

What's New in Birdland

Volume 3, Number 2

FEBRUARY 1960



At the General Business Meeting, February 9th, MaraLee informed us that we are still almost \$14.00 short in the fund to reimburse Don Brooks for covering the deficit at the Installation Dinner. It would be appreciated if those of you who have not sent in your money would do so as soon as possible.

In raffling off the three bottles of excess liquor from the New Year's Eve Party, the Treasurer reports that we took in \$39.50 at the January meeting. Again, three bottles were disposed of in like manner at the February meeting, the winners being Bill Houston, Bob Growden and Andy Larsen. The last two having both won at the January meeting as well. How lucky can you get?

There was no Membership Committee meeting last month due to some confusion as to time. The next one will be at Joe White's home on March 16th at 8:00 pm. From that point on they will be held the third Wednesday of each month at Lew and Faye Edwards'.

Don gave us a few of the details on the 2nd Happy Valley Rallye coming up on Sunday, March 13th. This is to be an open event, so pass the word around to all your friends who own sports cars and imports, no matter what make. Entries will be divided into two classifications, *Experienced* and *Beginners*, and there will be three awards for each classification. Entry fee will be \$2.00 per car if mailed in and \$2.50 if post entry. The Rallye will be judged on a time and distance basis with destination unknown to us. Don assured us that the instruction sheet will be elemental and in no way elaborate. There is to be a social afterward, the details of which have not been worked out as of this writing. Dash plaques for all entries. If this open event proves successful, there will be more to follow. Considering the wonderful job done by Don and Dick on the last rally this is a foregone conclusion. It is to be well publicized, so for cryin' out loud, let's have a good showing of Birds.

Art managed, after many trials and tribulations, to obtain movies of the '58 and '59 Parade of Lights from the Berkeley Junior Chamber of Commerce. Each began with the Campus Queens' arrival in Los Angeles from their respective universities throughout the United States, and included most of their activities in movieland and the Bay Area in addition to the actual parade in which our Club annually participates. The beautiful array of Birds and luscious dolls was impressive on both occasions. Judging by the various male

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What is a RALLY?

With our 2nd Annual Happy Valley Rallye as the only scheduled event for March, it is hoped that even you die-hard, picnic-minded T-Birders will be lured out for a Sunday of fun with the bunch. We've heard all the objections to rallyes before . . . "I don't like to match wits with other drivers on my day of rest" . . . "My wife's too stupid to see any sign that doesn't have 'Eat' on it" . . . or "That's my weekend to read about the pagan babies of Outer Mongolia". Etc., etc.

To heck with all the "butts" I say. Give yourself a chance to *like* rallyes by coming to one. They're fun. Even your night-blooming Editor (most folks shorten it to *that blooming editor*) plans to go the Happy Valley route himself - if you'll all promise to schedule and attend his favorite Club event, an over-nighter someplace before the year is out.

To help make this Happy Valley Rallye a "picnic" for you, Don and Donna Brooks have submitted the following excellent article on rallying per se. Read it over and see how uncomplicated rallyes usually are. I found it so compelling I just hope I can resist the temptation of those fascinating little pagan babies when March 13th comes around.

Coming Events

- 3/3 (Thurs.) ACTIVITIES Meeting, Volpatti residence, 7857 MacArthur, Oakland, 7:30 pm.
- 3/9 (Wednesday) GENERAL BUSINESS MEETING, The Driftwood, 1313 Park St., Alameda, 8 pm. Dinner 7 pm.
- 3/13 HAPPY VALLEY RALLYE, Jack London Square, first car out at 10:00 am. Be sure to come out assure the financial success of 1960's first BIG car event.
- 3/16 MEMBERSHIP Meeting, Joe White's residence, 1050 El Centro, Oakland, 7:30 pm.
- 4/7 (Thurs.) ACTIVITIES Meeting, Volpatti residence, 7:30 pm.
- 4/12 (Tuesday) GENERAL BUSINESS MEETING, The Driftwood, 1313 Park Street, Alameda.

