

"What's New in BIRD-LAND?"

Volume 2, Number 3

March, 1959

ACTIVITIES CALENDAR

- MAR. 31 - Activities Meeting at the Brooks Manse, 2438 - 35th Avenue.
- APR. 7 - General Business Meeting at Beppo's, 4130 Telegraph Ave., Oakland, 7:30 p.m. Board meeting precedes at 6:30. NOTE THE CHANGE OF LOCALE. Art's Buffet was not available on this particular night, hence the substitution.
- APR. 12 - Piedmont Fashion Parade. Ten cars only. Bachelors, don't rush . . . you're first, after me. Larry Doan, Chairman, TH 3-1470.
- APR. 19 - Hound 'n Hare Rally. This type of rally is all fun, no work (it says here). Luck and good eyesight are all you need. \$1.00 per car. 10:00 a.m. at Rheem Center in Moraga.

ACTIVITIES REPORT

by ANDY LARSEN

By golly, you sure missed a great time if you passed up the Ski Tour to Squaw Valley. Plans for a follow-up snow trip were being formulated even before we had a chance to recuperate from this one.

Departing Oakland in three groups, yours truly was the first to get lost. Bob Groden, Larry and Dottie Farrell, who acted as my navigators, can be replaced. The Ground Cow in Auburn was the first checkpoint, with time out for coffee. Passing over Donner Summit at 1:00 a.m. with a full moon above was a beautiful sight to behold.

Stolen from "The President's Perch": From down here by the curb I would like to see . . . a chain lift to the cabin. Doris warned us not to take any more luggage than we could carry, but I think she could have told us the climb was second only to Mount Everest.

With three hours sleep Friday night, this happy group of pioneers set forth to brave the dangers of the slopes. Silhouetted against the mountain top was a figure - Olympic Games material to be sure. The skill of the pro was evident in his every move as he glided gracefully toward the bottom. This might have been his first run of the day, but you could tell he had it. That was our boy, Gene Andrade. What's this? He's down! WAS he down! Down with a sprained ankle. Gene wasn't seen on the slopes any more but but he was with us in everything else that we did.

A side trip to State Line Saturday night emphasized once more that there is no sure system for beating the tables.

Dottie, the master cook, was unanimously voted Pancake Queen for '59. I pass along this piece of advice. Never distract her when she's working because she wields a mean butcher knife. Man of many talents, Bob Groden displayed his nefarious technique in getting a locked car started. If you're troubled with sunburn, ask Bob what he uses.

Everyone present enjoyed the tour immensely, but we all wished more could have attended. With all the work and time the Activities Committee puts into these events we expect more members to participate.

Start saving your money for our trip to Yosemite at the end of May. Let's get 30 cars for this one. This may well be the biggest event for BATOC in 1959. Don't miss it!

SOUTHERN AND NORTHERN CLUBS MEET

Much interest is being cooked up locally in the upcoming joint rally of the Southern and Northern California Thunderbird Clubs now set for the three-day weekend beginning May 29th. We meet at Yosemite in an event which should prove to be the highlight of the entire year.

The Southern Cal bunch is dedicated to fun and frivolity much as we are, with emphasis being placed on the social aspects of automobiling, rather than competitive sports car maneuvers. They have a few more members than we do - 56 to 40 - and they do allow 4-passenger Birds to join their group. Ray Davis, their fine president, expects fifty cars to make this trip. That's 89% of the membership! We will have to show up with 36 cars to match this enthusiasm. Think we can do it?

