

"What's New in BIRD-LAND?"

Vol. 1, No. 6

October, 1958

WHO WILL BE PRESIDENT IN '59?

November is properly election time and the B.A.T.O.C. has scheduled its annual election of new officers for the general membership meeting on November 3rd. Chief interest, as it should, centers around the important contest for President. Skip Riggs will be running for re-election but Art Horsfall, once a contender, has decided to withdraw in favor of making a living. Two very strong candidates have entered the picture, however, to challenge Skip for our Club's highest honor. In his present capacity as Activities Chairman, Don Brooks has rapidly risen to prominence for his boundless energy. His clever gimmicks for Club tours and histrionic ability from the floor continue to amaze everyone. Owen Lewis, on the other hand, is the quiet type, relatively unknown by reason of the fact he has not as yet held any office in the organization. He has attended every Club function since becoming a member and his quiet dignity has impressed us all with a sense of competence most reassuring in one who seeks to become President.

Each of the candidates has strong points in his favor. We hope you will consider them very carefully before making your decision. Come to the November meeting prepared to vote, not necessarily for the man you like the best, but for the one you honestly believe will do the best job of holding the group together in 1959, which we feel will be our crucial period.

Brief synopses of the past experiences of all three follow.

SKIP RIGGS

Skip grew up in the smoky city of Pittsburgh, Pa. In 1953 he enlisted in the U.S. Air Force, in a somewhat unusual capacity . . . he taught school! Skip instructed the young cadets in Personnel Management for 2 years while stationed at Scott Field in Illinois. In the latter half of his hitch he got to make a complete tour of the Pacific Theatre in the capacity of Courier for USAF Security Service. Spots touched were the Hawaiian Islands,



of course, plus Okinawa, Formosa, the Philippines, Japan and Korea.

His enlistment up in 1957, our president joined forces with another U. S. — Cyclone Fence, a division of U.S. Steel — with which company he has remained ever since. In his job he has charge of production control, that is, he is in constant contact with the company's sources of supply, a pretty responsible position for such a young fellow.

Old stuff to all of you is how he got paternal urges in the early part of this year and fathered the B.A.T.O.C., showing his great organizational ability. There is little doubt but that only Skip among our group could have had the initiative to found a new Club for us Thunderbird owners.

OWEN LEWIS



Leaving the West Virginia State Police to "join the Navy and see the world", Owen found himself with almost 14 years service behind him when he returned from Armageddon. During his enlistment Owen held the emergency rank of Commander for the duration of the war, and received a commendation from James Forrestal on his 4.0 (100%) service record.

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DON BROOKS

Born near the proverbial "Tree" in Flatbush, Don Brooks was placed in our state as a bequeathment of the U.S. Navy.

Following discharge from the Navy, Don accepted the position of Chief Meteorologist with a transpacific air line, a position which he held for two years. Following this our boy entered the automobile business selling cars. At present Don is co-partner



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FROM THE BIRDNEST. . .

Greetings, fellow Club members:

With the coming of October the Club finds itself faced with many decisions that have to be made. The meeting held Thursday, October 9th proposed amendments to the constitution dealing primarily with membership qualifications in the Club. I believe the members who met in that meeting came up with some very good ideas, which you can read about in MaraLee's column on page 2. These proposed amendments are to be voted upon during the November meeting. Our annual election of new officers is also on tap for November 3rd. Candidates for the office of president appear on the first page, but aspirants for other offices were not all known as this issue was put together, due to some last minute changes. I feel each of the candidates has good qualifications and I would like to congratulate the nominating committee for the fine job they did. Regardless of whom you vote for in the coming election I want to urge each and every member to be sure to vote. Remember, this is YOUR Club and each one of you should have a voice in the election of officers.

The Club is now almost 7 months old, and we have grown and developed into a well-functioning organization in that time. I want to take this opportunity on behalf of Mid and myself to thank each and every one of you for your active participation and interest in the Club. As most of you know, we did a great deal of preliminary work prior to the first meeting. Of course, up to that meeting we were quite unable to foresee the eventual result of our efforts. Needless to say,

we were both extremely gratified that things turned out so well. We are one of the fastest growing, most closely watched clubs in the Bay Area. We have had several fine comments from other sports car organizations, as well as various civic and service organizations regarding our growth and potential. Our monthly newspaper is unanimously accepted as being by far the best of its type in the region. (*But we're changing our type with this issue, Skip!*) We sure are glad we've got Roger Neiss on our roster. (*Hear, hear!*)

Currently we are engaged in setting up a rally for October 26th. It will be as close to a championship event as possible, sans approval of the S.C.C.A. Rally-master Bob Perry is working on this as though he had no regular job, and is certainly deserving of our highest praise for the way he is doing it, with the aid of his hard-driving committee. This really promises to be one of the most exciting events staged by our Club so far.