Although many people are discovering the fun of running an automotive rally, we find a number of questions coming up again and again. Rather than try to answer these people individually, we are trying to set them down here, along with the best general answers we can give.

WHAT DO I NEED?

1. A car in good shape and ready to go anywhere within reason. That means a tank full of gas, the oil topped up, the radiator full, the tires (including spare) correctly inflated, and all safety equipment such as lights, horn, brakes, turn indicator, windshield wipers in good working condition. If it's a night rally, you will need a flashlight, or a sportlite, or both.

2. Paper and pencils . . . lots of both . . . and a clipboard is handy.

3. At least one watch or clock with a second hand.

4. Maps of the area are handy - but not necessary.

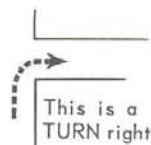
THE START

At the Happy Valley Rallye cars will be sent out at one minute intervals. Your car number will correspond to your starting time. So, if the rally starts at 10:01 and you're the fifth car out, your car number will be 5 and your starting time 10:05. You will be handed your route instructions one minute before you start, which allows you 60 seconds to establish your route. This is the time to make certain you know which way to go and it is wise to read through your first two or three instructions.

HOW DO I KNOW WHERE TO GO?

Route instructions for rallyes are generally made as simple and easy to understand as possible. However, there are some terms used in rally parlance with which you may not be familiar.

1. "TURN" (right or left) - Change direction approximately 90 degrees. That is, a "square" or almost square corner.



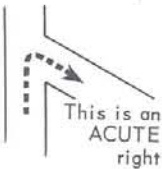
2. "BEAR" (right or left) - Change direction appreciably less than 90 degrees.



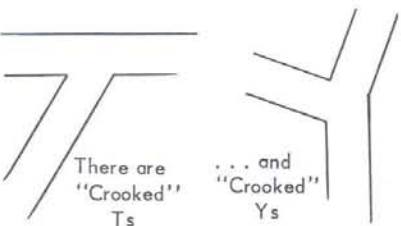
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RALLYING (Cont.)

3. "ACUTE" (sometimes called "HARD") (right or left) - Change direction appreciably more than 90 degrees.



4. Then there's the "Y" and the "T". These refer to road configurations which resemble those letters. In considering these instructions you will always be traveling up the stem of the "letter".



There is sometimes the question, "When does a 'T' become a 'Y'?" We can't give you a specific answer, but if there is doubt, the instructions should offer a clue. If not, good luck!

5. Sometimes you will find an instruction: "Turn left at 5-12-34-19". These figures refer to mileages on a highway direction sign which is your landmark for this instruction. They will appear in the same order, top to bottom, on the sign, as in your instructions.

Occasionally you will find an intersection or other choice which doesn't seem to be covered in your instructions. In that case, remain on the street on which you have been traveling, following the main line of travel.

WHAT IS AN ODOMETER CHECK?

Because car odometers do not agree, there must be a standard distance measurement established. You will have to correct your odometer reading to agree with this standard. Therefore an odometer check is provided to show you exactly what your odometer should read at a specific point. Suppose your odometer reads 11.2 miles. You know that your odometer picks up .2 miles every eleven miles (if the odometer check is 11 miles).

WHAT DO I DO AT A CHECKPOINT?

At several points in the rally checkpoints will be established. These will determine your accuracy over the preceding leg. Your arrival will be timed as you pass a certain indicated point (usually marked by a sign on the righthand side of the road). If you find

you are coming in early . . . slow down . . . BUT DO NOT STOP! If you do, you can lose points! After passing the line, you pull off the road past the checkpoint stand and either you get out of the car and present your scoring card or a representative of the checkpoint will come over and hand you a slip of paper with your time on it (usually the latter procedure is followed). Unless it is so specified in your instructions, the error which you have at one checkpoint cannot be made up on following legs. Just start fresh and try to do better on the next leg. The finish line is treated like any other checkpoint.

ANSWERS TO SOME QUESTIONS YOU MIGHT ASK!

