



**PAJARITO THUNDERBIRD CLUB**  
of  
**NEW MEXICO**  
Chapter 17 of the CTCI  
**April 2022 Newsletter**  
Volume 22 Number 4



Upcoming Events:

## April Luncheon Announced:

Time: 11 AM

Date: Saturday April 23rd

Location: Village Pizza in Corrales 4266 Corrales Road

Organization: Separate checks, order from the regular menu

Sponsor: Dennis Potter



## Other non-Pajarito Car Events:

**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

**FREE** **FREE** **FREE**   
**SPRING**  
**CRUISE & SCHMOOSE**  
SONIC DRIVE-IN - 5000 SAN MATEO NE  
NORTH PARKING LOT  
**SUNDAY-APRIL 24, 2022**  
10:00 am TO 3:00 pm

**DASH PLAQUES - FIRST 100 VEHICLES**  
**OPEN TO ALL - OLD AND NEW**  
**CLASSIC - VINTAGE - MUSCLE**  
**IF IT HAS WHEELS-BRING IT**  
**GET YOUR VEHICLE OUT OF HIBERNATION,**  
**SHOW YOUR RIDE, KICK SOME TIRES**  
**AND GET ACQUAINTED.**



## Other Car Shows coming up:

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!

**MAY 28th**  
**2022**  
All Cars Welcome  
Free entry to public

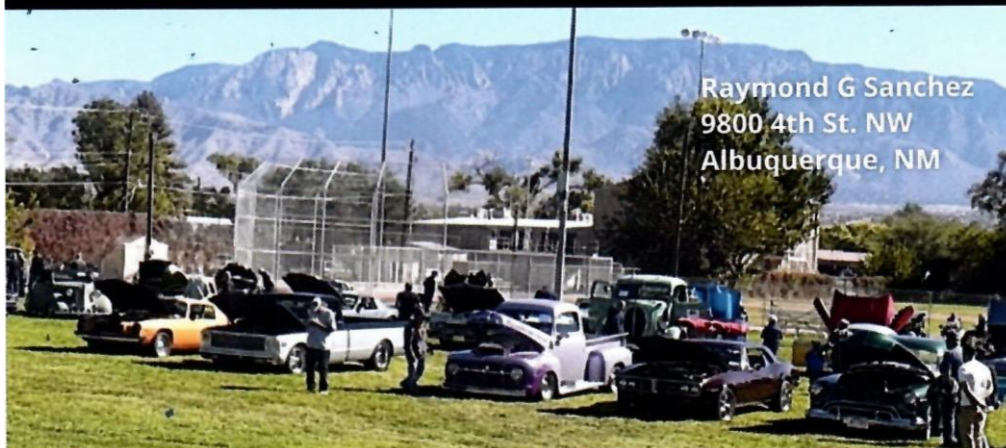
**12TH ANNUAL  
ACCH  
BENEFIT CAR SHOW**

**\$20  
entry**  
All proceeds  
benefit ACCH

**HOSTED BY**

CAR ENTRY  
7:30AM-8:45am  
SHOW  
9:00AM-2:00PM



## Pres Says:



April 2022

We had a great turnout for the Rich Ford car show and the fundraiser for feed NM kids, thanks to Ed Sauer and Phil Lovato for organizing these events.

As of today, we have received dues from about 30 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.

The April Early has been delayed a few days from CTCL so that they can include the latest details on the national convention in San Antonio which will have signup info and registration info. So time to sign up!!

### Upcoming events:

Every Thursday: 7:30 AM Breakfast at Hello Deli

Car's & Coffee @ Grace Church – Saturday April 9<sup>th</sup> 8 am

Officers Meeting – Trae's garage - Saturday April 9<sup>th</sup> 11 am

Luncheon Village Pizza in Corrales – April 23 11 am

TRAE WOOD

Stay safe – see you soon!!



## Photos from Pajarito Board Meeting at Rich Ford:





## 2022 Pajarito Club Calendar

Month	Responsible	Activity	Date
April	Dennis Potter	Village Pizza luncheon	April 23
May	Phil Lovato	NMCCA Car Show May 15	May 15
June	Trae and Yvonne Wood	Luncheon at Wood's home	TBD
July	Craig Sowers	Tour to be determined	TBD
August	Trae Wood	Possible Club Picnic TBD	TBD
September	Lloyd Powell	Possible visit to Santa Fe Military Museum and luncheon	TBD
October	Glen Schoenbach	Possible picnic in apple orchard	TBD
November	Fred Lachenmeyer	TBD	TBD
December	Ray Wood	Christmas Party at Indian Cultural Center	Dec 17

## Thunderbird Part Sales

Wanted: 15" Roadster, Mc Lean or similar spoke wheels. '56 or '57 Thunderbird used Back seat upholstery with good logo preferably Red, Black or Peacock. Going to be used on old 50's dealership settee. Contact: Les Gray Cell: 214-808-4318 (call or text) Email: boxcars@ont.com

Wanted: We are trying to locate another Video 8 camera to play tapes from years ago. If someone has one they would be willing to sell, we would be interested. Contact: Sidney and Julie Thompson  
sidney@sbthompsonconstruction.com 512-847-5479

Have: Brand new Bra Kit for a Retro Bird to prevent travel road dings on the Front of the car. \$100.00 Contact: Marian Herbst Cell: 817-705-5925 Email: marian.herbst@yahoo.com

# Pajarito Thunderbird Club has a New Web Site!

Look for [www.Pajarito.club](http://www.Pajarito.club) or several others

This new web site was designed by Nick Lester . It was redone to enable more content and easier updating. Take a look. If you have any additional items to be included, send to Nick at [nicklester7@gmail.com](mailto:nicklester7@gmail.com).