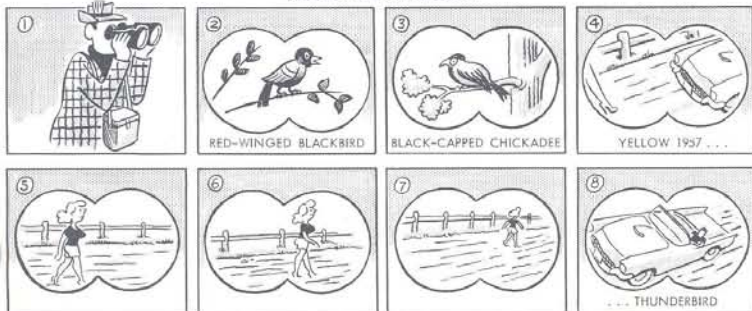
So-Cal makes one or more annual overnight economy runs, gas and oil being donated by interested Ford dealers and gasoline companies. The Yosemite Tour will be such a test for them, providing added interest in the run. Andy Larsen is looking into the feasibility of our doing likewise.

But just in case you and I end up paying all our own expenses as usual, better begin saving up those kopecks now. You will kick yourself from here to Christmas if you miss this one.

Movie stars? We dunno. But pretty girls they do have. We've seen pictures of Doris Shadwick, girl editor of our sister publication, "Tempo", and she'll be worth the trip even if you don't like Yosemite.

More about this Tour next month.

the birdwatcher



MEMO from MEMBERSHIP

by MARALEE HOUSTON

CONGRATULATIONS to our new member, Richard Milani, of 5506 Carlton Street, Oakland. Phone number is OL 5-2134. Suggest you add his name and address to your membership list - especially you single girls.

NEW ADDRESSES:
 Melvyn (Corky) Talley, 76 Morrison Canyon Road, Niles, California.
 Byron & Paula Shideler, 832 Flint Avenue, Concord, California. Phone MU 5-6649.

We suggest you scratch the following names from your membership list, members who are no longer in our Club for various reasons:

Mary Ellen Johnson Jim & Joan Prichard
 Fred Nelson Buzz Hawes
 Danny Nieto Jim Siegel
 Ron Phillips

We now have 40 cars and 60 people in our Club as of 3/3/59. We had a 3-way tie of members providing the most prospects during February. They are: Don & Donna Brooks, Faye & Lew Edwards, and Rich & Rosemarie Volpatti. Here it is the 6th of March and no one has called with a new name. Let's get on the ball. You too can have your name in our paper. Call LO 2-4447 - man answers, hang up. Eleven names were given during Feb.

IMPORTANT NOTICE PROSPECTIVE MEMBERS

In order to join our Club you must have a Guest Card signed at three Club functions (two socials and one general business meeting) within a two months period of time. If you have had a guest card signed in accordance with the above, we suggest you then come to our next Membership and Technical Committee meeting (the last Tuesday of each month) at the Brooks home, 2438 - 35th Ave., Oakland, for car and insurance policy inspection. If you haven't got a guest

WINERY TOUR



Hey, how about that Winery Tour! It was just the best attended tour we've ever had, that's what. We counted 24 cars, a remarkable showing when you consider that we have a contingent who just won't go on a tour even if we had Sophia Loren perched in the lead car in the role of Lady Godiva. Whether it was the outstanding weather, or the prospect of potables along the way that lured so many, we cannot say. We can say, however, that everybody had a real swell time and nobody got lost except Bob Groden, our hard-working tour leader, who doubled us back and forth over a five-mile stretch of Napa Valley highway until we know it as well now as we know the way to work. Nobody can get mad at Bob, though, and that Italian dinner at the Union Hotel in Occidental which concluded the day left everybody beaming. Mucho gratias to Bob and Andy for a wonderful day!

card you may obtain one at any Club affair - or there will be one attached to the third copy of the Club paper for your convenience. If we don't hear from you following the third paper we will assume you are not interested and your name will be dropped from our mailing list. (Remember - the Membership/Technical group meets the last Tuesday of each month.)

Welcome to the following prospective members: Joseph Gonzales, Paul Guaraglia, Paul Fanzello, Joseph Halbach, Jack & Tillie McNeil, Maxine Nunes, Jay Stewart and J. Trombley.