STAY ON COURSE!!! Even if it means falling behind a little, you will be able to make up the time lost, whereas if you get lost, there is no telling how much time you may lose. Who knows, we may never hear from you again. Remember - it is better to be behind time and on course, than to be on time and hopelessly lost!

Don't bird dog. That means follow another car in the supposition that the driver knows where he is going. He may be just as lost as you are . . . or may not even be running the rally. **RUN YOUR OWN RALLY. IF YOU'RE GOING TO MAKE A MISTAKE, MAKE IT YOURSELF!!!!**

Give the other guy a break. Let him pass if he wants to. Don't force him to take a chance that may endanger both of you. If it is a night rally, don't frighten the Detroit iron you meet (T-Birds excepted). Remember too, our public relations problem as sports car owners. One poor sport in a sports car reflects badly on all of us.

Drive courteously.
Obey the laws. The rally will not require you to break any highway regulations. If it does you have a legitimate protest. A moving violation is grounds for disqualification. The long arm of the law can make our pastime pretty miserable if we indulge in loud mufflers and cowboy driving tactics. **DRIVE LEGALLY!**

ABOVE ALL, DRIVE CAREFULLY. BE A GOOD SPORT. HAVE A GOOD TIME!

(For those husband and wife teams there will be a marriage council class immediately following . . . and for absolutely no extra charge.)

He: "Will you object if I park the Bird for a little petting?"
She: "That's something I've never done."
He: "Never petted?"
She: "No, never objected."



Auto races were held in Prague with only two cars entered - an American Ford and a Russian Moskvich. The Ford won - 'way ahead of the other. Prague newspapers reported: "The Soviet Moskvich placed second, while the American Ford was next to last."

XXXXX

If you're careless enough, your Bird will last you a lifetime.

FRAN LARSEN (Cont.)

trumpetings from BATOC's bachelor element throughout the showing, they seemed to agree, or were you merely voicing your approval of the cars, fellas? We did enjoy it, Art.

Our President informed us that three cars were no longer in the Club. Farrells purchased a Corvette (ugh), Ken Keyser is returning to school, and Andy Larsen acquired a half interest in another red Bird. Bill Bosak will take over Ken's duties on the social end of the Activities Committee. *(Hope we aren't working poor Bill to death. He is also Parade Chairman and is our Chief Spaghetti Procurer.)*

Prior to the Spaghetti Dinner at Temescal Doctor Ficker and his assistants put the Birds through their paces for a safety check. Hope you all passed with flying colors.

Donna Sell and her company of Culinary Artists are to be highly commended for all the effort expended in making the evening so enjoyable. The food was delectable and in such abundance that most of us left the table in a state of agony due to over-indulgence.

Bob Growden volunteered his services as jovial bartender, devoting practically the entire evening to selling tickets and dispensing beer. Music was supplied through the courtesy of Bob White and Art Horsfall via their record players. In addition, we had live ukelele and piano music from talented Don Highley, friend of the Lewises, and our own Lew Edwards. (Incidentally, Lew won third place in the Hare and Hound Rally and should have been given due credit in our last issue. Our most humble apologies.) Practically everyone pitched in to make the evening memorable. Besides our two bachelorettes, Donna Sell and Maxine Nunes, others who performed valiantly were Bob Growden, Bill Bosak, the Volpattis, Paul Tanzillo, Andy, Ruth Duncan (who she?), the two Whites, Joe and Bob, and the indefatigable Houstons, Bill and Maralee. Hope we're not forgetting anybody.

Ray and Rose DeCosta of the MG Club joined us and said how much they enjoyed participating in BATOC activities. We would like to say in turn that we always enjoy having them. If any of you are interested in being in some MG activity, your Editor is informed through the medium of their club paper. Sounds like fun.



PRESIDENT'S PERCH



I'd like to call attention to the work of Donna Sell in connection with the Spaghetti Dinner. I am very proud of this young lady who, though a charter member, has remained in the background until we called on her for this assignment, further proof to all that we have latent talent in our Club which would never be discovered if the person were not called upon. Donna, your interest and attendance were spasmodic until we "put you to work". Nobody has accomplished more on one project than you did with the spaghetti feed. Our hearty thanks for a job well done!

