com Progressive Insurance 855-347-3939 www.progressive.com

J C Taylor 888-antique www.jctaylor.com

Hagerty Insurance 800-922-4050 www.hagerty.com

If you have had any experience with this type of insurance, good or bad, you are welcome to send a note to <u>Llouydpo@aol.com</u> for inclusion in a future newsletter.

# The Great Pagosa Trunk or Treat

The Pagosa Bible Church held a Trunk or Treat attended by Phil and Emmy Kuhl as well as the local car club, 'Pagosa Cruisers', and the emergency departments with decorated vehicles. There were 2700 kids and parents that came through for candy, a maze, hot dogs and chili, hot chocolate, popcorn and cotton candy. Inside the church were games and story time. It was a wonderful event. We had 4 T-birds together. Not bad for the little town of Pagosa. Thanks Emmy for the photos and story.



Its really all about the kids



And some BIG kids – Emmy and Phil



Stalking Angry Birds



Creeps didn't save any candy for us!



Joined by lots of local classics

# Threatened by Chevy, Henry Ford produced a V-8 for the masses - By Don Sherman - October 22, 2018

His modest education didn't hinder Henry Ford's inventive genius. Following his moving assembly line and Model T gifts to posterity, Ford responded to every competitive threat with some brilliant and often unexpected stride forward. Case in point: the 1932 Ford V-8, which changed the car business and American culture in profound ways.

Chevrolet's growing success convinced Ford that his Model A, introduced in 1928, wouldn't match the phenomenal Model T's 19-year stamina. After topping Ford sales in '27 and '28, Chevy leaped from four to six cylinders in 1929. Ford, who despised inline-sixes because their long crankshafts were susceptible to twisting under load, devised a bold countermove. In spite of a consensus that eights would remain exclusive to luxury cars because of their complex construction, Ford's engineers

had studied them for years. The trick up the boss's sleeve was the first V-8 cheap enough for the low-priced class. Ford engineers gathered nine eight-cylinder engines made by up-market brands for assessment. Standard practice as exemplified by Cadillac's V-8 was multi-piece construction, with the crankcase supporting two or more cylinder blocks and complex intake and exhaust plumbing located between the cylinder banks. Ford's better idea to cut cost was a single-piece block, with integral intake and exhaust runners. After building more than two dozen such designs for testing, Ford's engineers worried about their ability to build the intricate blocks in volume. Ignoring their concerns, Henry emerged from a December 1931 meeting with his son, Edsel, to proclaim the V-8 a go.

While engine designers toiled in secrecy within Thomas Edison's Fort Myers laboratory, which Henry had moved from Florida to Dearborn's Greenfield Village, production boss Charles Sorensen began overhauling the company's casting and machining operations. His challenge was building the new V-8 cheaply enough for it to be offered in \$500–\$700 cars, when a Lincoln V-8 started at \$2900. Ford suggested sparing the cost of an oil pump by lubricating moving parts with the splash scheme that had sufficed on the Model T. The first prototype V-8 built with that approach quickly burned out during dynamometer testing. Another issue was exhaust routing.

Confident that overhead valves or hot manifolds located in the valley area would bust his budget. Ford vetoed those approaches, leaving one alternative: internal exhaust passages that wrapped around or between the cylinders on their way to the block's outer flanks. These elaborate internal conduits, which had never before been used in production, were the key features that made the Ford V-8 a genuine breakthrough design.

Sorensen-known as "Cast-Iron Charlie" for his success combining multiple components into one elaborate casting to save cost, weight, and complexity-took his boss's stubbornness in stride. Even so, the wizard who created the first removable cylinder head for the Model T had his work cut out. To combine in a single casting eight cylinder bores, the upper half of the crankcase, intake and exhaust runners, oil galleries, coolant passages, and the flywheel housing required 40 sand cores (they define the voids inside a casting)

precisely located within each block's mold patterns. Even with new 1/64-inch tolerances, the tightest in the industry, 95 percent of the initial castings were scrap because the cores had moved inside the mold pattern during the pouring process, resulting in walls that were unacceptably thin in places. The issue was resolved by using fixtures to accurately position the cores and adhesives to secure them in place.