HAPPY BIRTHDAY TO THE FOLLOWING MEMBERS:

April 20 - Richard Staples
 April 22 - Ken Jacuzzi

INTRODUCING IN THIS CORNER . . .



. . . A PIANO PRODIGY

Our nutshell biography this month features Rosemary Hallum - a young lady with pronounced musical ability.

Rosemary is a native of Oakland. Obviously she is pleased with the environment offered by the Bay Area - having remained in residence here since birth.

Our Miss Hallum attended the University of California at Berkeley, majoring in English, and managing to claim a bounty of seven scholarships during her undergrad days. (The latter item causing a lump in this reporter's throat.) After graduation, Rosemary continued at Cal for another year as a graduate student in En-

glish and a Teaching Assistant.

It would seem that time hung heavy on the young miss' hands, for she participated in and won, the California State Young Artists Music Contest. One might conservatively state that Rosemary certainly got a running start at the musical profession.

This long-haired pianist (no pun intended) has performed at a number of recitals and benefits. Notable among these are the Redlands Bowl and the Long Beach Municipal Auditorium; over 500 USO, camp and hospital shows; and our own San Leandro Symphony.

By no means is piano Rosemary Hallum's only interest. She enjoys dancing, music, travel, cars, clothes, hi-fi, photography, dating, and men - not necessarily in that order. (Ed, take note! This many-faceted girl has traveled in Canada, Europe and Hawaii; received honorable mentions for her photographic work in several local camera contests . . . in fact, it would seem as though she has run the gamut of activity.

Active Miss Hallum likes automobiles too. (I should hope so!) In passing, it might be mentioned that both of her brothers are sports car enthusiasts - one placed third at the 57 Cobb Mountain Hill Climb in a (shudder) Porsche.

At present, this busy gal teaches kindergarten in Oakland. In her spare time Rosemary tutors piano students and plays on Saturdays and Sundays at a restaurant-cocktail lounge in San Leandro. As to the future, Rosemary speculates either attending San Jose State for a Masters degree, or further world travels. In any case, kindergarten teaching, piano tutoring, and dating will continue.

Rosemary states that she hopes for more leisure time so that she may participate more actively in the T-Bird Club.

All of us echo that sentiment, Rosemary. It's always a pleasure to have your charm grace our meetings and activities.

- Dail Moffett

Then there was the cow that swallowed a bottle of ink and moed indigo.

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Many a man has lost control of the car by teaching his wife to drive.

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A DECIDUOUS PALFREY

When We Were Young

You know these club members today quite well. The trick is, can you recognize them in these pictures? Clues are given in the picture captions, but if you're not feeling particularly sharp today, the answers will be found elsewhere in these pages.



NAOMI'S SHELTER

MORE ON THE FOUR-PASSENGERS

by LEW EDWARDS

Almost a year ago now we formed our Club. We are people from many walks of life with diversified interests, but we all own the same type of car. We're proud of them and we like to regard them as sports cars. And why not? They look like sports cars and they can perform as well as many of the other sports cars. Certainly, it was this common belief that brought us together.

Beginning in 1958, the Ford Motor Co. ceased manufacture of the original style Thunderbird and began to make an entirely new style of Thunderbird, which should not be belittled for it is a beautiful, high-performing automobile. But it lacks one thing — individuality, for the new Thunderbird is the same as any other Detroit model. It lacks that "sportsness" that in the beginning brought us together.

So I say, if we wish to remain a sports car club, let us stay the way we are. If not, let's join a Country Club.

— Lew Edwards

by SKIP RIGGS

I have been requested to speak on my favorite subject, Thunderbirds. By this, I refer to the REAL Thunderbird, the ROADSTER, which was an engineer's dream and an owner's delight.

Now there is another move under way by some of our members to have the by-laws amended to include owners of the Ford Galaxie. Far be it from me to condemn this automobile, for it certainly must be functional in its own right. However, I hardly feel that it is a sports type auto, such as the Roadster was intended to be and is.

