



PAJARITO THUNDERBIRD CLUB of NEW MEXICO

Chapter 17 of the CTCI

September 2018 Newsletter



Upcoming Events:

Pajarito Club Shrimp Boil

Date: Saturday, September 22

Time: 4 PM

Place: Coldwell Banker Building, 8200 Carmel Ave NE, ABQ
(North on Barstow off Paseo del Norte, then turn west)

Price: \$20 each for Members and Spouse, \$ 25 for non-members.

Payment and RSVP: Send check (no cash or credit) for dinner to Jay Norman, 815 Hydra Road SE Rio Rancho, NM 87124.

Bring: Your T-Bird, hunger, and love for SHRIMP (alternate menu for non-shrimp lovers available).

Come see 'The Throw'.



Santa Fe 2926 Open House Sept. 29

Date and Time: Saturday, September 29, 9 AM to 5 PM (Non-club event)

Place: 1833 8th St NE

Cost: Free including hot dogs and drinks

Event: Restored AT&SF Baldwin 4-8-4 plus Model Trains, music



Socorrofest Oct 5-6 (Non-club event)

We had a great time in Socorro last year and this year all are welcome again. Theme will be "Low Rider Show 'N Shine" club, but all types of cars are welcome. Great FREE music!

Festivities start 6 PM on Friday, Oct 5 and noon to 10 PM on Saturday, Oct 6. This is not a club event.

Check the Socorrofest website for more details.



RT 66 Tour to NM by BATOC T-Bird Club Oct 7-9

Several members of the original Thunderbird Club from the Bay Area (San Francisco Bay, not Tingley Bay) will be participating in a tour of Rt 66 cities from Texas to California and will be visiting Santa Fe on October 7 and 8, and Albuquerque on October 9. BATOC is America's oldest Thunderbird club and is dedicated to the preservation and enjoyment of the classic Ford Thunderbirds. They have over 100 members from all around the San Francisco Bay Area, East Bay and Northern California. Members of the Pajarito club are welcome to join them during their visit in both Santa Fe and/or Albuquerque. A specific joint club luncheon is planned in Albuquerque on October 9. More details to be sent as when this date approaches. Contact Sam for more details on how to meet up with these folks. Here is the itinerary for the BATOC Group:

Santa Fe, New Mexico Oct 7,8 Sun, Mon

Hotel: Hilton Santa Fe Historic Plaza Hotel 100 Sandoval St Santa Fe, NM

Places to eat:

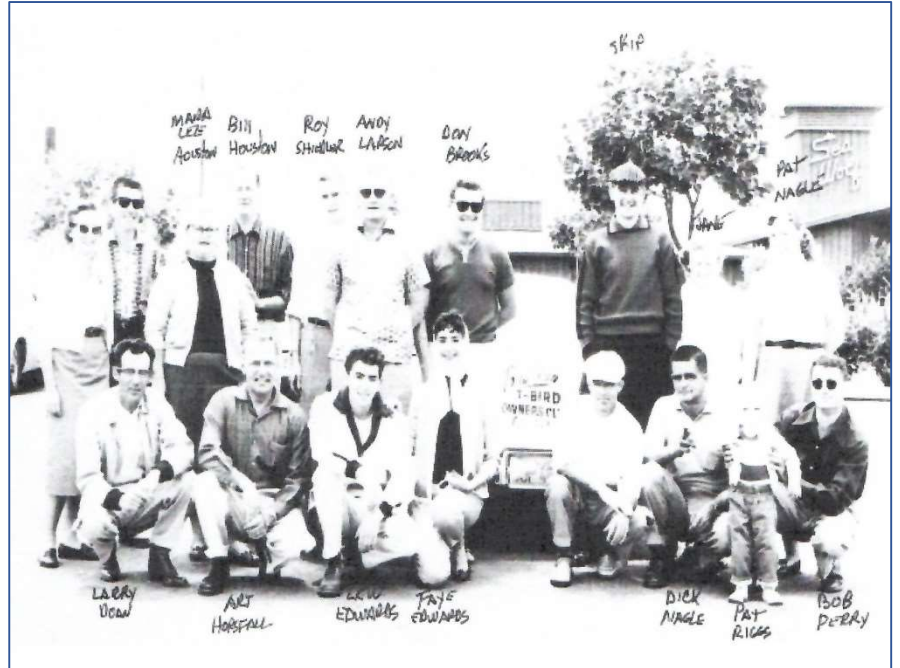
Thunderbird bar and grill 505-490-6550
La Plazuela at La Fonda 505-995-2334
100 E San Francisco St. (on town square)
Dinner here Oct 8 Open 5-10pm

Albuquerque New Mexico Oct 9 Tues

Hotel: Albuquerque Marriott Pyramid North
5151 San Francisco Road
Northeast 505-821-3333

Places to eat:

Marriot Pyramid Hotel Restaurant
Old Town Hacienda del Rio Restaurant &
Cantina 302 San Felipe St NW
66 Diner 1405 NE Central or Rt 66 Malt Shop
3800 E. Central Ave.