I would like to express my deep appreciation to Don Brooks for the exceptional job he has done on Activities for 1958. He has left no stone unturned in his efforts to give Club members the type of events that they desire. He also has many fascinating ideas for future events which will be passed on to the Activities chairman in the 1959 season.

In closing, I would once again like to express my heartfelt appreciation to each and every one of you for making my dream the success it is today.

— Lloyd D. Riggs, Jr.
President

FROM THE BIRDWATCHER (Continued from page 2)

fecting the course and check points. Their only goal . . . SUCCESS! Their only request from you is that you attend. If 12 of your friends can give up so much time and effort you should be able to show your appreciation by coming out October 26 to Ye Olde Happy Valley Rallye.

Birdseed to the Thunderettes for their tireless efforts in making car pennants for Club members. These are black and white sailcloth 9" pennants with stanchion for mounting on our beloved Birds. For parades and rallies. Two bucks takes pennant and stanchion, and the Club treasury takes the money. Faye Edwards handles . . . call AN 1-4037.

BIRD MIGRATIONS:

- OCT. 12** - Hound and Hare Rally, sponsored by the MG Owners Club - 10:00 a.m. Lookout Point and Skyline Drive, Oakland. Post entry \$1.00.
- OCT. 26** - Ye Olde Happy Valley Rallye, Thunderbird sponsored and supported. Open to Sports Cars and imports only. Post

entry \$2.00; Steak Dinner afterward - \$2.50. First car off at 8:31 a.m. Contact Don Brooks, KE 6-3616.

- OCT. 31** - Hallowe'en Party - Bay Area Thunderbird Owners Club members only. 9:00 p.m. at Bird Activities Haven, 2438 35th Ave., Oakland (in the penthouse). Contact Don Brooks, KE 6-3616.
- NOV. 3** - General Business Meeting, 8:00 p.m. Lake Merritt Club House.
- NOV. 8** - Pebble Beach National Races & Concourse, Monterey, Calif., 8:00 a.m., Jack London Square. Contact Dick Staples, TE 6-1688.
- NOV. 11** - Veterans Day Parade, Oakland. Contact Dail Moffett, TH 3-6396.

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Calling all Bird Watchers - Activities meeting will be held Monday night, October 27th at 7:30 p.m. at the Bird Activities Haven, 2438 - 35th Ave., Oakland. Contact Don Brooks, KE 6-3616.

NOTE TO BIRD-NESTERS

It is with great regret and only after very careful thinking that my wife and I have decided that I should not accept nomination for president for the coming year.

First, I feel very proud to have been asked to run, and have been further touched by the numerous requests to reconsider and get back in the running.

Selling automobiles is an 80-hour a week, rough job. As have all the officers, I've spent too much time on Club matters lately, resulting in a considerable reduction in sales in the last few months. I hate to admit it, but I don't have enough time to do a thorough job on both. In other words... 'Thanks, but No, thanks.' I want to continue to be a good, active member and be close to and have fun with all of you in what is now a club we can all be proud of. — Art Horsfall

"What's New in Birdland" is published monthly by the Bay Area Thunderbird Owners Club. All inquiries should be addressed to ROGER NEISS, Editor, 45 Ecker Street, San Francisco 5, Calif.

1958 OFFICERS

President	Skip Riggs
Vice-President	Art Horsfall
Treasurer	Dick Nagle
Recording Secretary	Mildred Riggs
Corresponding Secretary	Faye Edwards
Membership	Mara Lee Houston
Technical	Bob Brown
Activities	Don Brooks
Publicity	Dr. Frank Ficker
Parades	Dail Moffett
Ways & Means	Jack Taylor

Contributors to this issue: Dail Moffett, Mara Lee Houston, Don Brooks, Skip Riggs and Art Horsfall.

CLASSIFIED SECTION

AUTOMOBILE & HOUSE PAINT at dealer's cost to T-Bird Club members. MATLEY'S, 2425 Telegraph Avenue, Oakland.

WANTED — One Garwood 15" wire wheel hubcap. Call Jim or Joan Prichard — BE 4-1425.

WANTED — Waiter at mental institution — serving soup to nuts.