Thanks, Nick

## The New Web Site Sections include:

Home – Includes a Welcome statement and a list of sections  
Newsletters – Gives access to over 4 years of Newsletters  
Photos – Gives access to photos from 2017  
About – Basic statement showing the purpose of the club  
Membership – Includes a Membership Application  
Articles – Includes an article about the History of the Thunderbird development



Here are some new website images:




**PAJARITOTHUNDERBIRD CLUB**  
of  
**NEW MEXICO**  
Chapter 17 of the Classic Thunderbird  
Club International  
**February 2016 Newsletter**





**February Outing**  
**Saturday, February 19, 2017**  
**Pelican's East**  
9800 Montgomery Blvd Northeast  
Albuquerque, NM 87111-3576  
(505) 298-7678  
11:30am to 1:30pm  
Order from the menu and separate checks


Photos from January Outing:



A whole row of Birds at Claim Jumper



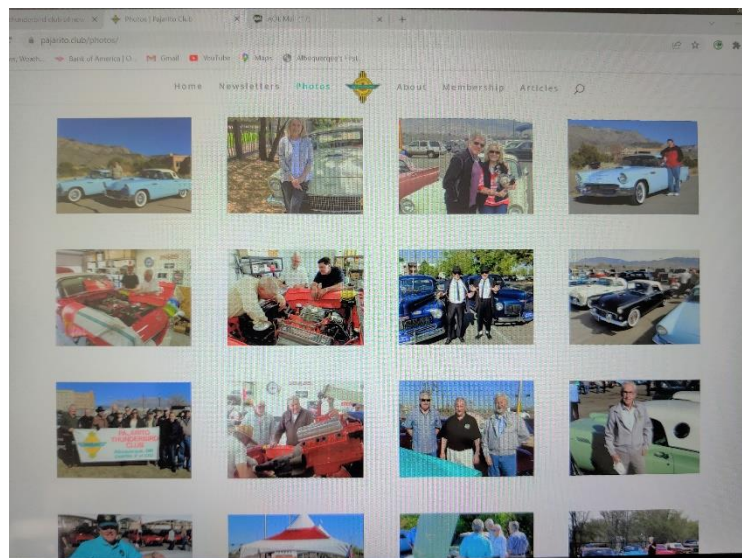
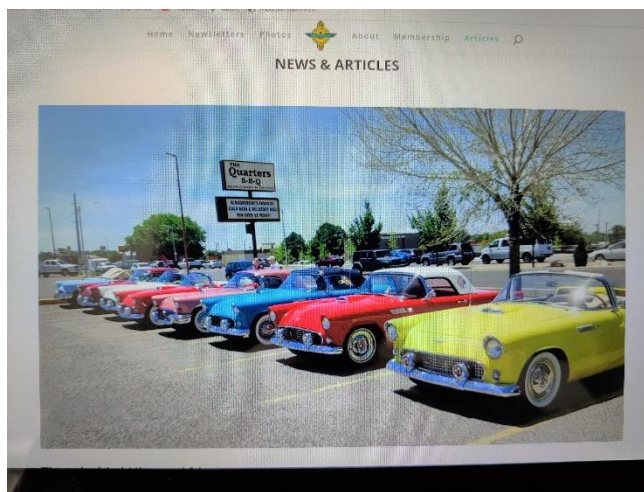
A new Bird?



Claim Jumper in the back



**Wisdom from the Good Book:**  
"Thou shalt not buy thy wife a floor Jack for her Birthday"  
- Donald Peterson





## Pajarito Club Officers:



**President** – Trae Wood  
CTCI 35313 Tel: 505-270-7240  
Trae\_Wood@genpt.com



**Vice President** - Dennis Potter  
CTCI 36768 Tel: 505-250-9012  
dapnmap@comcast.net



**Treasurer and Trustee** – Ray Wood  
CTCI 652 Tel: 505-0259-7283  
vrwood@comcast.net



**Newsletter** – Lloyd Powell  
CTCI 37583 Tel: 505-280-3114  
Lloydpo@aol.com



**Director and CTCI Rep** – Craig Sowers  
CTCI 33929 Tel: 505-220-6194  
craig@kitchensbycraig.com



**Director** – Ed Sauer  
CTCI 17536 Tel: 505-250-2606  
edstbird@gmail.com



**NMCCA Representative** – Phil Lovato  
CTCI Tel: 505-345-5865  
fordman56@centurylink.net

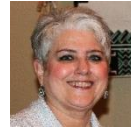
### Calling Committee:



**Calling Committee A thru D** – Dennis Potter  
Tel: 505-259-9012  
dapnmap@comcast.net



**Calling Committee E thru K** – Linda Wood  
505-250-2965  
blubird2@gmail.com



**Calling Committee L thru R** – Sherry Jobe  
Tel: 505-250-1601  
claunchtwin@aol.com



**Calling Committee S thru Z** – Gary Burns  
Tel: 505-903-2840  
gjburns625@gmail.com

### Recent Events:

## Rich Ford Car Show





## Rich Ford Car Show (continued):



*A 90 year old Thunderbird owner and Tom McWilliams*



*Ray, Terry, Trae, and Philip*



*Glenn Schoenbach*



*Larry Jones*





# Automotive History:

## The 1940 Automobile Really Hit its Peak

By David Conwill in Hemmings Motor News

Here are a few pieces of technology that were standard in U.S. automobiles in 1940 and have never really been improved upon, especially in terms of adjustability and rebuildability.



### The Down Draft Carb:

Up to 1932, virtually every automobile used some form of up-draft or side-draft carburetor. These were largely fine from a user standpoint and even had the advantages of packaging, gravity-feed fuel, and almost never flooding the engine, but they were a major airflow restriction. Chrysler introduced the down-draft carburetor in 1929 and the industry soon followed. Carbs don't play well with modern emissions standards (at least not if you want any performance), but from a user standpoint, they're simplicity itself, requiring nothing more than a vacuum gauge to achieve near-peak tuning. The truly detail obsessed can use a wide-band O2 sensor to really get things dialed in, it's just a matter of turning wrenches and screwdrivers instead of inputting computer code.

### Charging System:

For many years, electrical systems were the biggest reliability gremlin in new cars. It's still far from a non-issue, but the basic standard electrical system of 1940 carried on for decades until all of you people started demanding your car navigate for you and order your latte ahead at the next exit.

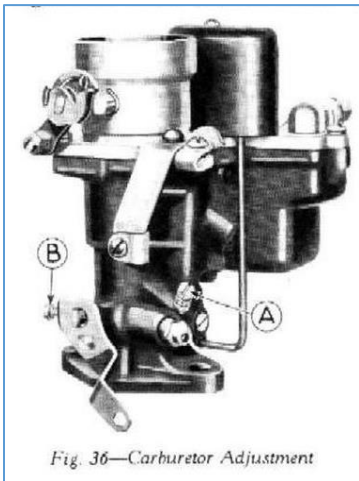


Fig. 36—Carburetor Adjustment



The 1940 generator is a heavy-duty unit having a higher charging rate, with voltage and current regulator to maintain full output even at low speed (20 m.p.h.).