The San Francisco Club aka Bay Area Thunderbird Owners Club was the first CTCL club. Here are the original members.

Oct 13 Luncheon Mario's

Date and Time: Saturday Oct 13 at 11:35 AM.

Food Style: Italian Pizzeria, Pasta, Salads

Address: 7501 Paseo del Norte NE
at Wyoming NE

Order off menu, individual checks



More Upcoming Events:

The Lincolns are coming

October 17-21 The Lincoln and Continental Owners Club will be holding a Regional event in Albuquerque and they have invited the Pajarito Thunderbird Club's participation. Note: This is not a Pajarito Club sponsored event and a \$20 fee to be paid to the Lincoln Club gains entry to the events. Other meals and events may incur additional charges.

Theme: "October in the High Desert, Atoms, Balloons and Cars"

Hotel: Crown Plaza Hotel, Albuquerque

Website: www.lcoc.org

November 10 Luncheon at M'tucci's Moderno Italian

Date and Time: Saturday Nov 10 at 11:30 AM. Doors open at 11 AM

Food Style: Italian Bistro

Address: 1908 Wellspring Ave SE Rio Rancho

Order off menu, individual checks

Location: Behind Strip Mall across from Rust Hospital on Unser Blvd

Our Hosts: Jay and Beverly Norman



Make hotel reservations now:

May 16 to 19 2019 CTCI Regional Meeting

Flagstaff, AZ – This will be a SELL OUT!

Excitement:

This event is jointly sponsored by The Arizona CTCI Chapter and the Pajarito NM chapter. Since it is the only MAJOR event for CTCI in 2019 200 T-birds are expected and the Little America Hotel is awesome! Plus Flagstaff has an abundance of attractions such as the Grand Canyon, Lowell Observatory, great May weather, Shopping and several Arizona museums. **The Little America Hotel in Flagstaff:**

Recently remodeled with awesome style. Great event price of \$ 139.00 per night. Each room is tastefully appointed with great wide plank Southwest accents and granite private bathrooms.

Delightfully nestled in a pine woods. Easy access. RV and Trailer parking nearby. Book NOW. Don't get stuck in the overflow hotel:



Calendar of Events:

Month	Dates	Event (as of 6/1/18)	Location	Coordinator	Notes
September	9/22/2018	Shrimp Boil	8200 Carmel Ave NE	Tony and Terri Beach	
	9/29/2018	Santa Fe 2926 Open House(non-club event)	1833 8th St NW		
October	10/5/18 -10/6/18	Socorofest (non-club event)	Socorro Town Center	Judy Lovelace	
	10/9/2018	Luncheon with SF Tbird Club	TBD	Sam c De Baca	
	10/13/2018	Luncheon	Mario's on Paseo	TBD	
	10/17/18 - 10/21/18	Lincolns Are Here	Crown Plaza Hotel	Lloyd Powell	
November	11/10/2018	Luncheon	M'tucci's Rio Rancho	Jay Norman	
December		Christmas Party		Ed Sauer/Sherry Jobe	
2019					
	10/19 - 10/21	Pajarito to joint host Regional CTCI Event	Flagstaff, AZ	Sam c De Baca	2-3 nights

Recent Events

Pre-Knoxville send off with Phoenix Folks



Early morning send off of the NM crew:



Recent Events: Knoxville Convention

Thanks to Sherry Jobe, Jack Logan and Ray Wood for photos



Sam says; "Great Job."



Apparently even Knoxville has a homeless problem



Our club was well represented by C.E. and Sue Chisolm, Ed Sauer, Sherry Jobe, Mark and Trudy Kennedy, Fred and Carol Lachenmeyer, Jim and Tony Timmons, Ray and Trae Woods.