FOR SALE — T-Bird Fender Skirts for \$15 or trade. Call Skip Riggs at OL 4-3106.

FOR SALE — 3-Carb Offenhauser Intake Manifold 3 Stromberg 97s. Full set-up including progressive linkage. Good shape — \$60. Ray Shideler, TH 5-0841.

MAJOR TUNE-UP — \$14.95 plus parts. **BRAKE RE-LINE** — \$19.95 plus parts. Discount on all Tires and Accessories. 2¢ off per gallon on Mobilgas and Mobilgas Special. See Bob for Trac-tion Masters. 100 MacArthur Blvd., Oakland.

25% Discount on **PARTS** — **PRECISION AUTO-MOTIVE PARTS CO.**, 279 - 26th St., Oakland.

20% Discount on **TOPS, CARPETS, TONNEAU COVERS**. Actual prices are — **TOPS** \$54.50; **FRONT CARPETS** \$31.50; **TONNEAU COVERS** \$40.00. All work is Custom Work. Satisfaction guaranteed. **KWIK COVERS**, 3530 Broadway, Oak-land.

Regular \$27.50 Tune-Up for only \$19.95 (parts extra). All Club work to be done by Bert Melberg. **CIRMELE FORD SALES**, 3321 Brdy, Oakland.

ATTENTION CHARTER MEMBERS — This is the final notice to those of you who have not had your car and insurance policy inspected. Unless the matter is attended to prior to or at the next general business meeting, November 3rd, suspension from the Club by said member will be proposed before the Board of Directors at their next meeting. You can contact Brownie for said inspection at LO 2-3250.

MEMO FROM MEMBERSHIP (Continued from page 2)

all of its privileges upon his or her payment of the stated initiation fee and is entitled to continuing membership upon the payment of dues and assessments hereinafter, and, upon complying and qualifying under the requirements stated herein. This topic, if approved by the Board of Directors, will be voted upon at the November business meeting.

4. Fourth topic was "should we allow persons under the age of 21 to become members?" The subject was discussed and dismissed by the person who suggested it.
5. The fifth topic discussed was "Custom cars vs. stock". After much ventilation it was decided to let the M & T Committee determine if a car is too customized to fit into our Club. A good example brought up was for M & T to see if the silhouette has been changed to such a degree that the majority of the membership would deem it objectionable.
6. The final subject proposed was "Should we lim-

it our membership?" Motion was made that we discontinue soliciting new members and that "the monkey on the back" be dropped, with due thanks to Mrs. Volpatti for her fine drawings. This does not mean that we will not accept any more members. Those who attend of their own volition through hearing about us via radio, newspapers or member invitations should be a sufficient source for new members for the present. Motion approved and passed.

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Those of you who did not receive your copy of the Constitution and By-Laws, and your list of the membership at the October business meeting should be sure to see me at the November meeting.

ATTENTION PROSPECTIVE MEMBERS

Membership & Technical Committee will meet October 20th — 7:30 p.m. at Art Horsfall's, 1939 Oakview Drive, Oakland — for car and insurance inspection.

HARE & HOUND

Many years ago Brittain went through the Victorian era without the slightest idea of what a Rally, Gymkhana, Road Race, or Auto Cross was all about. However, many years after Vicky's valedictory, a bright young Englishman gave birth to the sports car era which managed to survive seemingly insurmountable odds, such as World Wars I & II, beaucoup years before Henry perfected the Dearborn Delight which brought this Club into being. A Limey who worked in Morgan's Garage created four wheels, cockpit, bonnet, etc. This auto infant ran on petrol and captured the hearts of 50,000 Englishmen. In giving credit where credit is due, this Morgan's Garage creation (hereinafter abbreviated to 'MG') is by all standards a true sports car. Of course we Birds consider ours as sports cars too, but a few bloody Britishers disagree. We will at this time bow our heads in prayer for the lack of English comprehension.

Many years ago America went through the Truman era without the slightest idea of what a Thunderbird was. Oh, some may have known about the phoenix ... or the wine ... or even the East Bay high school football team bearing the name, but sometime after the passing of the Missouri Waltz Henry II gave birth to the Thunderbird Era. Six long, hard years have passed since then. Through jeers and scurrility from the old sports car set, we have progressed from being known as Detroit iron to an acceptable sport car. The metamorphosis was not easily brought about.