**NEW DE LUXE INSTRUMENT PANEL.** On this handsome, efficient instrument panel all gages are grouped in a single unit for perfect visibility through the new two-spoke steering wheel. There are two ash trays—one at each end—a lighter, grille for a radio speaker, a 30-hour clock of modern design and a sturdy lock on the glove compartment door.

Since the late 1920s, the charging element had been a standalone part of the engine system. By 1939, that charging element was a three-brush six-volt generator—by 1956 it had become a 12-volt generator; and in the 1960s a 12-volt alternator. Initially, battery charging was regulated by a simple cut-out—which usually resulted in overcharging. In the mid-1930s, the adjustable, mechanical voltage regulator had come along. It remained the standard through the 1960s.

### Plastic:

Plastic is ubiquitous now, but was so novel in the 1930s they made jewelry from it. When car manufacturers used it, it wasn't so much because it was cheap and easy, but because it lent their product beauty. When it was used somewhere out of sight, it was because it was necessary. In both cases, it wasn't the oily or brittle plastics of today—it was probably phenolic resin. If it wasn't that, it was probably made from soybeans. Phenolics, of which the most famous are Bakelite and Catalin, were the first plastics after the highly flammable celluloid. Bakelite was created in 1909, by Leo Baekeland, and Catalin. It came out in 1926. Although their star status has faded, phenolics are still incredibly useful—look under some hoods the next car show you're at and see if you can spot some carburetor spacers made from the stuff. It's an excellent insulator.



# The 1940 Automobile Really Hit its Peak (continued)

## Automatic Transmission:

Finally, there must be an honorable mention to the original automatic transmission, the Hydra-Matic, which was available in the 1940 Oldsmobile. No slush box, the Hydra didn't even have a torque convertor, and became renowned for its robust nature. It was successful both as a tank transmission during WWII and in many drag racers

Like most things in the era, it's heavy, overbuilt, and probably a smidge less efficient, but it's also intended to be rebuilt over and over again—not scrapped at 250,000 miles.

The cars of 1940. You've really got to compare everything that has come since to them.



## Tech Tips:

### T-BIRD RUNNING TOO HOT?

Thunderbird Land 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".





## Tech Tips: Spring Checklist:

From Puget Sound Early Birds

Is your Bird ready for a safe time?



1. Check that your insurance and plates are current. [?](#)
2. Check air in your tires, including the spare.
3. Check quality of your tires (dry, rot, wear).
4. Check all fluids including brakes and brake fluid, transmission fluid, oil, and filter, power steering fluid, antifreeze
5. Check brake shoes for wear.
6. Check for weak brake lines and cylinders (push on brake pedal hard with both feet, if pedal goes to the floor, you have a leak.)
7. Check radiator hoses and heater hoses.
8. Check water valve on intake.
9. Check points and plugs.
10. Check radiator and heater core for leakage.
11. Check all belts.
12. Check distributor cap for carbon tracks or cracks.
13. Check radiator and heater core for leakage.
14. Check distributor cap for carbon tracks or cracks.
15. Check exhausts for leaks.
16. Check steering and suspension for wear. Clean battery connections and be sure it is filled and charged.
17. Check wiper blades (poor ones can scratch glass).
18. Check that all your lights work properly. Then take a short test drive.





# Thunderbird History

The Ford Thunderbird had done everything Ford intended for it to do. It captured the hearts of America, brought people into Ford showrooms so they could see it first hand, and hopefully buy another Ford automobile if the Thunderbird wasn't right for them, and it was the car to own and be seen in. Sales the first two years were quite good, especially considering the very limited market for this type of a car in the first place. Sales for 1955 surpassed predictions, and even though sales dropped off for 1956 slightly, that was due to a late introduction of the '56 cars as much as anything. Then 1957 would be the third and final year for the original two passenger Thunderbird, and some feel the third year was the best one yet.



Since the introduction of the Thunderbird, there had been complaints about the passenger compartment being too warm, poor visibility with either of the tops installed, limited passenger capacity, and inadequate space in the luggage compartment. Obviously, when one buys a two passenger sporty personal car, one should expect limited passenger capacity. This meant most Thunderbirds would be 'second cars' in a two car family, and with America's families growing at this time, the need for more capacity was growing as well. Because of the longer than normal production run, and because the 1957 Thunderbird received an attractive styling update that addressed some of the issues with the former models, sales grew to 21,380 cars. The final 1957 Thunderbird reached the end of the assembly line on December 13, 1957. In 1957, Ford had two of the most distinctive and desired automobiles on the road. One of them was the Thunderbird, the other was the Continental Mark II, which was in its second and final year. Cadillac introduced its hyper-expensive Eldorado Brougham in 1957, the most expensive production car to date. Advertising continued to include the Thunderbird in corporate Ford ads, showing cars from each division. The Thunderbird was also the focus of ads for car wax, Vista by Simoniz, for one. At this point, everyone knew what a Thunderbird was, and it was being widely used on television and in popular motion pictures of the time.

An advertisement for Vista by Simoniz car wax. It features a can of Vista wax at the top left with the word "LASTS!" in large red letters. Below the can, text describes the product as a "new Vista by Simoniz" that "cleans and waxes in one easy application... yet it leaves a hard paste wax shield that protects your car up to 6 months!". At the bottom, there is a photograph of a red Thunderbird.



A colorful advertisement for a "WIN A NEW THUNDERBIRD" giveaway. The top section shows a white Thunderbird with people around it. Below that, it says "ENTER THE PLASTIC WALL TILE" and shows a display of plastic wall tiles. The bottom section is titled "GET-ACQUAINTED GIVEAWAY" and contains a form with various fields for entering the contest, including name, address, and phone number. It also mentions "EASY TO ENTER... NO PUZZLES... NO JINGLES... NOTHING TO BUY... GET ACQUAINTED TODAY!"



# Check a Thread

Used to be, most of the time I'd walk into the local big box store looking for hardware, I had pockets full of nuts and bolts jangling around making it sound like I'd just thrown back the saloon doors and stepped up to the bar in my jingle jangle jingle spurs. Then I'd spend the next half hour in that aisle comparing thread pitches and bolt lengths before scouring the bins to find that the stockboy just tossed everything in willy-nilly without regard to its actual size. While there's nothing I can do to solve the latter situation, the former I decided to remedy with a pair of SAE and metric thread checkers.

As I've dived deeper into the nuts and bolts of the Chenoweth EV project, I could have purchased one of those thread checker sets that look like a bunch of teeth strung on a witch doctor's necklace that a lot of shops have hanging around. They certainly seem capable of doing the job, and they're fairly easy to find. But while I was shopping around, the Ortus Enterprises Check-A-Thread caught my eye for a few reasons.