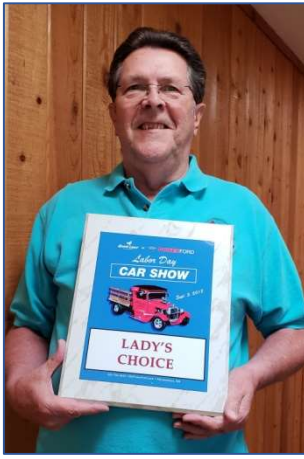
More From Knoxville



Even more from Knoxville



Recent Events: Power Ford



Ray's Blue 57 won the Ladies Choice Award



Recent Events:



At Hello Deli 090518



The line-up



Ray presents donation from the Pajarito Club



Steve Stucker hosts



Mr. Cool

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

New Book Includes Thunderbirds



Title: Limited American Sports Cars

Don Narus' latest book *Limited American Sports Cars* makes you realize that the old car hobby does not end in 1972, and that there are vintage gems to seek from the eighties, nineties, and two-thousands. He covers 13 limited production two seaters. Two are from the fifties; namely, the Kaiser-Darrin and Thunderbird. The rest are the Buick Reatta, Cadillac Allante & XLR, Chrysler TC & Crossfire, Dodge Viper, Plymouth Prowler, Shelby Series 1, Pontiac Solstice, Saturn Sky, and Tesla Roadster. Even if you try to keep up with the latest trends, this book makes you realize what you have missed.

The beauty of Narus' latest book is not just in the cars it features, but also in the manner in which he handles the topic. Did you know that the Solstice was available as a coupe or that the Crossfire as a convertible? And that the Prowler front wheels and outboard fenders steered together? Or that the Shelby Series 1 was the only car designed by Carroll Shelby from the ground up, while the other cars bearing his name were reengineered? Who knew that 50 Kaiser-Darrin bodies were left outside and damaged by a freak snow storm?

The chapters begin with a history of the models. There are 187 picture perfect photos and 14 advertisements in reprint. Not only are there pictures of each make, but also close-ups and details of engines, interiors, and more. Narus shifts into second gear with thoughtful captions and he expands the stories with his easy writing style. End of chapters include statistics, prices and, when available, production figures.

Fill the hole in your library by ordering this 137-page soft-cover copy from www.newalbanybooks.com for \$22.95 plus \$3.99 shipping and handling in the USA.

Computers vs Cars

Food for thought

For all of us who feel only the deepest love and affection for the way computers have enhanced our lives, read on. At a recent computer expo (COMDEX), Bill Gates reportedly compared the computer industry with the auto industry and stated, "If Ford had kept up with technology like the computer industry has, we would all be driving \$25.00 cars that got 1,000 miles to the gallon." In response to Bill's comments, Ford issued a press release stating: If Ford had developed technology like Microsoft, we would all be driving cars with the following characteristics:

1. For no reason whatsoever, your car would crash — twice a day.
2. Every time they repainted the lines in the road, you would have to buy a new car.
3. Occasionally your car would die on the freeway for no reason. You would have to pull to the side of the road, close all the windows, shut off the car, restart it, and reopen the windows before you could continue. For some reason you would simply accept this.
4. Occasionally, executing a maneuver such as a left turn would cause your car to shut down and refuse to restart, in which case you would have to reinstall the engine.
5. Macintosh would make a car that was powered by the sun, was reliable, five times as fast and twice as easy to drive, but would run on only five percent of the roads.
6. The oil, water temperature, and alternator warning lights would all be replaced by a single "This Car Has Performed An Illegal Operation" warning light.
7. The airbag system would ask, "Are You Sure?" Before deploying.
8. Occasionally, for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key and grabbed hold of the radio antenna.
9. Every time a new car was introduced, car buyers would have to learn how to drive all over again because none of the controls would operate in the same manner as the old car.
10. You'd have to press the "Start" button to turn the engine off.



Thanks to Gary Burns



Do you have an open mind?



You got to give credit to the first person who tried one of these...



Old Fuel Stops

Thanks to Lou Belmont



An Early Hardtop Convertible

In late 1942, a well-proportioned three-passenger convertible emerged from Norman Richardson's modest garage. Its jet black finish glistened in stark contrast to its top of white sail cloth with a narrow, wrap-around Lucite rear window. The 4-cylinder, 26-horsepower Continental engine powered the rear wheels through an automatic planetary transmission. The Midget chassis also featured independent suspension on all four 12-inch wheels. Lou Horwitz had predicted Playboy production would commence by May 1947, but Charles Thomas completely redesigned the car. Thomas engineered a new front-engine, rear-wheel-drive chassis to carry a 4-cylinder, 48-horsepower Continental Model F-4124 engine. A unique front suspension system incorporated a knee-action coil spring design that provided an unusually stable ride; springs and shocks turned with the wheels. Thomas even went a step further to devise a safer, fully retractable, all-steel hardtop. The turret was divided in the center where it folded and disappeared into a storage area behind the seat. In the down position, the front portion of the roof doubled as a tonneau cover.

