

What's New in Birdland

Volume 3, Number 3

MARCH 1960

Coming Events

- 4/3 M-G Hare & Hound Rally. Meet at Hy's Drive-In, 9:00 a.m. \$1 entry fee plus bridge tolls. Four to five hours. Bring lunch.
- 4/6 Activities Committee meets at 7857 MacArthur, Oak., 7:30 p.m.
- 4/12 General Business Meeting at The Driftwood, 1313 Park St., Alameda, 8 p.m. Dinner 7 p.m.
- 4/20 Membership Meeting, 3451 - 35th Ave., Apt. 10, Oakland, 7:30 p.m. (All new members and old are welcome to join us.)
- 4/24 Poker Rally - Leave Jack London Square at 9:30 a.m. (See article in far column.)
- 5/4 Activities Committee meets at 7857 MacArthur, Oak., 7:30 p.m.
- 5/10 General Business Meeting at The Driftwood in Alameda, 8 p.m.

LORIE GAIL EDWARDS

On March 22nd, indomitable Faye Edwards, sensing a critical need no doubt, wrote a fine sales pitch for our paper extolling the virtues of an April "Caveman Tour". She wrote it practically enroute to the hospital, as little seven-pound Lorie Gail came visiting only a few hours later.

- Continued on next page

One day several weeks ago as a prominent BATOC member was parking his '56 Bird he was approached by a man who said: "You look like the rugged, outdoor type. How would you like to be a model?" To which our hero replied, "You mean without clothes or nothin' like Marilyn Monroe and June Wilkinson?"

"Oh no," was the hasty rejoinder. "I mean for an advertising agency. We need virile males to pose in appropriate outdoor costume for a beer client. The work is fun, it's easy, and the money is good. How about it?"

Well, to make a long story succinct, our hero said "Yup" and the picture on the right is the result. Can you identify the member?



We have had some confusion over our Activities meetings of late. From here on they will occur on the first Wednesday of every month at 7:30, 7857-F MacArthur Blvd. We like to have interested members attend, but please, everybody, come on time. Fresh blood means new and stimulating ideas. We have some goodies in mind, but can always use suggestions. If you're unable to drop around in person and do have an idea or two, please contact me. Our new phone number is LO 2-6497.

Sometimes people join our Club just so they can boast of membership and display our beautiful emblem on their cars. Such people don't really contribute much to the group, never join in any events, never get to know the other members, and generally mess up the fun of others. If you're one of these, don't be. Come out and join the fun. Back the Club all the way and you'll be glad you did.

COMING EVENT . . . Over the Memorial Day Weekend we are having our first overnight trip of the new year - to Lake Tahoe. Reservations at the South Shore Motel (\$8 per couple per night) must be made in advance - to me. The more who go the better,

so invite your pals, even those who don't drive Thunderbird automobiles.

Editor's Note: Skip Riggs was appointed to replace Dick Staples who resigned from the Activities Committee. Skip immediately came up with a "Poker Rally" for April, replacing the Mystery Tour previously scheduled. Now read on.

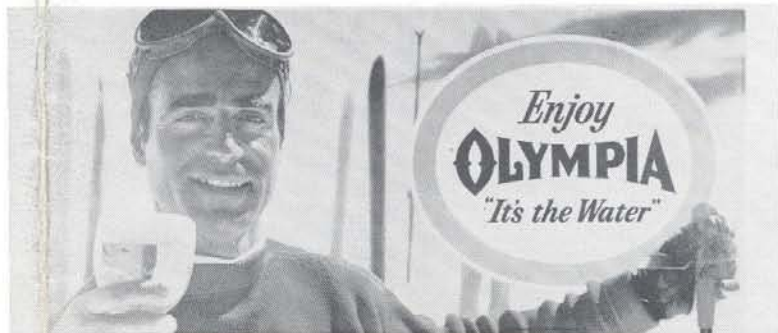
POKER RALLY - APRIL 24th

At 9:30 a.m. on April 24th the Club will leave Jack London Square (foot of Broadway in Oakland) on a two-hour Poker Rally. Cars may proceed in groups or individually and each driver will receive printed instructions on departing. Our destination is the Petrified Forest between Santa Rosa and Calistoga. Bring picnic-type lunch.