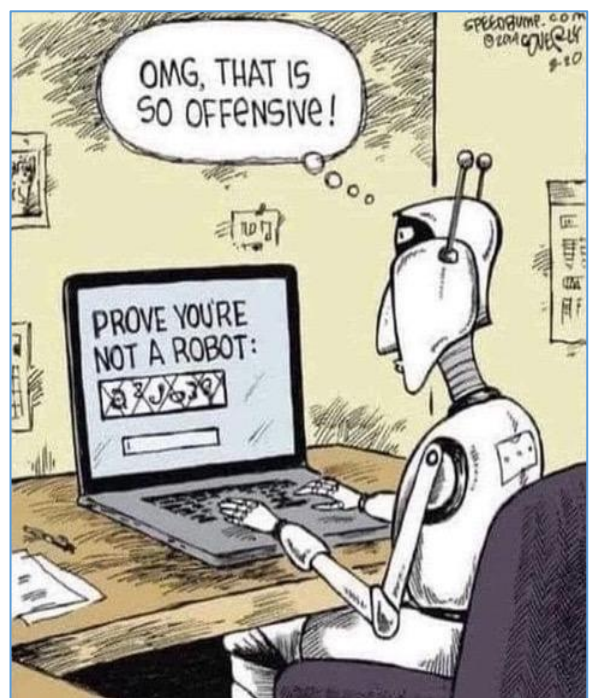


First, it's pretty eye-catching. And by that I mean I can see at a glance all the 15 metric and 21 SAE sizes included in the set in high-contrast print without having to turn over and examine a series of threaded pieces. This makes checking the thread sizes much quicker. The big splashes of color also make it easier to grab the right set the first time, though more experienced mechanics used to the blue/metric, red/SAE color scheme may find themselves getting tripped up.

Second, it's just as simple to use as the more traditional sets - perhaps easier because you only need one hand to do so - and it includes built-in rulers for bolt length. Again, nothing that couldn't be done with a separate ruler mounted by the thread checker set, but an all-in-one package makes it more convenient.

True, this is best used for checking threads on nuts and bolts and not for checking threaded holes or studs on larger parts or on parts already installed on a vehicle. Then again, traditional thread checkers don't always get into tight spaces and whip around in the process of checking threads, so with either type of product, you're best off using nuts and bolts as intermediaries anyway.

While the Check-A-Thread does cost more than many traditional thread checkers, it's already proven itself in the time and aggravation that it's saved me.





# Battery Facts

I considered calling this piece “I’ve been charging my batteries wrong and four other facts about battery chargers.” In fact, a lot of this is going to come off as common sense for those who have taken the time to read the manual for their battery charger. Here are interesting and useful tidbits that may have eluded those of us who learned how to charge a battery via instruction or intuition.

## 1. There’s a reason for the range of amp-selection choices

Your charger has several different settings to choose from. As seen below, maybe 2A, to use for smaller batteries, like those used in motorcycles and lawn tractors, and in certain other instances; 12A, “Fast Charge” for automobile starting batteries and marine/deep-cycle being charged with no special urgency; 30A, “Rapid Charge” for attempting to get a car or boat started in a hurry; and an 80A “Starting Mode” designed to work as a stand-in for another car when jump starting. You may have used the latter a couple times driving a ’64 Rambler through the subzero Michigan winter of 2013-'14 and can vouch for its efficacy. The Charge It devices have similar settings: 10A for charging deep-cycle batteries, 40A for “Maintenance-free Automotive or Marine Cranking” units, plus a “high-amperage” starting mode.



*This older DieHard Gold battery charger offers three display modes (battery percentage, battery voltage, and alternator efficiency), supports four battery types (12V standard, 12V deep cycle, 12V AGM/gel, and 6V standard), and four rates of charging (2A trickle, 12A fast, 30A rapid, and 80A engine start). It's also "fully automatic" and "microprocessor controlled," meaning it's mostly idiot proof.*

## 2. Desulfation increases battery life

Other chargers I’ve had in the past had indicators for a special “Desulfation Mode” and while this one doesn’t, it does boast a secret blinky code disclosing that it has entered desulfation (a process that can last up to 10 hours!). What is sulfation, you might ask, and why must we reverse it? Sulfation occurs as a natural process of the battery’s chemical reactions. As the battery discharges, the sulfur derived from the sulfuric-acid electrolyte binds to the lead plates. This is normally reversed during charging, but chronic under-charging (often a result of lots of short trips) or long-term discharge (i.e. the car wouldn’t start and you just left it to sit after running down the battery) can result in that bond becoming semi-permanent.



*Sulfation has always been a problem for batteries. Back in the days when most had open cells, products like this VX-6 cadmium additive promised to prevent your plates from silting up.*

Reversing the process comes from a kind of controlled overcharging that is only possible for hobbyists thanks to modern microprocessor-controlled battery chargers. You can see why in 1920’s, battery service stations were very popular: the sulfuric acid inside the case, the hydrogen gas produced during charging (still a risk—so watch out for sparks) and the serious electrical equipment involved made it a far more complicated hazardous undertaking back then.

## 3. Don't fear positive-ground systems

Both a charger and the Charge It happily accommodate six-volt batteries. Charge one in the car and it’s good practice to double check which way the car is grounded. All modern cars and most older cars use the seemingly intuitive negative-ground system, where you’ll find the battery grounded to some heavy part of the chassis via its negative post. The opposite, called a positive-ground (“positive-earth” in other parts of the world) system, has some theoretical advantages, however, and is relatively common in the old-car scene—even on some 12-volt vehicles. The Charge It manual says the positive-ground arrangement “is usually found in pre-1970 foreign vehicles or pre-1970 farm tractors,” to which I’ll add many pre-1956 American automobiles.





# Battery Facts (continued)

## 3. Don't fear positive-ground systems (continued)

Should you find yourself charging a positive-ground car (or farm tractor), you'll simply need to reverse usual practice: connect the negative cable to the battery and the positive cable to some sturdy chunk of metal at the other side of the engine compartment (NOT fuel line, carburetor, sheetmetal, etc.). Charging on the bench is even easier: the battery doesn't care about polarity, only the vehicle's electrical system.