In fact, the disappearing steel top idea had been around since 1920 when B. B. Ellerbeck created a crank-down hard top and installed it on a Hudson Super Six. In France, Peugeot had incorporated a one-piece retractable top similar to the Thunderbolt on its 1934 model 401 Eclipse convertible coupe. Thomas' explanation for why he replaced the Playboy's folding cloth top with a steel retractable version was more pragmatic than the writers' suppositions: "I was more skilled in metal shaping than in sewing canvas to top bows," he said. "So I made steel tops."

From Playboy Motor Car Corporation's white collar offices on the first floor of a brick residence within the old Brunn Body Company at 988 Ellicott Street, Louis Horwitz approved the first retractable hardtop on August 17, 1947. Construction of several more pilot cars began in a garage space of less than 10,000 square feet. A second car was finished in September and two more followed in October. Norm Richardson stamped out body panels and assembled them over a temporary support framework fashioned from scraps of angle iron. Welders Fred Zefers and Leon Samuels permanently attached each panel to the next in an early version of unibody construction. Irving Albee and Wendel Fearby fit the door panels, hoods, and deck lids to the bodies while Ray Hesslinger, Albert Eichler and Richard Diamond stamped out the gasoline tanks, dashboards and other small parts. Wilbert Richardson spray painted each outer body, and then applied a heavy undercoat to deaden sound and hide weld seams.

Story from: Author Robert D. Cunningham thoroughly chronicles the rise and fall of the Playboy Motor Car Corporation and describes how competitive activities from Bobbi-Kar, Keller, Crosley, Kaiser-Frazer and other upstarts influenced the fledgling company. The book also includes the previously unpublished "Playboy General Service Manual" (which had been typed and illustrated in 1948 but never published) and complete factory production records listing completion dates, body and engine numbers, paint colors, and other details for each Playboy built.

For more details on the book, write to Robert at Cunningham Studio, P.O. Box 513, Johnston, Iowa 50131-0513, or email at OrphanBabies@mchsi.com.



Blown Gasket

The signs of a blown head gasket aren't always obvious. Knowing exactly [how the head gasket works](#) can help steer you in the right direction when it comes to making a successful diagnosis and repair. In addition to electrical sensors and actuators, today's internal combustion engine relies on liquids and gases to function: air-and-fuel, engine coolant and engine oil. Engine design keeps these liquids and gases from mixing so they can perform their specific functions. The head gasket is mounted between the engine block — where the cylinders are — and the cylinder head — where the intake, exhaust and valves are — and performs several critical functions.



What the Head Gasket Does

Upon combustion, air and fuel can generate upward of 700 psi in gasoline engines and upward of 2,000 psi in diesel engines. In order to keep that pressure in the combustion chamber, the [head gasket](#) needs to be robust and installed properly. The head gasket prevents liquids and gases from escaping into adjacent cylinders and the surrounding oil and coolant galleries. Engine coolant surrounds each cylinder in order to maintain a stable operating temperature; it also needs to flow into the cylinder heads to cool the combustion chamber, valve and spark plugs. The head gasket prevents coolant from entering the cylinders between power strokes and when the engine is off, and the oil (when the engine is off). Engine oil performs three important functions: lubrication, cooling and hydraulics. The oil pump sends pressurized oil — up to 60 psi in most applications — throughout the engine to lubricate bearings, bushings, journals and timing chains. It also drives hydraulic actuators, such as variable valve timing. The head gasket prevents oil from entering the cylinders, between power strokes, and the coolant.

When a Head Gasket Fails

- The signs of a blown head gasket can be subtle. Here are eight of the most common indications that your head gasket has failed:
- An external oil or coolant leak at the seam between the engine block and cylinder head is a sign that you have a head gasket failure or a cracked block. On disassembly, check for cracks and cylinder head warping.
 - Cylinder misfire is another sign of head gasket failure, especially if the breach is between two cylinders on the same head.
 - Cylinder compression and leak down tests can localize the leak for scrutiny on disassembly.
 - Misfire on startup, if accompanied by a puff of white exhaust, could indicate a leak from the cooling system into the cylinder.
 - Overheating is one of the less-obvious signs of a blown head gasket. Depending on the severity of the leak, you may see bubbles in the overflow tank, indicating that the cylinder is leaking into the cooling system.
 - Blue exhaust smoke could also indicate head gasket failure, but so could worn rings, valve stem seals or a faulty PCV system.
 - Discolored fluids are more subtle signs of a blown head gasket.
 - Coolant-contaminated oil takes on a frothy consistency; it's like finding a latte under your oil cap or in the valve covers.
 - Oil-contaminated coolant forms a mayonnaise-like film, which you might find on the radiator cap or in the overflow reservoir.