To trim weight and friction, the design employed three instead of the more common five main bearings, plus







cast-steel crankshaft that was developed with the strength of a forging but at significantly lower cost. Large counterweights and dynamic balancing improved smoothness. Lessons learned perfecting the steel crank's metallurgy were carried over to make better cast-aluminum pistons. The oil sump and the intake manifold were also aluminum.

Since the 30-acre Rouge foundry in Dearborn would be supplying 3000 engines per day to 33 Ford assembly plants, manufacturing speed was of the essence. Sand was shot into molds from overhead chutes and packed using vibration to minimize hand labor. After passing through a vertical curing oven, the molds were placed on a moving conveyor and filled by two-ton traveling ladles. Ford's cast-iron recipe consisted of 80-percent iron, 15-percent scrap steel, 3.2-to-3.5-percent carbon, 1.8-to-2.1-per-cent silicon, 0.6-to-0.8-percent manganese, 0.25-to-0.32-percent phosphorus, and no more than 0.1-percent sulfur. Cast iron's combination of stiffness, strength, wear resistance, and low cost would make it the material of choice for engine blocks for the rest of the 20th century.

An advanced machining line allowed all eight cylinders to be bored, then honed, simultaneously. Half the valve seats were ground in a single operation followed by rotating the block to cut seats in the opposite bank. All machining operations were completed in 160 minutes, about the same time required for Ford's four-cylinder engine. Only 120 minutes were needed to transform the bare block into a fully assembled V-8. When Sorensen told his boss that revolutionizing foundry and machining operations would cost \$50 million, Ford responded, "Charlie, we have too much money in the bank. Let's you and I pull that down until it hurts. I know this new car will bring in more money than ever, but don't tell them [the front-office accountants] I said so." Given that the Great Depression was raging, Ford's courage was amazing.

Ford's V-8 was an L-head—a.k.a. "flathead"—design with one central camshaft directly activating valves situated nearly parallel to and inboard of the cylinders. The top of the block was covered by two hollow castings, each retained by 21 studs and nuts. Each head's outer surface was tapped for spark plugs, and its bottom side had four depressions providing valve clearance and flow from the intake valves into the cylinders and out the exhaust valves. It shared the Model A's water pumps, which were bolted to the forward edge of each cylinder head.

# The Ford flathead V-8, which debuted in 1932 after a breakneck development period, went on to power everything from trucks to land speed racers. - *Ben Woodworth*

The circuitous flow of hot exhaust gas through the block transferred prodigious heat to the cooling system. There were three exhaust passages per bank: one wrapped around each end of the block and a third squeezed between the two center cylinders, where greater bore spacing between them allowed room for the middle exhaust passage and the crank's center main bearing.

The exhaust-heated block with water pumps whirling in steam yielded marginal cooling. Instead of acknowledging his miracle engine's obvious shortcoming, Ford touted its speedy warm-up during his home state's chilly winters. Fixes to address the issue included doubling the number of fan blades from two to four, a larger radiator, and more hood louvers to improve air circulation around the engine. In 1937, the boss was finally persuaded to move the water pumps from the heads to the block, instantly solving the overheating problem. Now instead of spinning fruitlessly in steam, the pump impellers circulated water from the cooler regions of the block up to the warmer cylinder heads and then to the radiator.

Feeding eight widely spaced cylinders with a single-barrel carburetor perched atop a rudimentary manifold starved the remote bores and overfed the center cylinders. A better arrangement arrived in 1934: a new Stromberg two-barrel carb combined with a dual-plane manifold to even out fuel and air distribution.

Ford's V-8 produced 65 horsepower from 221 cubic inches versus Chevy's 60 horsepower from 194 cubic inches. Countering Chevy's more sophisticated overhead valves, the Ford V-8 had a pressurized lubrication system (against Henry's initial preference) instead of Chevy's rudimentary squirt-and-splash arrangement. At 581 pounds, the Ford V-8 was lighter and more compact than the arch rival's six-cylinder engine.