## 4. Modern chargers can handle lead-acid, flooded, AGM, and gel-cell batteries

Uncontrolled overcharging, whether it's from a malfunctioning vehicle electrical system or a dedicated charger, is bad for any battery. On a regular lead-acid battery, it will at least boil away the electrolyte. On a gel battery, it may form permanent bubbles in the gel, damaging those pricey units beyond repair. In the old days, that meant careful adjustment and observation were required and while you certainly should pay attention to any charging task, the tiny computer brain in a modern charger can usually tell what's going on and adjust itself accordingly—cutting off charging entirely if something seems to be awry.

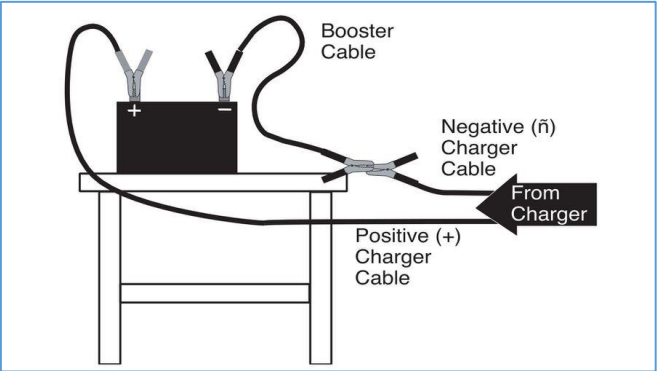


Consulting the manual will usually help deciphering any error codes you may receive and will typically contain some kind of workaround for problems encountered. Often, a battery that won't take a charge at a higher amperage can be revived using the lowest setting over a longer time.

## 5. For extra safety, use an extra cable for bench charging

It's pretty common to hook the negative cable to the negative post and the positive cable to the positive post when charging a battery, but that's not good practice. The explosive hydrogen gas produced when a battery is charging should be kept from spark and flame and it's smart to be wearing goggles and facing away from the battery when connecting and disconnecting the cables. While modern chargers run cool and typically aren't sparking inside if everything is working correctly, it's still smart to put some extra space between the charger and the battery.

When charging in the chassis, it's recommended that the ground cable (usually negative--see above) be attached to the chassis or engine block as far from the battery post as possible. On a bench, that's done by attaching a jumper cable between the negative post and the negative cable on the charger, as shown in the illustration below.



*To extend the distance between user/charger and the battery, the recommendation to use a 6-gauge jumper cable on the negative terminal is universal. It's the bench-charging equivalent of hooking the ground cable to the chassis instead of a battery terminal.*

*Illustration courtesy Clore Automotive.*





# Automotive History

## Ford-O-Matic Transmission

By Jim O'Clair

Ford's first automatic transmission, which appeared in its 1951 models, was referred to as the Ford-O-Matic. This basic unit was designed by Borg-Warner and would become the platform from which many later model automatic transmissions would evolve. Developed as a three-speed automatic, the Ford-O-Matic used a cast-iron case and would normally be started in second gear. For this reason, you often see the Ford-O-Matic referred to as a two speed, although the only actual two-speed units were produced from 1959-'64, and they had aluminum cases. A sprag was added to the planetary assembly in 1958 so that you could select whether to start out in first gear or second, and the Ford-O-Matic name was changed to Cruise-O-Matic. They were later upgraded to the FX and MX series Cruise-O-Matics, then the single FMX transmission, and eventually, they evolved into the overdrive AOD transmissions used in the 1980s and 1990s Ford cars and trucks.

The Ford-O-Matic was manufactured in three different case sizes. It was initially offered in both small case from 1951-'60 and medium-case from 1951-'68 (often referred to as the Merc-O-Matic); large-case versions were also used in 1958-'65 Lincolns. The 1951-'60 three-speed models can be identified by an oval aluminum tag mounted on the left side of the transmission case just above the oil pan; 1961 and newer units have a tag on one of the oil pan bolts



Transmission ID numbers were three digits long from 1951-'54 and started with "1P"; 1955 and newer Ford O-Matic ID numbers were four letters and started with "P." The ID number will tell you if you have the small, 97/8-inch case or the medium, 107/32-inch Merc-O-Matic case. Large-case units were 107/8 inches from 1958-'60 and 115/8 inches long from 1961 to 1965. They can be found in 1958 Edsels; 1958-'60 Mercurys and Lincolns; 430 V-8 equipped Thunderbirds, and 1961-'65 Lincolns. Some Fords listed here used the Merc-O-Matic medium case, but Mercury, Edsel and Lincoln interchanges are not shown with these Ford interchanges, because most transmissions Ford produced after 1956 were built based on each manufacturer's engine displacement and performance options. Ford model interchanges are as follows: Although some of these units are over 60 years old, several aftermarket transmission parts suppliers still stock repair pieces for the Ford-O-Matic. Check in the "Ford 1954 and Up Parts" section and FoMoCo listings in the "Interchangeable Parts" section.



**When you realize that  
1970 and 2022 are as  
far apart as 1970 and  
1918 ..... I'm just  
going to need a  
minute .....**

**I GOTTA GET MY  
LIFE TOGETHER.  
THIS DAMN HEAT  
MADE ME  
REALIZE I CAN'T  
GO TO HELL.**



# Reasons to Keep Boyfriend Status

*The query:*

Dear Tech Support,

Last year I upgraded from Boyfriend 5.0 to Husband 1.0 and noticed a distinct slowdown in overall system performance, particularly in the flower and jewelry applications, which operated flawlessly under Boyfriend 5.0. In addition, Husband 1.0 uninstalled many other valuable programs, such as Romance 9.5 and Personal Attention 6.5, and then installed undesirable programs such as: NBA 5.0, NFL 3.0 and Golf Clubs 41.

Conversation 8.0 no longer runs, and House cleaning 2.6 simply crashes the system. Please note that I have tried running Nagging 5.3 to fix these problems, but to no avail.

What can I do?

*The response (that came weeks later out of the blue)...*

Dear Desperate,

First keep in mind, Boyfriend 5.0 is an Entertainment Package, while Husband 1.0 is an Operating System.