If you suspect you have a blown head gasket, take your time diagnosing the problem. Dry and wet compression tests and cylinder leak down tests might reveal the location of the leak. A block tester can help determine whether combustion gases are present in the cooling system — a sure sign of a head gasket failure. Your local [NAPA AutoCare Center](#) has the right equipment to help diagnose a blown head gasket if you have any suspicions.

Photo courtesy of [Flickr](#). Article courtesy of NAPA

• An elderly couple return to a Mercedes dealership to find the salesman had just sold the car they were interested in to a beautiful, leggy, busty blonde.
"I thought you said you would hold that car till we raised the \$75,000 asking price," said the man. "Yet I just heard you closed the deal for \$65,000 to that lovely young lady there. You insisted there could be no discount on this model."



"Well, what can I tell you? She had the ready cash, and just look at her, how could I resist?" replied the grinning salesman.
Just then the young woman approached the old folks and handed them the keys.
"There you go," she said. "I told you I could get this joker to drop the price."
"See you later, grandpa."
Never mess with the elderly!

Your First Car Contest Entry Form

Please send to Lloydpo@aol.com by 9/25/18

What Please was your first car? _____

Any Added Description: _____

Do you have a Photo of the car? _____

- Send or give to Lloyd Powell 505-280-3114

Your Name: _____

What is the oldest car you still own? _____

Rules:

- Car must have been owned by you (not your parents)
- No colorized images
- Capricious decision of the judge is final
- Deadline September 25 for announcement in October Newsletter
- Contest limited to club members and spouses
- Prizes will be awarded



Club image by Jeramiah Portillo, Graphic Specialist
Phone 505-554-6897.

Email jpmiah508@gmail.com

Classic Car vs a Liberal

A liberal looked at my Classic the other day and said, "I wonder how many people could have been fed for the money that car cost."

I replied I am not sure, but:

it fed a lot of families in the heartland who built it,

it fed the people who make the tires,

it fed the people who made the components that went into it,

it fed the people in the copper mine who mined the copper for the wires,

it fed people in Decatur IL. at Caterpillar who make the trucks that haul the copper ore,

it fed the trucking people who hauled it from the plant to the dealer,

and fed the people working at the dealership and their families.

BUT,... I have to admit, I guess I really don't know how many people it fed.

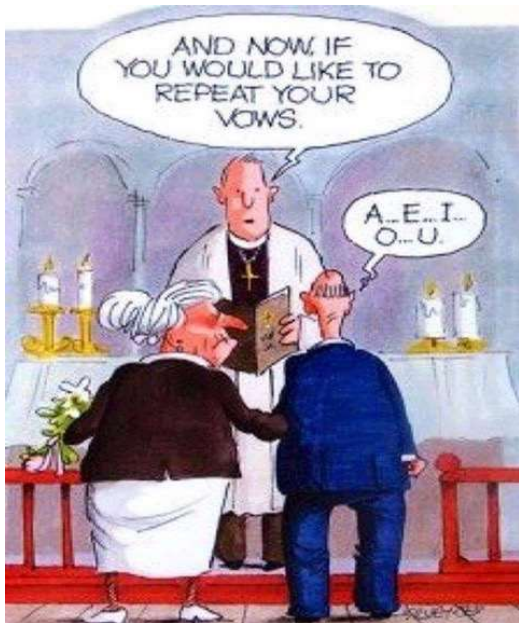
That is the difference between capitalism and welfare mentality.

When you buy something, you put money in people's pockets and give them dignity for their skills.

When you give someone something for nothing, you rob them of their dignity and self-worth.

Capitalism is freely giving your money in exchange for something of value.

Socialism is taking your money against your will and shoving something down your throat that you never asked for.



Want Ad for Thunderbird Parts:

We have someone looking for a 292 Y-Block 1955 T-bird engine. This inquiry is from John from Farmington, NM.

If you can help, please call John at 505 801-5545



I think senility is going to be a fairly smooth transition for me.