As dawn broke on October 12th, 12 mighty Thunderbirds roared up Skyline Blvd to Lookout Point to rendezvous with the Limeys' Morgan Garage creation. As the 30 sports cars strained to be unleashed by the starter's flag, a hush could be felt despite the engines' roar. Could an American upstart compete with English royalty? The question was soon to be answered. Six years of effort could now be destroyed by one spark plug miss, a bad turn of the wheel, a faulty carburetor or transmission. The flag went down, the cars surged forward and over Skyline Blvd ... to Manzanita Drive ... to Redwood Road ... through the canyon ... into Castro Valley ... turning crazily through Lake Chabot Road ... San Leandro ... Mountain Blvd ... Golf Links Road ... Skyline Drive again ... down Redwood Road to Big Bear and finish. Exhausted drivers, we thirty, and 18 surprised ones in MGs. The Results?

First Place (in the distance run for car going the fewest miles) went to a 'friend' (MG)

Second Place - our own Bob Perry.

Third Place - another 'friend'.

In the Speed department, for those who wanted to show off their power:

First Place - Tie between that black '56 with 1½ tops and an astonished 'friend'. (Ed. - We suspect you can find the trophy repositing on the Brooks mantel.)

Second and Third Places - 'friends'.

So there you have it. We think we have arrived. - db



A new feature which we trust space allows to continue in each succeeding issue is the "Birdman of the Month", a brief panegyric to the man (or woman) who has done most in the preceding 30 days to further the Club's interests. There is no argument as to whom should be the selection this month ... Bob Perry of Walnut Creek. Bob has been a hard worker in a great many Club doings before, but this time he has even outdid himself. As you know, Bob was appointed Rallymaster of "Ye Olde Happy Valley Rallye" being staged next Sunday, October 26th, and he has left no stone unturned in order to insure a successful event.

He purchased a Halda Speedpilot computer to use in measuring the time and distance on the rally course. He also personally purchased the required clocks needed for the check points along the course (an item not in the same price class as ordinary clocks, you may be sure). He has run the 4-hour course himself at least six times that we know of, plus spending many hours instructing his committee and checkpoint people.

Bob is the proud possessor of a 1956 Thunderbird, white in color, and obviously well cared for. He works at Mare Island Naval Shipyard in Vallejo, doing some secret work on Atomic submarines, which he won't elaborate upon, but we know he applies himself as completely to it as everything else he puts his hand to.

Heartfelt thanks from all of us to Bob Perry for the wonderful job he is currently doing on "Ye Olde Happy Rallye", as well as for the 100% all-out effort he has always given other Club projects on which he has been engaged. - lr

INTRODUCING . . . IN THIS CORNER . . .

- DICK NAGLE!

(We are herewith instituting a feature which we plan to carry in succeeding issues, space permitting, viz., a sort of 'Get Acquainted' corner through which we'll try to make certain members better known. We are not necessarily selecting hard-working members for special commendation in this column, preferring instead to bring more backward people into the lime-light. - Ed.)



Our first selection for this column is "Semper Paratus" Dick Nagle, our saturnine-appearing Club Treasurer. He strikes us as one of the least known of the active members. Rarely missing a T-Bird function, he should be better known than he is.

To begin, Dick was born on May 25, 1926 in Rochester, Minn. about the time your superannuated scrivener was writing mash notes to a long-haired blonde in the 8th grade. At the age of 15 he ran away from home for divers reasons (though he didn't go to sea until much later). He ran a long way - to Edmonton, Canada, in fact - where he landed a job working on the Alcan Highway. In 1943 he volunteered for Uncle Sam's Navy - again for divers reasons, not the least of which was the army was going to get him otherwise. He became a motor machinist on the Destroyer Murray which underwent some harrowing experiences, including one known sinking, 7 planes knocked out of the sky, being under enemy fire many times, and torpedoed twice (once by their own crew, a rather complicated tale best left to him to explain, preferably over a flagon of Olympia ale).

Pat entered Dick's life in Austin, Minnesota while our hero was on leave. Neither was much

impressed, we are told, but their paths kept crossing after Pat's family moved west to Portland, Oregon. (Here we'd like to pause reverently for meditation on the city from which we came.) In 1947 Dick's hitch was up, but determined never to go back home, his footsteps (and hitch-hiking finger) took him to . . . Portland, naturally, where he hoped to find a job. But protracted unemployment rewarded his every effort and he might have starved had it not been for the beneficence of Pat's family who fed him and for a month he lived on their front room davenport. It must have been during this period that they began to be impressed with one another for in January, 1948 they eloped to Minnesota where they were married in 15 degree below zero temperature.