Please enter command: I thought you loved me.html and try to download Tears 6.2. Do not forget to install the Guilt 3.0 update. If that application works as designed, Husband 1.0 should then automatically run the applications Jewelry 2.0 and Flowers 3.5. However, remember, overuse of the Tears application can cause Husband 1.0 to default to Grumpy Silence 2.5, Happy Hour 7.0, or Beer 6.1. Please note that Beer 6.1 is a very bad program that will download Snoring Loudly Beta version. Whatever you do, DO NOT, under any circumstances, install Mother-In-Law 1.0 as it runs a virus in the background that will eventually seize control of all your system resources. In addition, please do not attempt to re-install the Boyfriend 5.0 program. These are unsupported applications and will crash Husband 1.0. In summary, Husband 1.0 is a great program, but it does have limited memory and cannot learn new applications quickly. You might consider buying additional software to improve memory and performance. We recommend Cooking 3.0. Good Luck

Tech Support



## Insights

*Did you ever notice:*

*When you put the 2 words 'The' and 'IRS' together it spells 'Theirs!'*

A close-up photograph of a 1040 U.S. Individual Income Tax form. The form is filled out with handwritten and printed information. The title "1040 U.S. Individual Income Tax" is prominent at the top. Various sections like "Tax and Credits", "Other Taxes", and "Payments" are visible. The form is slightly crumpled and has some other documents or forms layered underneath it.



# Women:

Written by Kris Valloten

Here are 12 things I have learned about women from 47 years of marriage:

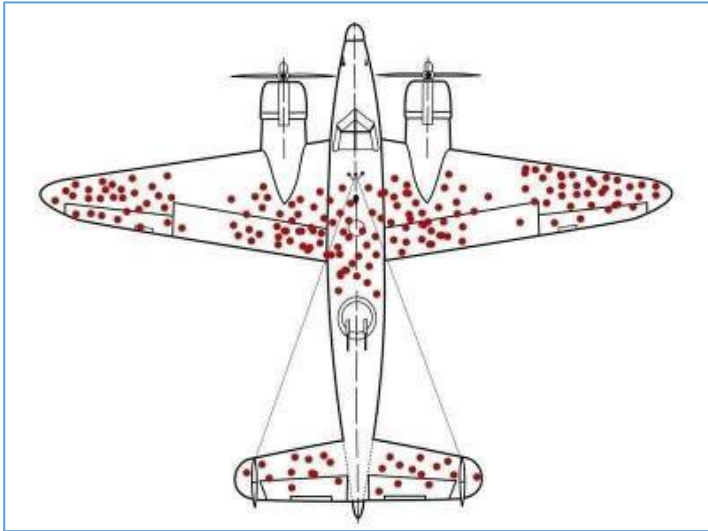
- 1- When a woman asks how something looks on her, there is only one right answer! There are times to be honest, and there are other times to think prophetically...calling things that are not as though they are.
- 2- When a woman tells you about a problem she is having, she is not asking you for a solution, she looking for empathy. Proposing ways to solve her problem actually creates a bigger problem.
- 3- Women have a much larger vocabulary than men and they enjoy using it when they are telling you about their day. The punchline is the reward for listening well, so it is always put at the end of the story. Therefore it's normal to wonder where the story is going because their conversations are often more of a journey than a destination.
- 4- Women don't think of grunting as words, therefore men, you won't get credit for talking if you are grunting in responses to her questions. She requires sounds that can be found in a dictionary as opposed to those heard in the jungle.
- 5- Women are designed to process large amounts of data. They really like full sentences like you would find in a romance novel. They can't process short sentences like "good" or "fine" very well. For a woman, it's like trying to cut a tiny piece of wood with a chainsaw.
- 6- Women have noses like dogs. They can smell things long before they become apparent to a man. So you showering a couple times a month is important to her. She also doesn't process burping or farting as "wow, that was great chilly." Avoid it as much as possible. If it happens, don't call attention to it, especially in front of the children.
- 7- Women can multitask but they know you can't. So watching the football game while you "talk" to her, won't count as communication. Yes men, it is quite normal for a woman to require you to make eye contact with her when you are talking. So something as small as texting, or checking the baseball score, when she is talking to you may bother her at times.
- 8- The phrase "you are over reacting" doesn't mean the same thing to a women as it does to a man. Another phrase that is processed through a different filter is "you are being emotional." Avoid using sentences like these when interacting with a woman.
- 9- Comparing your wife to your mother is always a bad idea. I have experimented with this on several different subjects. It's even bad when you are using the comparison as a compliment. For example, "This spaghetti is nearly as good as my mothers," is not recommended. For some reason it doesn't feel like a compliment to them.
- 10- In the abundance of counselors there is victory, yet sharing the advice your mother has for your wife, is rarely a wise thing to do.
- 11- Most women prefer movies with plots. To a woman, blowing up the enemy is not considered a real plot. Shedding a tear when watching a movie with her will help bond you at the deepest level.
- 12- How fast you pee is not nearly as important to a women as making sure that most of it goes in the toilet water. So take time to aim when relieving yourself.

*These were written in fun not as real counseling tools.*

## Common Sense?

During World War II, fighter planes would come back from battle with bullet holes. The Allies found the areas that were most commonly hit by enemy fire. They sought to strengthen the most commonly damaged parts of the planes to reduce the number that was shot down.

A mathematician, Abraham Wald, pointed out that perhaps there was another way to look at the data. Perhaps the reason certain areas of the planes weren't covered in bullet holes was that planes that were shot in those areas did not return. This insight led to the armor being re-enforced on the parts of the plane where there were no bullet holes.



The story behind the data is arguably more important than the data itself. Or more precisely, the reason behind why we are missing certain pieces of data may be more meaningful than the data we have. Don't only listen to what is being said. Listen more to what is not being said.

## Memory?

An elderly couple had dinner at another couple's house, and after eating, the wives left the table and went into the kitchen. The two gentlemen were talking, and one said, "Last night we went out to a new restaurant and it was really great. I would recommend it very highly."

The other man said, "What is the name of the restaurant?" The first man thought and thought and finally said, "What is the name of that flower you give to someone you love? You know... the one that's red and has thorns." "Do you mean a rose?" "Yes, that's the one," replied the man.



He quickly turned towards the kitchen and yelled, "Rose, what's the name of that restaurant we went to last night?"

"Vladimir Putin, to get on the good side of voters, goes to visit a school in Moscow to have a chat with the kids. He talks to them about how Russia is a powerful nation and how he wants the best for the people. At the end of the talk there is a section for questions. Little Sasha puts her hand up and says, 'I have two questions. Why did the Russians take Crimea and why are we

sending troops to the Ukraine?" Putin says, "Good questions". But just as he is about to answer the bell goes and the kids go to lunch. When they come back, they sit down and there is room for some more questions. Another girl, Misha, puts her hand up and says "I have four questions. Why did the Russians invade Crimea, why are we sending troops to the Ukraine, why did the bell go 20 minutes early and where the fuck was Sasha?"