Trophies will be awarded for first three places. Post entry fee of \$1.50 per car will help defray costs as well as entitle your car and passengers to admission into the Petrified Forest. This is not a time and distance affair, so anyone who can drive a car can win. All it takes is a little luck. Best "poker hand" wins. - Skip Riggs

WHO DAT???

(Answer on last line of Page 4)



TECH TIPS



by FRANK FICKER

The radiant band along the top of T-Bird windshields fades slightly under sunlight. Keep this area free of stickers or labels so that the tinted glass will maintain a uniform hue.

If you cannot get the jack under the bumper to change a flat tire, put the spare in front or back of the flat one and drive on top of the spare. This will give you six inches more height from ground to bumper.

An overlooked cause of fan belt noise is misalignment of pulleys. Now that we have belts to drive the water pump, the power steering system, the generator and the fan, pulley alignment is most important.

Engine vibration can be diagnosed by taking a compression test. If cylinders have excessive uneven compression the engine will vibrate as badly as though it had a sprung crankshaft, loose fan blades, or missing spark plugs.

Don't wait too long between brake adjustments. If you do, it will cost you extra money. Will explain why next month.

PASSING ON HILLS. Among changes you may see on the highway are longer no passing zones on hills. Reason: The lower lines of newer automobiles cause the driver to sit closer to the highway, cutting down on the distance at which he can spot a car approaching from the other side of the hill. Highway officials also are studying the need to lower height of guardrails and other roadside structures to compensate for lowering of the driver's seat in the newer cars.

LORIE GAIL EDWARDS

— Continued from first page

Unfortunately for Faye, it was effort wasted. Shortly afterward all plans were altered and a "Poker Rally" substituted. But thanks for your contribution, Faye. You made the Caveman thing sound real good. Let's hear from you again. Congratulations on the addition, too. Hope that schmo Brooks, your landlord, doesn't make you move.

Tsk, tsk. A marriage one month and a baby the next. A good thing two different couples were involved — or what would people think?

CLASSIFIED ADS

FOR SALE — The first Thunderbird sold in the Bay Area and maintained in Concours condition since. 49,000 actual miles. Two tops, new Hi-Speed Dunlop Whitewall tires. New \$185 metallic green lacquer paint job. Stick shift with overdrive. Tonneau cover and custom-made nylon rug. Still uses 20 weight oil. If interested, call Dr. Carter at KELLOR 6-0111.

FOR SALE — A "Jewel" of a '57 Thunderbird. Must see to appreciate. New Dana's Auto Center, 2546 Telegraph Avenue, Berkeley. Telephone TH 5-5311.

HATS OFF TO MR. RIGGS

While we have been dropping charter members like fleas of late, it is reassuring to have Skip Riggs back in the spirit of things again. Skip has the faculty of imbuing enthusiasm in people. He can engender more interest in the Bay Area Thunderbird Club than anybody else, and we look for an influx of new blood such as we haven't seen since our earliest days. His latest coup was to enter his recently reworked '57 in the San Francisco Custom, Rod and Antique Auto Show. Perched all about were BATOC invitation cards and Club signs. We understand many Thunderbird owners have approached Skip with remarks like, "I didn't know there was a club for Thunderbird owners. How can I join?" Skip does a fine promotion job.

More loving care is bestowed on the Riggian Bird than almost any other Thunderbird in the country. If you haven't seen it since Jack Andrade (father to pretty Jackie Clarke) painted it, you are in for an exciting surprise, and perhaps a bit of envy. In addition to an improved version of Ford's Thunderbird Bronze, the car has been re-carpeted in pure white and the perfectly good original upholstery supplanted by genuine white leather! It surely stinks good. Woe to him who does not doff shoes and wash his feet before daring to climb in. A pox take the unwary fly to lay a speck on it.