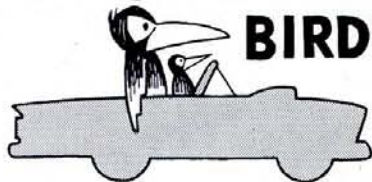
Mechanics have been Dick's second love ever since the Navy shoved him into the engine room of the Murray. Among the several mechanic's jobs he has held between service hitches was one in Minnesota where he worked on several of the better known Indianapolis racing cars. He is a real 'birdman' too, possessing a private pilot's license. For more details on these crass pursuits we suggest another tankard of ale. We're running out of space.

As many of you would have guessed, his first automobile was Buick, and we suspect the young couple owned several of the lumbering vehicles before they began to haunt the lots where sports cars were being offered for sale. At first they looked at nothing but Jags and for three months tried dozens of them. But Patty didn't like the feel of the seats around her - well, therein lies the tale, to coin a pun. Eventually they tried a Bird, and its seating arrangement suited her to a 'T' to coin another. Then it was simply a matter of waiting for a sage-green one to crop up and they were in the sports car world. (He picked green so he could hide in the grass when a Bird with a 270 engine zoomed by.)

Early this year, our benevolent Club Head, Skip Riggs, got the idea of banding T-Bird owners into a Club, and the very first man contacted was no other than Dick. Together they scoured the streets inviting T-Birders to come to that first meeting. Skip and Dick pooled their finances, rented a hall, and sent out printed invitations in batches. We all owe the pair of them a real debt of gratitude for all the work they put into organizing our Club.

Dick had joined the Coast Guard in 1949, which means that he will be eligible for retirement in 1967 while still in his early forties. So, if his prize-winning '56 Bird is clean now, wait until he has 24 hours a day to keep it really immaculate! We know at least one '57 that is going to be painted green so we can hide it in the tall grass when the Nagles go by.

IT'S FOR THE BIRDS!



By the Editor

BIRDFOOD FOR THOUGHT . . . At the last general membership meeting some rather opprobrious measures (to me, at least) were put into law. Now, I've been picking losers ever since Georges Carpentier lost to Jack Dempsey, and being in the minority has become normal for me. But how come, in emergency assembly a week later for the entire membership, every one of the measures was rescinded? And I wasn't even present! One thought that comes to mind is perhaps these issues weren't discussed sufficiently. Perhaps all voting matters in the future ought to be championed briefly by a representative for both sides, holding from-the-floor comments to a bare minimum. Then we'd like to see these matters voted upon by written ballot. It is doubtful if a show-of-hands is a fair test. Invariably the first side proposed, regardless of whether positive or negative, prevails. We feel a form of mob psychology prompts the undecided member to cast his vote with what he feels is going to be the majority, anyway. Sergeant-at-arms, remove the soapbox.

Bay Area Thunderbirders owe a large measure of encomium to Dick Cook for the sprightly feature story of our Club in his September 25th issue of "Sports Car World". Especially Skip Riggs and Dwight Johnston who got their Birds and physiognomies "in print" in a very well read publication. Written in witty style, this treatise should give the Club much favorable publicity among sports car cognoscenti. In case you didn't see the article, Skip has plenty of extra copies on hand.

NEWS ITEM . . . Naples, Italy, Sept. 23 - Former King Farouk has a new American sports car - but he isn't driving it.

The car (Ford Thunderbird) arrived here from the United States a few days ago. Ever since it has been sitting in a garage.

The possible reason? The Italian news agency Ansa reported today that portly Farouk found he didn't have enough room in its streamlined driver's seat.

On October 9th Dick Nolan included a paragraph about our Club's tricky Technical Committee in his popular column, "The City" in the San Francisco Examiner. Yea, verily, Skip, your "baby" has come a long way.

The Bay Area Thunderbird Owners Club wishes to thank the firms listed below for making our participation in the recent 'Parade of Lights' affair possible. More priceless publicity for the Thunderbird Club.

- BILLIE DOUGHERTY, 4147 Brookdale Ave., Oakland, who painted the banner which adorned our own float in the parade - sans charge.
- TRI-CITY ELECTRIC, 1252 Solano Avenue, Albany, for providing the pipe, fittings and labor necessary to set up supports used for the same banner.
- MATLEY'S, 2425 Telegraph Avenue, Oakland, for the loan of 20 seal beams illuminating our float.
- CIRIMELE FORD for the loan of 12 trouble lights and 20 light bulbs. Cirimele, it seems, is always doing something which puts us under obligation to them. It's a rare issue that comes out without some expression of thanks being extended Mr. Frank Cirimele.