Hope you noticed the date of our March meeting on the first page. Because the Surf Room had been previously committed, we had to reschedule our meeting for the following evening. So, for this one month only, we are meeting on a *Wednesday* instead of *Tuesday*. Thereafter, for the remainder of the year, we will be meeting on the second Tuesday of every month at the Surf Room as planned. Your Board has voted to consider no further alterations so that you will automatically remember that the second Tuesday belongs to the Club. The Surf Room setting was made definite, too, subject to the approval of The Driftwood, of course.

All this should meet with the approval of our single members, as they were the ones chiefly responsible for the change from Saturday to a midweek meeting night so as not to conflict with their weekend dates. The "Saturday Night" bunch who liked to make a night of it have accepted a weekday in order to encourage our single members to attend. So there!

A letter has been dispatched to the T-Bird Club of Southern California to try to work out another get-together this summer. We have high hopes they will agree to Yosemite, but alternate sites have been suggested also. We have offered to host this outing.

With the loss of several substantial members lately we have decided to inaugurate another membership drive to recruit at least ten good, solid prospects. Rosemarie Volpatti mentions this in her column this month, with further details to be divulged at the March meeting.

I urge the Activities and Membership committees (and my Board) to work ceaselessly toward the advancement of the Club. Avoid repetitious events as much as possible. Fresh ideas are much more interesting and exciting. If you have any good ideas, won't you please suggest them to a member of the appropriate committee? No Board or Committee is so perfect that it cannot be improved. We all need and welcome your suggestions, so out with them. Let's hear from you!

Belief in your Club and in your Cars promotes the interest of new and old members alike. Encourage some other member to be as faithful as you are when an event comes up. Give him (or her) a call and come together.

MEMO from MEMBERSHIP

by ROSEMARIE VOLPATTI

Happy birthday to the following members:

3-3 Dorothy Woodyard
3-6 Clara Johnston

We now have 43 cars (63 members) in our Club. Since the last month we have lost four members.

Many feel that we should keep the Club roster at a certain figure and only bring in new people who come to us. At the moment we only have two prospects, so you can see we are not keeping the membership at a given figure. We are losing more members than we are gaining.

The Membership Committee has decided to conduct a membership drive to counteract this trend. We have decided to hand out invitation cards again, but only on a person-to-person basis, rather than leaving them on parked Birds. To make this drive interesting and profitable, we are going to award three prizes to the members who bring in the most new members. The first place winner will have a choice between a beautiful trophy or a year's free dues. Second and third place prizes will be six months free dues.

Some people protest that a membership drive only brings in members who are not assets to the Club. Perhaps many of these new people will fit into that category. But there will be a few exceptions and one of them may put forth an idea so stimulating that it may prevent others from leaving us. Should we let such a prospect slip through our fingers?

Membership Committee votes every other month. This is being done so that the prospect may be interviewed during the intervening month. The Club is discussed with them and questions answered. In the time it takes for them to attend the required events, plus the interview, it is hardly likely that a prospect who would not be an asset will go undetected.

The membership drive will profit each and every one of us and is very necessary. So let's all get out and bring in as many new members as we can.

TECH TIPS



by FRANK FICKER

IN TROUBLE? Before you push the panic buttons, learn how slight adjustments can get you rolling again.

- **DRAGGING BRAKES** may be freed by opening clogged vent of brake master cylinder.
- **UNSEATED RADIATOR CAP** can cause over-heating; clean filler pipe neck regularly.
- **CHECK TIRES** weekly. One low front tire can cause a shimmy at speeds over 35 mph.
- **IF** unseated needle valve causes a stall, try tapping carburetor's fuel intake area with handle of screwdriver.
- **STUCK HORN?** Try silencing it by giving a sharp rap to the horn relay unit.
- **CLEAN CRANKCASE VENTS** and oil filler pipe to prevent oil fouling the pistons and plugs.
- **ADJUSTING** throttle linkage of automatic transmission may correct wrong shift points.