My original thought when I formed the Club almost a year ago was to bring together people who like myself owned and were proud of their Thunderbirds. I feel that these people, regardless of diversified backgrounds, would have a common interest to share. Over the past year this Club has grown, much to the enjoyment of all. One of the reasons we have grown is because each of us was able to participate in various Club functions with a car we all enjoyed and held in high esteem. Were we a social Club, like a Bridge Club, etc., we would have little or no qualms about what the other fellow did, where he lived or what he drove. Inasmuch as we are not a bridge club, but a club comprised of a particular automobile, I feel that most of us would be desirous of having only owners of that particular automobile in our Club. As was previously stated, I believe the original thought of most of us who joined was that we would have a Club to sponsor and stage events for our enjoyment with our Thunderbirds. Each of us was given a set of Articles of Incorporation and By-Laws which set forth the aims and governing rules of our Club. One of these rules was that any person who sold his Thunderbird or otherwise disposed of it, had a six months period in which to obtain another Thunderbird or drop from the Club. Although this was not clearly de-

finied in the By-Laws as meaning the 2-passenger T-Bird, that was clearly defined at a subsequent date by a majority of the membership by democratic vote.

Now we are once again faced with the problem of a few members who, for one reason or another, have disposed of their Thunderbirds and consequently are creating strife in the Club to accommodate their automobile. From Galaxies, we shall go to Mercury, Lincoln, Cads, etc., leading to the ultimate destruction of the Club. If these people are so hell-bent on having a club, let them form their own Galaxie Club and leave us in peace. I am sure this would be a very easy task, for I seem to see these autos everywhere I turn.

The only thing I can add in closing is this. I feel if this proposed amendment is passed, it will result in a split in the membership. I would hate to see this because each of us has worked long and hard to make our Club the success it is today.

— Skip Riggs

by ART HORSFALL

As you know, the proposition, "Should our by-laws be amended to allow four-passenger Thunderbirds in the Club" will be voted upon at our April 7th general membership meeting. The same issue was defeated last year, but that was before any of our own members was involved.

Now three of our most cherished and valued members have had to trade their aging Birds in on newer cars, and all chose '59 Thunderbirds in the hope they might still be ruled eligible to retain their BATOC membership. Each has said that he would have purchased a non-Ford car had there been no possibility of remaining in the Club with their many friends.

One of these is Dick Nagle, charter member, and one of the two founding fathers of the Club. Another is Owen Lewis, popular member, who is always present at every activity, despite an ample social life entirely apart from this Club. His good standing is evinced by the fact that he was nominated for the 1959 presidency of BATOC. Third member is Dick Staples, whose recent blessed event demanded more space in the family automobile. All are good, active members, and Dick's pet activity, the Rummage Sale, bids fair to eliminate our financial ills once and for all.

As a Ford salesman, I see a high class of people buying '59 Thunderbirds. This is the type of new member we like to attract into our Club in order to maintain the present standard. But our present by-laws bar them from ever becoming members. I, too, am presently enroute East to pick up a '59 Thunderbird, and know of at least two other charter members who plan to order new Thunderbirds in 1959.

The tremendous success of our social functions as contrasted to the poor attendance at rallies surely has proven that we enjoy one another's company much more than we do competitive events and I say the people involved are more

important than the size of the Thunderbirds they drive.

We understand certain members may quit the Club if this election does not rule against the four-passenger Thunderbird. Isn't a member who WANTS to remain in the Club more valuable than one who threatens to quit if he doesn't get his way?

— Art Horsfall

EDITOR'S ADDENDUM

Left over still are two additional articles — by Owen Lewis and Dail Moffett (who sent in a particularly fair treatise in favor of restricting membership to the one-seaters) — but it seems we could devote the entire paper to this one subject, without uncovering much new. Every paper is entitled to its "editorial opinion", and here, for what it is worth, is ours. First off, whichever way the majority rules, it is earnestly hoped the losing side will not act rashly. Take the defeat with good grace and continue to work as hard as before to make the BATOC the best darned car club in the business.