Nearly six million tire kickers visited Ford showrooms when the V-8–powered Model 18 was introduced on March 31, 1932, barely four months after Ford father and son agreed to replace the four-year-old Model A with an all-new car. Offered in 14 body styles with prices ranging from \$460–\$650, the 1932 Ford V-8 was a brilliant marriage of stunning design orchestrated by Edsel with a breakthrough engine conceived by his father.

Collaboration between the younger Ford and a group of designers headed by John Tjaarda at body supplier Briggs Manufacturing brought elegant Lincoln exterior design to the economy class. The Model 18's grille frame was da Vinci gorgeous. Raised contours and pin-striping accented the major body forms. Polished chrome and stainless-steel lights, bumpers, and hub caps added sparkle. Eighteen-inch wire wheels gave the car an assertive look, and synchromesh for its transmission's top two gears improved driving finesse.

Nearly 100,000 customers placed orders sight unseen, a number that doubled once the public had a glimpse of the 1932 Fords. Unfortunately, the rush to production left minimal opportunity to prove the new V-8's durability. Faced with that task, initial customers reported overheating, high oil consumption (up to a quart every 50 miles), cracked blocks, worn pistons, and unreliable ignition. Luckily for Ford, there was no J.D. Power or *Consumer Reports* back then, and service fixes were implemented before news of the V-8's flaws became scandalous.

Until a solution to the oil-consumption issue could be developed, the fix was to alter the dipstick by raising the "low" mark one inch and shortening the stick an inch overall. That yielded a larger supply of oil in the pan and more miles of driving before running critically short of lubricant. A popular myth concerning piston wear was that it was caused by the cylinders' 45-degree orientation. Dealers were supplied with millions of replacement pistons and the dollars to install them until tougher materials were developed. Switching to a dual-breaker-point distributor remedied ignition concerns.

# Henry Ford risked his entire enterprise to develop and produce a V-8 engine for mass produced cars. In the process, he made a legend that powered the hot rod movement. *Ford Motor Company*

What the buying public saw as an attractive, high-value car, the nation's speed fiends recognized as their blank canvas. Fitting dual exhaust for enhanced power and growl was a weekend driveway project. Stripping fenders and running boards yielded a dirt-track demon. Less than a year after the V-8 reached Ford showrooms, seven of them topped the field at a stock-car race in Elgin, Illinois. Chet Miller qualified a flathead roadster at 109 mph for the 1934 Indy 500. Earlier that spring, post office celebrities Clyde Barrow and John Dillinger allegedly penned letters of appreciation to the Ford Motor Company. In 1936, Fords won the first Daytona Beach stock-car race and the Monte Carlo Rally.

Digging inside the new V-8, tuners—especially those in California—mined hidden horsepower. Boring the cylinders and stretching the stroke by welding and re-machining the crank throws increased piston displacement. Shaved cylinder heads raised the compression ratio. Adding carburetion, installing exhaust headers, and hogging out internal passageways improved breathing.

What Henry and his son, Edsel, had accidentally created was the great American hot rod. Their annual improvements fueled the bonfire. A longer wheelbase and a rakish sweep-spear grille for 1933 made the car appear lower and leaner. Higher compression boosted output to 75 horsepower that year, followed by 85 horsepower in 1934, thanks to the new two-barrel carburetor. Continual development yielded 95 horsepower before production was interrupted by World War II. And there was even a



smaller variant, a 136-cubic-inch flathead with 60 horsepower created in 1937 to compete against rival six-cylinder models. Postwar, it became the midget racer's engine of choice.

The first Mercurys arrived in 1939, powered by a 239-cubic-inch flathead with 95 horsepower, which rose to an even 100 in 1942. A longer stroke came in 1949, notching displacement to 255 cubic inches—good for a 10-hp boost. The most potent version was a 337-cubic-inch, 152-hp flathead for Lincolns and pickups, beginning in 1949. Because the core design lasted from 1932 through 1953, when Ford introduced its first overhead-valve V-8, stuffing later cranks inside early blocks became standard.