## Some Insights



Me: Sobbing my heart out, "I can't see you anymore ... I'm not going to let you hurt me again."

Trainer: "It was one sit-up."



Sorry I haven't gotten anything done today. I've been in the Produce Department trying to open this stupid plastic bag.



Two of the greatest qualities to have in life are:



PATIENCE  
and WISDOM

Hunting Dog

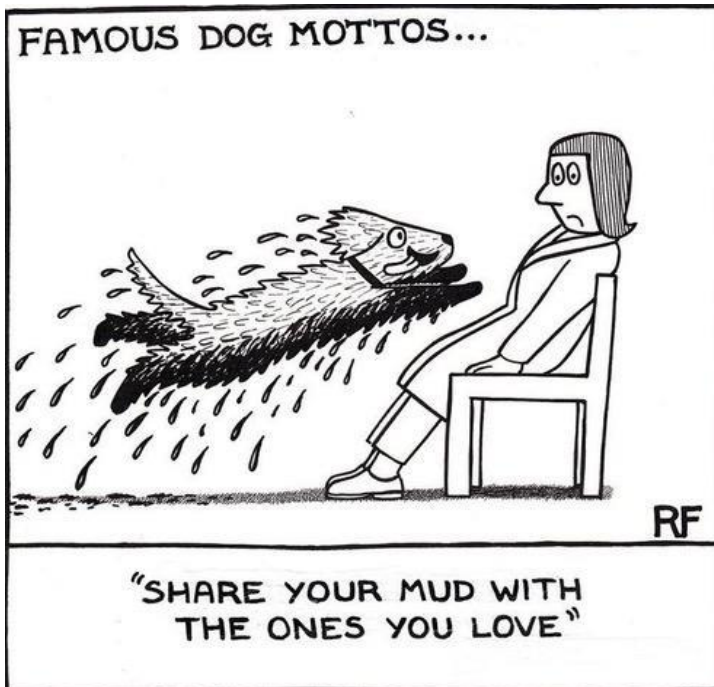


The therapy dog after I finish telling it all of my problems





## More insights 2



Stick a Turkey leg in a sneaker and let your dog patrol your yard.



This guy has this dog, and she can't walk anymore. So he takes her out for a walk every day in a wheelchair. I couldn't find any words for this.



I'M LOOKING FOR A MOISTURIZER THAT HIDES THE FACT THAT I'VE BEEN TIRED SINCE 2010.



## More Insights 3

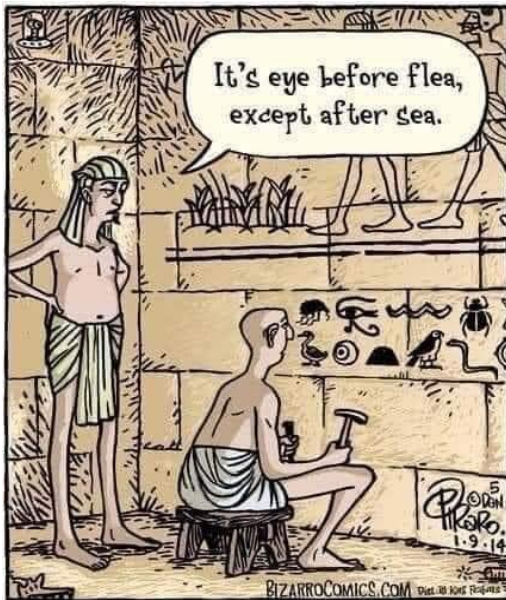
So.....you've been eating hotdogs and McChickens all your life, but don't want the vaccine, because, " you don't know what's in it"?

I don't understand why people have to "get ready" for bed. I'm always ready for bed.

I just noticed two large bumps on my T-Bird's battery. Had them tested and one came back positive. Hope it's not terminal.



Y'all better enjoy your 20s, 30s, and 40s. Because in your 50s, that check engine light is gonna come on.



Did you know ants never get sick? It's because they have little Anty Bodies...

Please don't unfriend me.

When you have no idea what you are doing but your just happy to help



A once in a lifetime photo shot. God Bless America.



Our wireless doorbells sitting on their chargers....

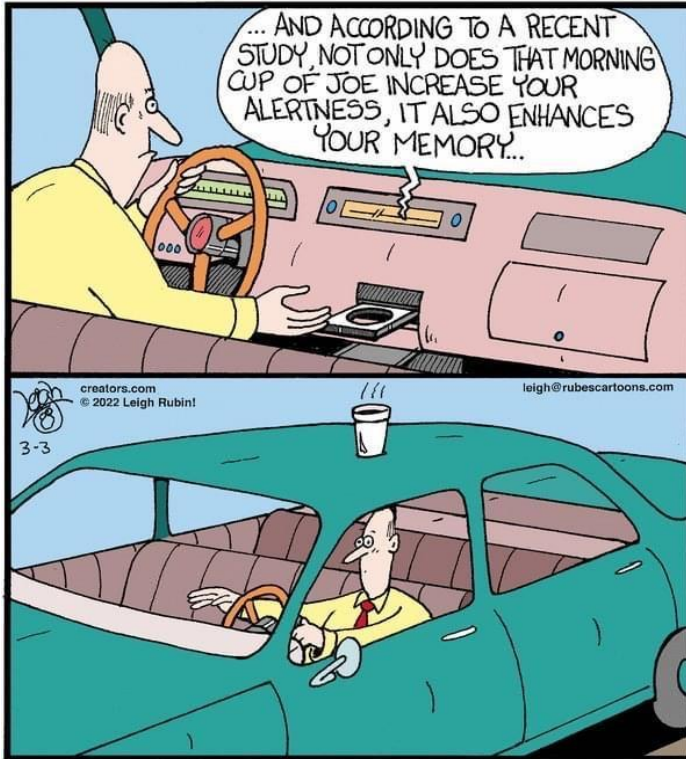


People can't drive you crazy if you don't give them keys.

If road maintenance is paid for with gasoline taxes how will going all electric pay for the maintenance? Chew on that a little while.