SLAPSTICK MAXIE

How come we never mention Art's witty wife in these pages? Purely an oversight, we suppose. Sitting near this feminine bundle of energy at a meeting can be very enlightening. Suffering from a bad back, nevertheless she came to the last meeting fully prepared to conduct things when Art got tied up in a business deal. (With a blonde, according to Maxine.) During a discussion on the popular small cars, Maxine opined that she still preferred cars like her husband, i.e., shiftless. I laughed so hard I shed tears — real salt water tears. A pesty fly on my cheek got so thirsty from the tears that it flew into the cocktail lounge for a drink and became a regular barfly.

In a more serious vein, Maxine's niece, Lynn Perrin, will be undergoing heart surgery during April and will need 15 pints of blood. All members who would like to help the Horsfalls in this crisis are asked to donate a pint to their nearest bank in the name of Miss Perrin. Bob Growden and Joe White are among those who have already contributed. Thanks, you nice guys.

CLUB HOUSE PLANS

Indefatigable Skip Riggs has proposed that BATOC should begin saving a small sum toward the eventual purchase of our very own Club House. He was immediately appointed to head a "real estate" committee for his effrontery, said committee to try to locate a place to rent for the nonce. The committee has come up with a couple of temporary sites, the first being a ground floor ex-store building at 3461 Piedmont. Parking is adjacent to the building, and gas, water and electricity are available. Rent would be between \$60 and \$75 a month.

MEMO from MEMBERSHIP

by ROSEMARIE VOLPATTI

Just a reminder to get started on our Membership Drive and win one of those prizes. Our membership needs your support, so let's get the ball rolling.

A happy birthday wish goes to:

April 10 — Joyce Fulco
April 20 — Richard Staples
April 22 — Ken Jacuzzi

To the relief of many members, Richard and I have had a telephone installed. The number is L0ckhaven 2-6497.

We seem to have a bit of disinterest in our ranks of late. To run a club efficiently, it requires the help of each and every member. If any of you have ideas pertaining to either Membership or Activities committees, please feel free to join us at the meetings to discuss your ideas. In the event you are called upon to lend a helping hand, please remember that one person cannot do a job alone. He may need help in making the entertainment profitable for the Club, and at the same time enjoyable to all. He can't focus his attention on all the aspects of a job, so please try to cooperate when called upon. Who knows, you may really enjoy doing a job that interests you.

WHAT PRICE SATURDAY NIGHT?

Slightly less than half the membership were present at the Driftwood March 9th when the regular monthly meeting was held. Where wuz you? Only 11 souls partook of the cuisine, a figure which becomes ever smaller, unfortunately. As we have pointedly mentioned from time to time, we are doubtless charming people to have around, but our host is offering the facilities of his meeting room for more crass purposes than this. If we don't make the venture profitable for him, we may be invited to take our charm elsewhere. So far, our bar trade has carried the load, but with our pal Dick Nagle leaving for Alaska, the burden may be more than the rest of us can bear.

We used to have more than twice this many diners when we met on Saturday evening. And more eat-at-homes present, too. Where are all those who clamored for the change?

Guests at the March meeting included Ruby Suprenant and Cecil E. Green. There were 32 regulars in attendance, including two recent invalids, Clo Bueno and Lorraine Lewis.

The second selection is an ex-office situation on the second floor of a building at Castro and San Pablo. Same facilities prevail, with the rental being \$50 per mo.

There will be more talk on this as time moves along, you may be sure.

BAY AREA Thunderbird OWNERS CLUB	
ART HORSFALL	President
LEW EDWARDS	Vice-President
MARALEE HOUSTON	Treasurer
EDNA NEISS	Recording Secretary
ROGER NEISS	Corresponding Secretary
FRAN LARSEN	Associate Editor

Contributions should be submitted to the Editor, 45 Ecker Street, San Francisco



SECOND ANNUAL HAPPY VALLEY RALLYE

The 2nd Annual Happy Valley Rallye started from Jack London Square at 10:30 Sunday morning, March 13. The weather was clear and several cars went top-down, taking full advantage of a beautiful spring day.