It surely is a pretty sight to see a perky flock of one-seaters in flight along the open highway or clustered about a drive-in restaurant. The addition of even one huge (by comparison) '59 model sounds a little incongruous. On the other hand, it doesn't appear to be as important as retaining the likes of Dick Nagle, Owen Lewis and Richard Staples.

Our very name, The Bay Area Thunderbird Owners' Club, implies ALL Thunderbirds. If we vote to retain the one-seater exclusively, then the name should be changed to something like, "The Classic Thunderbird Owners Club", which would indicate at once just which cars are eligible for membership.

SO NOW YOU KNOW . . .

"Four-passenger Thunderbirds are not eligible for late-model NASCAR competition. Two-passenger T-Birds and Corvettes are considered as sports cars in NASCAR's rule book." — Motor Trend

IS THIS DETROIT IRON?

Daytona Beach, Feb. 23 (UPI) — Hard-driving Johnny Beauchamp staged a spectacular finish to nose out Lee Petty and win the 500-mi. NASCAR international sweepstakes title and more than \$12,500 in prize money yesterday.

Driving a 1959 Thunderbird, the 35-year-old Beauchamp set an all-time speed record for stock cars at the 500-mile distance of 135.75 miles per hour.

People who make fun of women drivers don't realize how hard it is to drive in the center of the road.

TRAVEL

Our faith in homo sapiens is all but shattered. Last month, under this aegis, we tried to be helpful to those well-to-do members planning the Mexico trip in late April (which is open to ALL other members, by the way). We not only offended these fine members by "damning with faint praise" the whole scheme, but we have also alienated the affections of another group of stay-at-homes who feel we have been giving too much space to the ones who are getting out and doing things. Now the former won't let us go with them and the latter won't allow us to stay at home. So, it is with a feeling that we have lost all our friends anyway, that we continue . . .

No passports are necessary to enter Mexico, but you will have to buy a tourist permit for about \$3. You'll need proof of American citizenship in order to get it. If you don't get a smallpox vaccination before you leave, you'll have to have one before you may re-enter the U.S., but the border people will gleefully give you one free.

One thing you had better understand before you cross the border. That's the facts of life with regard to the Aztec Two-Step, sometimes known as Montezuma's Revenge. Here at home the malady is more apt to be called the Trots. It is brought about by failing to boil the water as we told you last month. If you're afraid to start a fire with all those pretty senoritas around, you can treat the water with Halazone Tablets — no relation to halitosis tablets. The former retail for about 50¢ the hundred, but we don't hold much hope for the latter which, in fact, passed from the scene along with near beer. And if you'd rather read about the Aztec Two-Step than experience it, you will avoid eating any fruit except that with thick skins such as bananas and oranges.

For the real American drinking man or woman it's a mistake to use water for anything but bathing anyway. Mexican beer is purported to be the best anywhere. Tequila is distilled from dynamite and cactus and it's practically free. A dollar will buy enough to keep you stultified the entire ten days. Unless you're the hero type, stay away from mescal, which comes with a dried worm in the bottle. The worm is to give it added flavor. This concoction abrades the enamel from your teeth in passing by, as well as eliminating dandruff — along with the hair.

We would like to switch our dissertation to Mexico's famous redlight districts, but this is a family publication. Suffice to say, if you are handed a flashy business card with some innocuous message like, "Casa Des Noches — Fine Articles for Gentlemen", be assured they are not referring to haberdashery. Or art goods.

That about finishes our travelogue on Mexico. Perhaps us, too. Oh well, we went into this Club with only one friend. It sure is "Neiss" to have a wife who sticks by you!

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An English inventor took out a patent on a prefabricated birdnest. Just keeping you posted on matters ornithological.