Following its U.S. production run of some 15 million engines, Henry's V-8 was licensed to foreign manufacturers, who continued to nurture this classic until 1990.

## Jokes: Last Issue of 2018 - All jokes must go!



A POLICY AGAINST THIS

to get the rest from the other idiot !!

Jokes: Last Issue of 2018 – All jokes must go, continued!

# **Quotes on Aging:**

The only reason I would take up jogging is so that I could hear heavy breathing again. **Erma Bombeck** Regular naps prevent old age, especially if you take them while driving. **Author Unknown** 

An archaeologist is the best husband a woman can have. The older she gets the more interested he is in her. **Agatha Christie** 

Old age is when you resent the swimsuit issue of *Sports Illustrated* because there are fewer articles to read. **George Burns** 

I've learned that life is like a roll of toilet paper. The closer it gets to the end, the faster it goes. **Andy Rooney** 

I'm at an age when my back goes out more than I do. Phyllis Diller

My grandmother was a very tough woman. She buried three husbands and two of them were just

#### napping. Rita Rudner

At my age, flowers scare me. George Burns

A stockbroker urged me to buy a stock that would triple its value every year. I told him, "At my age, I don't even buy green bananas." **Claude Pepper** 

You know you're getting old when the candles cost more than the cake. Bob Hope

He's so old that when he orders a three-minute egg, they ask for the money up front. George Burns

Whatever you may look like, marry a man your own age — as your beauty fades, so will his eyesight. **Phyllis Diller** 

By the time a man is wise enough to watch his step, he's too old to go anywhere **Billy Crystal** 

As a graduate of the Zsa Zsa Gabor School of Creative mathematics, I honestly do not know how old I am. Erma Bombeck

Looking 50 is great if you're 60. Joan Rivers

True terror is to wake up one morning and discover that your high school class is running the country. **Kurt Vonnegut** 

When I was a boy the Dead Sea was only sick. George Burns

There is no pleasure worth forgoing just for an extra three years in the geriatric ward. **John Mortimer** You can live to be a hundred if you give up all the things that make you want to live to be a

#### hundred. Woody Allen

Middle age is when you still believe you'll feel better in the morning. **Bob Hope** I'm so old they've canceled my blood type. **Bob Hope** 

You know you're getting old when you get that one candle on the cake. It's like, "See if you can blow this out." Jerry Seinfeld

The first sign of maturity is the discovery that the volume knob also turns to the left. **Jerry M. Wright** People ask me what I'd most appreciate getting for my 87th birthday. I tell them, a paternity suit. **George Burns** 

Talk about getting old. I was getting dressed and a peeping tom looked in the window, took a look and pulled down the shade. **Joan Rivers** 





New Mexico voters headed to polls

Best reason to restore a classic



# Pajarito Thunderbird Club of New Mexico 2019 MEMBERSHIP ROSTER DATA

## Required Information:

Last Name:	Member CTCI #:			
First Name:	_ and Spou	nd Spouse/SO First:		
Address:	Apt. No.: _			
City:	State:		Zip:	
Home Phone No.()	_ Cell Pho	ne No.(	)	
Email Address:				
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 C	Club Activity	?		
Suggestions for club events: The Pajarito Thunderbird Club, Chapter 17, of the the preservation and enjoyment of the 1955 – 19 joint membership in CTCI for liability insurance receive emailed monthly newsletters or \$25.00 f	ne Classic Thu 957 Ford Thun coverage. Ou for Black and V	Inderbird Clu derbird and r annual mei White hardco	ub Internation other 'Birds. V nbership dues opy newsletter	al is dedicated to Ne recommend are \$15.00 to rs mailed to you.
Please make a copy of this form, enter your check and mail before 12/31/201 Pajarito Thunderbird Club 815 Hydra Rd. SE Rio Rancho, NM 87124	er the requi 8 to: c/o Jay No	red inform rman	nation abov	e and enclose
Call Jay with any questions at 891-879 Official Use Only: Date Dues Received:	<b>95</b> Cash _	Check	# Amc	ount \$
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