WHEN YOUR CAT NOTICES



YOU'VE BOUGHT A NEW COUCH.

I am starting to think I will never be old enough to know better.

Whoever did it, did it right

by Mark Richtin

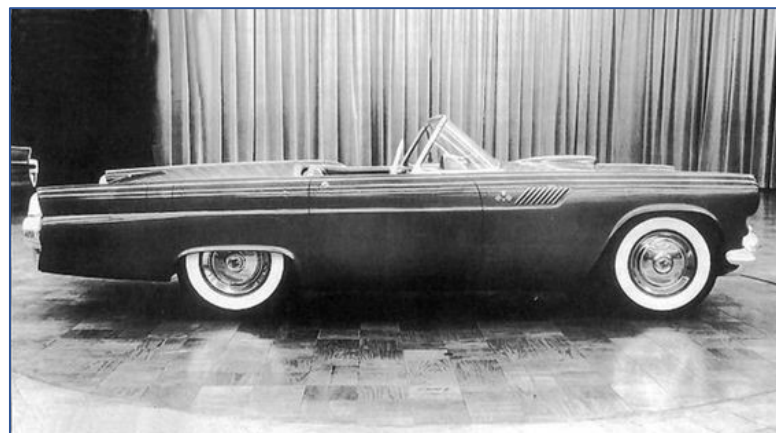
Success has a hundred fathers. In the case of the Ford Thunderbird, plenty of folks claim parental guidance. To have heard Frank Hershey tell it, he designed the original stubby two-seat hardtop that electrified the country club set. To read Bill Boyer's autobiographical account, he penned it. To chat with Joseph Oros, he was the man behind much of the car's appearance.

Since all three were in the Ford studio during the car's development, and only Oros is alive, it is hard to determine who is the car's true father. It is harder still to wade through all the folklore and legend from other parties. Even Ford Motor Co.'s official history of the car has inconsistencies.

Hershey said he heard about the Chevrolet Corvette's development from a designer friend at General Motors and ran to Ford management, saying Ford needed a sports car. Oros contends that his boss, consulting designer George Walker, was strolling through the 1951 Paris auto show with Henry Ford II, and they decided that Ford should imitate the snazzy European roadsters. Oros adds that Hershey already had started work on such a car.



1955 Ford Thunderbird Mk1 Prototype



1955 Ford Thunderbird Mk1 Full-size styling clay model

But while Boyer gave Hershey credit for the vision of a Ford sporty car, he called Hershey's involvement "more administrative than artistic," and he described Oros' and Walker's input as minimal. Then there are the biographers. Soaring Spirit by John Katz takes Hershey's side, although he chronicles the Paris discussion as having been between Walker and Lewis Crusoe, then head of Ford Division. Supposedly, Crusoe called Dearborn and ordered work to start on a sports car, which was in the works by the time he got home. But Ford's official biographers say Walker made the call so that his consulting firm would look in-the-know when Crusoe got back to Dearborn and thus get the job. The Thunderbird Story by Richard Langworth also follows the Walker-Crusoe story line but gives design credit to Hershey. Langworth quotes Hershey as saying, "Walker didn't know anything about (the sports car project) until it was almost done."

There are holes in every story. Ford's internal designers didn't begin sketching the Thunderbird until the fall of 1952, more than a year after the magical Paris show that supposedly inspired Crusoe and Walker. What's more, Crusoe was very conservative, according to accounts, and had to be convinced of the T-Bird's viability well into the design process.

In either case, it's a stretch that Crusoe was so smitten by European sports cars that he ordered design work to begin from a phone booth in Paris. Even Jack Telnack, who was Ford's design chief from 1987 to 1998, is not sure whom to believe. He recalls having breakfast with Hershey at the Pebble Beach Concours during Hershey's later years.

"Even at that age, Frank was still upset about Boyer taking credit for it," Telnack says. "But Boyer wrote the book. Everyone likes to take responsibility for that car." Oros, now 87 and living in Santa Barbara, Calif., says he has heard all the versions of how the Thunderbird was born. His personal involvement with the car came later, when he was brought on board to help style the T-Bird from 1955 through 1961.

"Hershey came up with the (original) package, working with engineering," Oros recalls. "He was responsible for lowering the car and the beltline and the packaging. I contributed to the aesthetics of the body-side appearance. My suggestions were taken by Bill Boyer and Damon Woods, two young designers, for the direction of the car." Got that straight? About the only undisputed detail is that Bill Burnett led the engineering team.

More of the story next month