The following will save you money:

A pad of sponge rubber 1/4" thick will pay dividends if placed in the tray of the battery holder. It will lengthen the life of the battery by cushioning its ride, and will protect the tray from acid spills.

A *balanced wheel* should have its tire replaced in the same position - relative to the rim - as at the time of balancing. To assure this alignment, file a notch on the weighted rim and paint a corresponding spot or line on the inner sidewall.

Heater hose deteriorates twice as fast at the ends attached to the engine because of the extreme heat and oil vapor. You can double their useful life by removing them and turning them end for end when they become slightly spongy.

HEARTS and FLOWERS



On February 19th the Club achieved a distinction which has been *our* secret wish from the outset. Incurably romantic, we wanted to witness a wedding between two people who met only as a result of joining the Bay Area Thunderbird Club. We've had weddings in our midst before, but in every case the parties had been dating before one of them joined us.

Not to keep you in suspense indefinitely, the pair who said their "I dos" in February were Frances Giffin, our wonderful Associate Editor, and Andy Larsen, everybody's friend.

Fran and Andy were married in a quiet ceremony in San Rafael, where they will live. We know we are speaking for all of you in wishing them a long and happy wedded life.

Messrs. Riggs, Nagle et al can well take a bow for their part in all this. Without the BATOC, it is inconceivable that Fran, who lives in San Rafael and only learned about the Thunderbird Club through reading Josh Hogue's sports car column, would have ever met Andy, an Oakland resident.

By the time you read this, the new couple should have established residence at 417 Hickory Lane, Terra Linda, San Rafael, California. May we suggest that you correct your membership list before you forget.

Little boy: "Gee, Dad, I wish you would let Mom drive. It's more exciting."

**You folks who think our jokes are rough
Would quickly change your views;
If you'd compare the ones we print
With those we're scared to use.**



Bovette, the Staples' French Poodle, finally had a blessed event in January - five times, to be exact . . . Clo Bueno and Lorraine Lewis have each had hospital stays since the First of the year. Both are doing much better now, thank you . . . Maxine N and Jack T are purported to be our 1960 publicity team. With two people on the job will we get twice the coverage we had last year? . . . Natural Curly Neiss has offered to mail out "Birdland" each month, the advantage being you will receive it at least one full day earlier than you would were they to be picked up in S. F. and mailed the following day from Oakland . . . Quite inconspicuously - to this unobservant reporter at least - Danny Diaz joined BATOC's ranks a month or so ago. Danny's address is 1850 - 66th Avenue, Oakland, and the phone LO 9-5161. This data should be added to your membership list. Glad you're with us, boy . . . The "What's Wrong With BATOC If Anything" questionnaires which you sent in last fall are still being tabulated. There was understandable delay because the regime changed meanwhile, but you'll be getting a report in a month or two. Your officers have acted upon some of the suggestions in the meantime (change of meeting place and date, for example) . . . You should drop around to one of our so-called "minor meetings" once in awhile. You'll find your Club interests miraculously regenerated, we believe. Suggestions may be brought up for the consideration of those present (sometimes 20 or more people). You need not be on committee in order to be heard. Some of the topics discussed have certainly titillated this sometimes jaundiced outlook. Besides the camaraderie of just being with friendly Club folk betimes, gracious hostesses always provide coffee and pastry. At one such meeting recently Frank Ficker offered to set aside some Sunday afternoon so members could avail themselves of his motor analyzing machine. Those who enjoy puttering with their Birds should get a lot of fun out of this type of clinic . . . Did your car pass the inspection prior to the Spaghetti Bust? If not, better get with it and fix things up. Or you may find your name "posted in ignominy" on one of Birdland's pages. Those who weren't at Temescal are subject to a surprise check at any time, so a word to the wise . . . Skip and Mid Riggs won the Valentine's Day Highwaymen's Poker Rally at Santa Rosa. At long last they have a "motion" trophy to add to that impressive collection of concours hardware . . . Because we had so many contributors to this issue, you are being spared the agony of having to read the usual article by the Editor. These articles, written in a style which has often been compared with that of Robert Benchley (unfavorably), are doubtless written for his own amusement anyway. So, if you'd like to see the trend continued, send in lots and lots of articles, remembering that our deadline is ten days after the General Business Meeting.