The 31 cars which participated were dispatched at one-minute intervals. The route took us through Alameda and onto the freeway at 77th Avenue. Then through Tracy and Palomeras Canyon to Fremont, on to Livermore and Danville where there was a 30-minute rest stop. The cars then proceeded through Crow Canyon back to Tracy, up Norris Canyon and the finish line at Big Bear. All in all, an enjoyable and scenic trip as well as a challenging rally lasting a little over three hours.

There were two check points along the route, the first manned by Skip and Mid Riggs, the second by Owen Lewis and Edna Neiss. We feel that those who cover the checkpoints really fall into the category of unsung heroes. Sitting on a lonely road waiting, clock in hand, peering into the distance for those of us who are in our cars enjoying ourselves. Our ever lovin' Joe White managed to find a third check point, which was an unofficial one, set up by the Riggs family to fool the unsuspecting. It didn't seem as though too many of the participants became lost enroute; some few made wrong turns but soon oriented themselves and corrected their errors. Bob White was the only one who seemed fairly

continuously headed in the wrong direction, but he too finally reached his destination.

The first car crossed the finish line at 1:32 where Don and Donna Brooks, and Dick and Bev Staples were awaiting the cars to check them in and start the big job of finding winners. The entries were divided into two classes: the *experienced* and the *novices*. Winners in the experienced group were, First Place: Driver Peggy Nelson, Navigator Carl Nelson. Second Place: Driver Vel Sharp, Navigator Stu Sharp. Third Place: Driver Fran Larsen, Navigator Andy Larsen. Novice Class - First Place: Driver M. C. Plyler, Navigator Dave Carey. Second Place: Driver Jerry White, Navigator Mary Ann Barker. Third Place: Driver Jim Wells, Navigator Maxine Nunes. Handsome trophies were presented to all winners and dash plaques will be mailed to every participant. Since this was an open event a number of entries were not BATOC members, but there were two Birds in the winners circle.

The only thing we can add is that this was a successful event and the company of Brooks & Staples did a superb job in presenting it. We hope you are all aware of the time and work that goes into these activities by a few of our members for the enjoyment of all.

A note of interest completely off the subject . . . Larry & Dottie Farrell are now residing at 1401 Lincoln Avenue in San Rafael - phone number GLEnwood 6-0414.

NEW FUEL FOR AN OLD ARGUMENT?

Any Editor with half a brain would have sense enough to let sleeping dogs alone, as the saying goes. But good looks have been this Editor's forte rather than ratiocinative proclivities, and the only reason the following wasn't printed before was lack of space. Now that we can use a "filler" we hope you find it interesting.

It was just about a year ago that the BIG ARGUMENT developed - whether or not to allow two-seated Thunderbirds into the Club. The issue sort of resolved itself - at least the Big Birds remained in and sounds of discontent among proponents of the other side gradually subsided.

At the very peak period we had only seven two-seated Thunderbirds in our Club. Did you know that the number is now down to four? Or that this figure may drop still further if expressions of dissatisfaction mean anything?

This trend within our ranks certainly is not reflected in the national picture, however. During the years 1955 through 1957 Ford sold only 55,000 Thunderbirds. In 1958



- the year of the first "Big" Bird - 37,000 cars were sold - this despite the fact that production was late that year and the convertible wasn't available until shortly before the 1959 models were to be introduced. Last year the figure had soared somewhere between 70,000 and 80,000 and word from Detroit indicates that supply in 1960 still cannot keep pace with demand.

What all this tends to prove, we suppose, is that people appreciate the prestige of owning a Thunderbird but could not indulge their whim to the extent of buying one so long as it was too small to double as the family car also. People who can afford the luxury of two cars are still in the minority; yet witness the enthusiastic acceptance of

PRESIDENT'S PERCH

First, Maxine and I want to thank all of our blood-donating Club friends who volunteered for Lynn Perrin's open heart surgery. This touches us - and Maxine's sister and niece - very deeply. Thank you all very much.