CLASSIFIED

FOR SALE — Wheels, tires and hub-caps from a '57 T-Bird. Best offer. Call MU 5-1580 after 6 p.m.

FOR SALE — T-Bird Fender Skirts. I'll give 'em to you just to get rid of them — if you'll give me a couple of fins. Check with your witty editor at any hour of the day.

FOR SALE — Rear bumpers, brackets and tire mount for '56 T-Bird. \$50 or best offer. Fred Fox, 714 Barbara Street, New Cumberland, Penna.

TRADE — Convertible top, virtually brand new. New fittings. Want hardtop with portholes. Phone MU 5-1580 after 6 p.m.

A deciduous palfrey would be a Horstfall. Naomi's shelter is synonymous for Mara-Lee.

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A TAYLOR ON THE MOVE

When someone comes along who gets around more than Jack Taylor, let us know. Until then, he gets our nod as Mr. Marco Polo of '59. In less than a year, he has had some half dozen jobs we know of. But it isn't creditors who keep him on the move . . . it's part and parcel of this business of being a musician. Currently, he's at the Backstage with his quartet, just two blocks from Fisherman's Wharf. If you like modern jazz with your highball, give the lad a tumble. In fact, even if you don't, come anyway and give yourself a chance to learn to like it. Jack says his jazz is the expression of the rebellious young of boundless energy. Which rules out your editor. I just don't like highballs.

FROM THE SO-CAL T-BIRD CLUB BULLETIN . . .

Are you an active member,
The kind who would be missed,
Or are you just contented
That your name is on the list?

Do you attend the meetings,
And mingle with the crowd?
Or do you keep your Bird at home,
And crab both long and loud?

Do you ever go to visit
A member who is sick —
Or leave the work for just a few
And talk about "the Clique"?

So come to ALL the Club affairs
Pitch in with hand and heart,
Don't be just a crabbing member,
But take an active part.

Think this over, member,
Are we right or are we wrong?
Are you an Active Member,
Or do you just belong?

REMOVABLE FIBRE-GLAS TOPS

FOR
'55-'57



Plasticon Inc. of El Monte now manufactures brand new hardtops for Thunderbirds. They come without portholes but have large plexiglass wrap-around rear windows that are quite distinctive in appearance. The tops are made of strong fibre-glass reinforced plastic and weigh around 25 lbs. A special feature is the plastic foam headliner in white, gray or blue which deadens outside noises. The tops are shipped in black prime coat with chrome plated fittings installed and are said to meet all qualifications — appearance, fit, weather-proofing and ease of installation. At this writing, tops for the two-seated T-Birds are not available.

The price for the Plasticon Hardtop is \$225.00 plus \$7.00 for crating. If you wish to have the top painted, it will cost you \$10 more — \$15.00 for an exact color match. Paint used is lacquer.

Address queries or orders to Plasticon, 9721 Klingerman Street, El Monte, Calif.

VALETUDINARY MARYLOU

Pitty pretty Marylou Pratt. She is still having a terrible time with the after-effects of peritonitis, which felled her before Christmas. She has been in the hospital so many times since that she knows the trustees of Merrick Hospital by their first names. At latest report, she must spend two weeks out of every month back in the hosp. for observation. How about lots of cards and letters to show Marylou how much she is missed!

A pessimist is a woman who's afraid she won't be able to squeeze her car into a very small parking space. An optimist is a man who believes she won't try.

IMPORTANT NOTICE

If you won't be able to attend the April general membership meeting, you can still vote on the Four-Passenger Thunderbird issue by calling MaraLee at LO 2-4447 and she will send you a Proxy Vote form. Sign same and return it to 2423 - 76th Avenue, Oakland. Your vote may decide whether the Big Birds are out or in.

And, don't forget — the April meeting will not be held at Art's Buffet. For this time only, we are gathering at Beppo's, 4130 Telegraph Avenue in Oakland.