They say alcohol and gasoline don't mix, but actually they do mix, only they don't taste very good.

SPEED DEMON



Bob White, dashing member with the "L'il Red Wagon", has won a beautiful trophy by racing said Bird at the Fremont Drags. He got his altered '57 up to 92 mph in a quarter mile. Alterations included a rear end gear ratio of 3.56 (from 3.10) and the installation of 8:00 x 14 tires on the rear wheels. Additionally, he clipped .100 from the heads, ported and polished the intakes, and changed the main jets in his single 4-throat carburetor to larger late model jets. Mixed juice of 140 octane and cutting loose the power steering and fan completed his racing preparations, except, of course, for the inevitable last-minute engine tune-up.

There's a forward-looking driving school in town that teaches you how to park, in case you ever find a space.

A FEW WORDS FROM THE LATE PAUL TANZILLO

(Darn late! Had he been one day later, this wouldn't have made print at all!)

On behalf of the Activities Committee as well as myself, I want to thank the following persons for the wonderful job they did to insure the success of the Spaghetti Social:

DONNA SELL, who headed the food committee. Donna's girl-friend, RUTH DUNCAN, who prepared and served the food. (Ruth is an M-G owner . . . cute, too - not the M-G. She took it upon herself to go all the way to her East Oakland home to pick up needed bowls and utensils. To her we say, "Thanks most sincerely!" Only wish we had her in the Club.) MARALEE HOUSTON, who just pitched in and helped. JOE WHITE for setting up the tables and chairs with the aid of BOB WHITE and BOB GROWDEN. BILL HOUSTON for picking up the beer and delivering it to its destination and ultimate destruction. RICH VOLPATTI, who picked up the sauce and mixed it in with the spaghetti. ART HORSFALL, who lent us his Hi-Fi set. OWEN and LORRAINE LEWIS for picking up the cups and plates and donating prepared food. GRACE FICKER for setting the tables. MAXINE NUNES for handling the dinner tickets. BOB WHITE for lending his records and player. MARG NEISS for helping BOB GROWDEN tend bar. And last, but not least, DR. FRANK FICKER and DICK NAGLE for a fine job in checking out the Birds.

WE HAVE A LAWYER

Betcha you've forgotten that we had the services of a capable lawyer when we drew up our charter 'way back in '58. Can't say we blame you. Little enough publicity has been accorded Mr. Jim Dunlavy, attorney-at-law, the man who helped the Bay Area Thunderbird Owners steer a safe course through the troubled waters besetting a foundling car club.

During our early months, Mr. Dunlavy came to our meetings and spent a great deal of time helping establish our Articles of Incorporation and By-Laws. From a very rough draft he came up with the final product which we have used without change to this day. In addition, he has always been available for free advice whenever the Club called on him.

"At present I have three court cases pending," writes Art Horsfall. "All are of considerable import to me personally, and so I have retained Jim to represent me. I just want to impress on you how deeply he goes into the problems of his clients. His integrity, sincerity and expert qualifications are such that I do not hesitate to recommend him to any member in need of legal services. He is very reasonable in price and an extremely fine gentleman."

Mr. Dunlavy may be reached c/o Clark & Anderson, American Trust Co. Bldg., Berkeley - telephone TH 3-2235.

A man, seeing another swimming off the coast of Monterey, said, "Hey, aren't you afraid of sharks?"

Swimmer: "No, I'm tattooed."

Observer: "What good will that do against sharks?"

Swimmer: "I've got 'Corvette is the best car in the world' written on my chest, and even a shark won't swallow that."

Joe White says he likes the flavor of cherry red lips.



"LAND'S SAKE, MARGIE, LOOK AT THIS GIRL! SHE'S GOT THE LARGEST PAIR OF . . ."



TRAINED BIRDS I'VE EVER SEEN!"