## More Insights 4



**This is how green technology works**

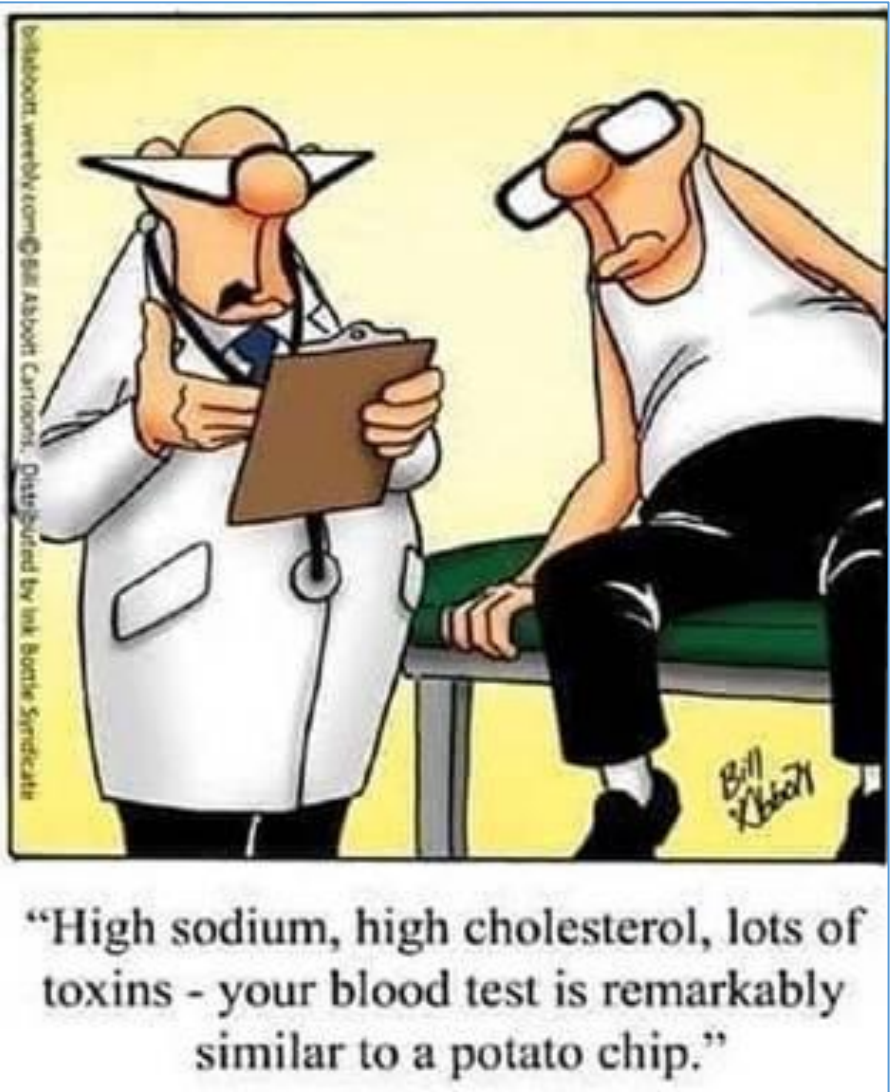
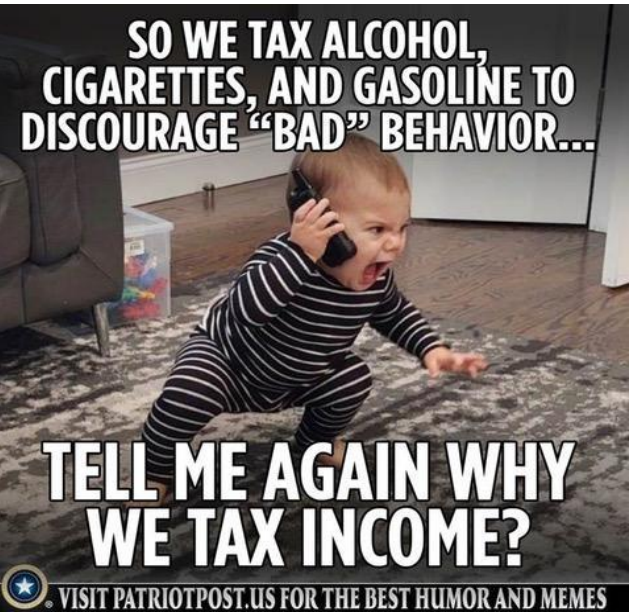
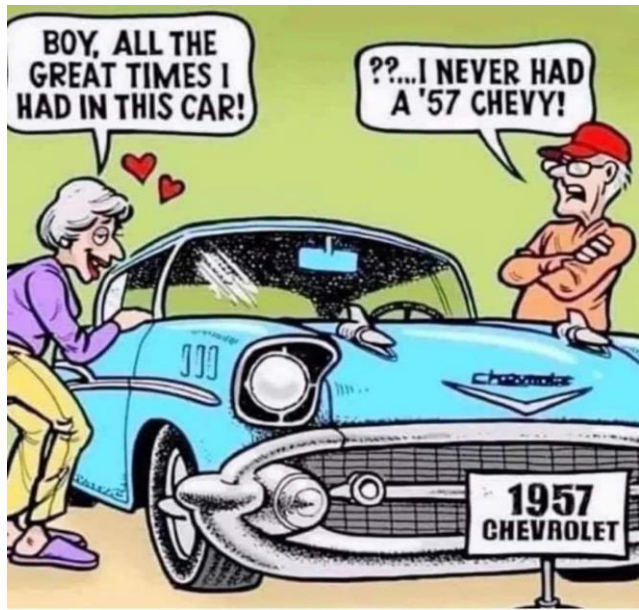
**WHILE MANY OF US ARE WAITING ON GOD TO FIX WHAT IS WRONG, GOD IS WAITING ON US TO STEP UP AND DO WHAT IS RIGHT.**

**@drtonyevans**





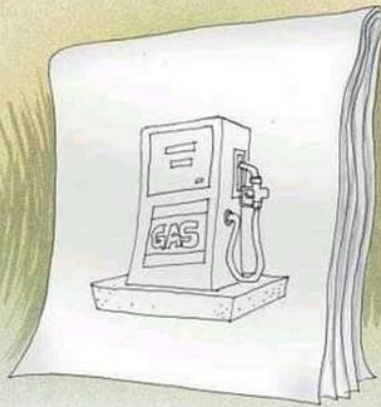
More Insights 5





## More Insights 6

### POLICE ARTIST SKETCH OF ROBBERY SUSPECT



How to recognize when Jesus has been in your grocery store.



**You drop something  
when you were younger,  
you just pick it up.**

**When you're older and  
you drop something, you  
stare at it for a bit  
contemplating if you  
actually need it  
anymore.**