It is so hard to get across to our members the urgency of keeping interest and enthusiasm high. Too many are no longer thrilled by the newness, and it is hard to feel as excited about an event as we used to. Our newer members feel pretty much as we did back in 1958, and we must make an effort to match their spirit. With Spring upon us again, the grass and trees are green and beautiful, and our April "Poker" Tour was designed to reveal much of California's fresh splendor to those who'd like to forget grim winter.

Bob Growden has volunteered to promote publicity for car activities. He knows whom to contact and how to get our name before the public. Go to it, Bob. Help put our events over.

Speaking of publicity, Skip Riggs has entered his beautiful Bird in the San Francisco Custom, Rod and Antique Auto Show. His car is bright as a new penny (same color, too), and has a sign on it reading, "Courtesy Bay Area Thunderbird Owners Club. Thunderbird Owners, Please Inquire About Our Club. See Attendant." Members took turns staying with the car and handing out invitation cards. A priceless promotion stunt. Thanks, Skip. It was a stroke of genius.

Please attend our Membership and Activities meetings and bring along your ideas. This is YOUR Club, YOUR responsibility, and for YOUR enjoyment. Ray DeCosta, the "brain" behind the M-G Club, has volunteered to attend our next Activities Meeting and has a score of ideas and help to suggest.

REMINDER: Whenever money is to be spent on an event, the Board must first approve such expenditure, whether above or below the sum of \$25.00.

The Board has adopted a policy to avoid and discourage any change in future meeting time and place so as not to confuse the membership further. For the remainder of the year, the first Wednesday will find Activities people gathering and ditto Membership on the third Wednesday. The big General Business Meeting comes in between, but on TUESDAY - the second Tuesday of the month.

the current two-seated Bird despite steadily soaring prices.

Most all of us would agree that the classic lines of the early Birds are more beautiful than those of the elegant four-passenger model. But there is likewise some unanimity of opinion among us that Thunderbird is still the handsomest car being manufactured today despite its non-sports car genre. Its high performance and sharp profile have made Thunderbird one of the most successful cars in automobile history. How can one argue against success?

IF SOMEONE SHOULD GIVE YOU THE BIRD

Last month we promised to curb the urge to foist our customary monthly essays off on you provided people kicked through with enough contributions to fill the four pages as happened during February. Received many compliments on that particular issue, too. Within a week after Birdland was mailed we received two articles for publication in the March paper and it appeared that a landslide was under way. However, three weeks later no further articles have been forthcoming, so what's the opinion of two against all the others? As Cleopatra said to Marc Antony, "I'm not prone to argue," so here we go again . . .

You may not expect it. In fact, you may feel absolutely certain of it. But still, you never can tell, somebody besides a Corvette owner may give you the bird — perhaps even an honest-to-goodness real live ostrich. It has happened! You may have an uncle on safari in Africa who knows you belong to a "bird" club in the States. Or an ostrich may be delivered to your house by mistake . . . the postal authorities are sometimes quite careless, especially around the holidays. Then again, someone may select your name at random from the telephone directory and send you an ostrich! Art Linkletter has been known to do such philanthropic things, and so have other T-V personalities. I'm talking about full-grown ostriches, of course. Everybody knows what to do with ostrich chicks.

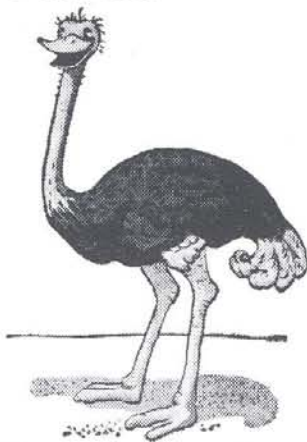
What to do? There are several things, first off, not to do. One of these is to face the ostrich squarely and recite in singsong manner:

"Ostrich, ostrich, go away,
Come again some other day."