A nucleus of nomadic members is mulling over the prospect of making a weekend trip to Disneyland over Thanksgiving. It would probably entail two nights in motels, and possibly three. If you think you might be interested in joining the picaresque Lewis, Edwards, Koonze, Nagle and Neiss families, give a buzz to any one of the above in the next few days, before accommodations are arranged. We'd sure like to show them Southern California fellars that it's possible to take trips in T-Birds and still keep them looking band-box new.

OWEN LEWIS (Continued from page 1)

Upon discharge, Owen returned to the West Virginia State Police, attended the FBI Academy, and later came west to California.

Since arriving here, Owen has held the position of Assistant Superintendent of Kahn's, and is currently in Sales with Keene-Reese Building Supply Company.

Whenever the Club holds an activity, you can always find Owen and his truly charming wife, Lorraine, ever ready with a helping hand.

DON BROOKS (Continued from page 1)

in an insurance agency in San Francisco.

Don and Donna find themselves with many activities aside from insurance, to wit: managing an apartment building in Oakland, plus the responsible chairmanship of our Activities Committee. Their 'Penthouse' rivals Skip's 'Birdnest' and Art Horsfall's 'Falcon's Lair' as gathering sites for Club members at any and all hours of the 24. Don's the ne plus ultra of our Club, setting standards of excellence that will provide lasting challenges to all who have to succeed him in any capacity.

CANDIDATES FOR 1959

There was no intent to slight the wonderful candidates who are running for various offices for the coming year by placing this item so far back in the paper. However, we did not have the complete listing until we were almost finished with its composition. Presidential aspirants are mentioned rather thoroughly on page one; the other candidates are as follows:

VICE-PRESIDENT

(Between the losers for the Presidency)

TREASURER

Bob Perry - Larry Fairrel

RECORDING SECRETARY

Faye Edwards - Lela Mirgon

CORRESPONDING SECRETARY

Mara Lee Houston - Sue Ranley

Remember - Candidates may also be nominated from the floor at the next meeting, October 3rd - even for the presidency, so be sure to come and vote for the people you want in office.



Rosemary Hallum - a new member with a new idea! Though Rosemary of the long hair was unable to be present at the special November 9th meeting, she did suggest that the Club adopt the Guest Card idea for prospective members. It was voted upon, accepted, and should become an edict at our November 3rd meeting. (For full details see Mara Lee's column on page 2)



Our Club is getting to be so restricted that our motors no longer purr - they sneer!



And your Editor thanks Mara Lee Houston, Skip Riggs and Don Brooks for going beyond the call of duty to make this particular issue informative.

Thanks to Donna Sell for the swell job she did mimeographing our Constitution and By-Laws as well as the address list, very much needed items.



Whatever happened to the beautiful lady cop and her handsome husband? We haven't seen their pretty green Bird at any Club event for months.



Well, how do you like your new 'Birdland'? By using photo-offset we can now print drawings, photographs, large type, and use a special typesetting machine called a 'Varityper', which has an unlimited number of type fonts. Naturally, it means quite a bit more work. In order to continue with this type of publication, we shall need some cooperation. First of all, closing date for all contributions must be the Friday following our regular monthly meeting (hear that, Prexy?). And second, we'd like each one of you to become contributing editors by keeping your eyes and ears open for items that you think should be of interest to other members. For example, quotes from papers and magazines, rumor, a wrecking yard that has a damaged T-Bird with parts available, or even suggestions as to how Bob Perry should customize his Bird. Even recipes you think might appeal to the ladies of the group. For instance, Mid (Wife) Riggs has a doozy for harrassed T-Bird gals who have little time for culinary derringdo. "Simply fold into skillet contents of one can of Legumes Suidae pour les Birds, heat and serve," she writes. This item is available at your corner grocery under the label "Pork & Beans."

But back to the bulletin. Our fondest hope is to make its pages, and as a consequence, membership in the Club, so attractive that owners of rival sports cars will junk their Mercedes', Corvettes, Porsches, et al and buy Thunderbirds so they can get into our group. Which reminds me I almost bought a Corvette myself once so I could join a sports car club and have friends like other people - until I learned they wouldn't have accepted me anyway. My parents were married.

DON'T FORGET...

ye olde Happy Valley RALLYE

OCT. 26

Sponsored by the Bay Area THUNDERBIRD Owners Club