Some of the reasons against this method are: 1) Ostriches do not care for doggerel; 2) You may forget the lines (they are rather difficult to memorize); 3) They cannot understand you, anyway. We can, therefore, safely discard this procedure. And we can, by the same token, disregard such remarks as:

"Well, for goodness' sake, how did you get here?" Such remarks are, indeed, especially futile. They don't get you anywhere. More important, they don't get the ostrich anywhere. And ostriches, preeminently, do like to get somewhere. Give an ostrich someone who immediately gets down to the task of looking for someplace for her to go and you give her someone to love and respect.

Before you can send an ostrich to some other bird-lover chain-letter fashion, you must proceed to procure some sort of cage for her. This may be done in a number of ways. We particularly like to do this the direct way by going out and buying one, but others may prefer the personal sense of accomplishment to be gained in building their own. One word of caution seems advisable here. Most amateurs, when they go about constructing an ostrich pen, invariably forget to put a door in it, thereby making it next to impossible to get the bird into the cage — or themselves out of it. If you insist, then, in building your own, you must insure against any such untoward incident by repeating to yourself over and over again: "I must not forget to put in a door. I must



not forget to put in a door." This reassures the ostrich, too.

Having obtained your cage, the next step is to place your ostrich inside the cage and ship her off to the Southern California Thunderbird Club as a mascot. Or you may decide to keep her, in which case you must give her food and water until she dies. There are no other alternatives. You're quite welcome, I'm sure.

MEMBERSHIP DRIVE

Tired of paying BATOC dues?

You can get by for a whole year without paying a cent — IF you can produce the most bona fide new members during the next six months. Read on.

Alarmed over a gradually diminishing roster, your Membership Committee has decided it's high time to discard the supercilious practice of waiting for new members to come to us. For the next six months we are going to make a concerted effort to go out after them! A membership drive was begun the night of the March business meeting and it will continue until the September business meeting. Prizes will be given the three who are responsible for the most new members — not prospects — during that period. First prize to be either a year's dues in BATOC absolutely free, or an appropriate trophy suitably engraved. Second and third prizes will be six months dues free.

A word of caution, however. This is not to be an all-out, indiscriminate drive in which invitation cards are left in parked Thunderbirds. No indeed. These cards should be handed to the prospect *in person*, with perhaps a few words about the Club. Care should be taken to select for invitation only those people you feel might become good members and who would be well-received by your fellows.

One, two, three, GO!

For the benefit of those expressing concern, the "late" Paul Tanzillo is still very much alive. Just late, that's all.

The Indians chant and dance about
To break a crop-destroying drought,
But I've a simpler means by far:
I only have to wash my car.

M-G HARE & HOUND

Did you notice we included an event of the M-G Club in our Activities Calendar this month? That's because the BATOC and Tyred Wheel Clubs have been invited to take part in their event next Sunday, April 3rd. Those who really enjoy their car activities should get a charge out of running in a competition sponsored by real pros in the business. The M-G Club has been around a long time and really knows how to stage its affairs. The run will be from 4 to 5 hours and four plaques are offered . . . 1st, 2nd, 3rd and "Where'd They Go?"

Be at Hy's Drive-In prior to 10 a.m. this Sunday and bring \$1 entry fee. Also some quarters, as we have it on good authority the Hare plans to cross several bridges.

The sponsors, not wishing to lose any dogs — er, hounds — send word that the termination point is to be The Keg, 408 Clement Street in San Francisco. So head for there in case you lose the scent.

Oh yes, bring your lunch.

BET SKIP NEVER THOUGHT OF THIS!



Hollywood movie stars have long been identified by the flamboyant cars they drive. Not to be outdone by the luminaries of the silent picture era, Sandra Giles, starlet (who has other eye-catching equipment), has covered her '57 Thunderbird with pink fur.



ANSWER TO WHO DAT . . .

Fooled ya! It's Robert Faure, ski instructor at Squaw Valley, so a happy APRIL FOOL'S DAY to you, too, Ben!