ARIZONA BIRD CHATTER

VOLUME 54 NUMBER 02 February, 2025

February

I purchased my 1957 Tbird from Norm Bryant in El Paso Texas on March 24, 2021. Norm purchased it from a gentleman in California August 16, 2016, and did very little to it in the 5 years he owned it due to health issues. I tried to track down the owner prior to Norm but without success. In March of 2021 I rented a U-Haul car trailer and drove to El Paso to pick it up. We were able to start it, and the engine sounded good. It had practically no brakes at all and the emergency brake could not be engaged. The overall condition of the car was as expected, we loaded it up and returned home to Tempe, AZ. The tires still had molding nubs on the tread yet the date codes showed they were 10-years old so, it would seem it was driven very little between 2011-2021, maybe the car traveled a few hundred miles.

I replaced the tires and battery soon after I got it. Other immediate things I did to the car were to replace most of the interior. New seat foam, seat covers, carpets, weatherstripping, door sills, and door panels. The radio was replaced with one that looked similar with modern features. Ignition lock and door locks were replaced, headliner repaired, all lights were converted to LEDs. The brakes were redone including the booster and master cylinder, rubber lines, and the front wheel cylinders. The distributor had already been converted from points to a Petronix Ignitor II system. The suspension was OK overall, so I put on new shocks and a heavier front anti-sway bar. I also installed a smaller 15" steering wheel to make it easier to get in and out. That work got me on the road.

Like the tires, the carb looked barely used since it's last rebuild, but it soon started having problems, so I had it rebuilt, as well. Once back on the car the engine fired right up. I also had continuing issues with the mechanical fuel pump. A new replacement lasted about a day. I decided to have my old pump rebuilt and it has worked fine since. To be safe I installed an electric pump as a backup.

The next major item done to the car was to install air conditioning. When I did the AC installation, I also installed an aluminum radiator, a wide mouth 180-degree thermostat, an Ames spacer, a FlowKooler high flow water pump, and had the generator rebuilt. I have driven the car with the AC cranked up to high in 110-degree Arizona afternoons and the highest the temperature has gone is about 215.

In early 2024 a small disaster struck. One of the heads cracked and I limped back from lunch puffing steam out the exhaust. I found a good head in Ohio, had it shipped to Arizona, then had it checked and resurfaced. With the replacement head installed the car runs better than ever. The most recent project, replacing the trunk mat with new.

When I was shopping for a baby bird, I fell in love with the willow green color. Many people comment that they like it and have never seen that color before. The things I like best about the car are its small size, good power, top-down styling and ease of driving. I mostly use the Tbird for doing local errands and take it to a couple of car shows each year. It does freeway trips too, but they aren't fun the way running around town is. I put about 1000 miles a year on my February, 1957 manufactured Tbird and join my other ACTC members for various club events. **By: Jim Delton**

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From the President's Desk

"Inside looking through the Porthole"

by: Douglas Shearer

Fellow T-Birders,

To me, February is a time of reflection. As the hubbub of the year-end holidays are over, families return home and life returns to normal (hopefully, lol). I enjoy looking back and breathing in the quiet. As your new President, I'm feeling the same excitement I felt when I joined sports teams or was "picked" to join an existing team in my youth. The shared vision and passion for something of interest is invigorating. Being part of the ACTC gives me that same feeling. I never imagined there were hundreds of T-Bird enthusiasts across the country and it's thrilling being part of our Arizona Club.

I'm hoping to bring an enhanced flavor and fun to all of our members while encourage the addition of new members.

We had a wonderful day at Gateway Classics and then at Barrio Brewing for our luncheon/meeting held on January 11th. More on this event within this newsletter.

On February 1st, there will be a car show in downtown Glendale, put on by SAACA. It is called BBQ, Rhythms, & Rides. Bob Michele highlighted the details at the Barrio Brewing meeting. Other events are scheduled for February and early March and throughout the rest of year, in example; In March, several (8) of the ACTC members will be exhibiting and or attending the sold-out 1000 registered classic car show "Midnight at the Oasis". To be held March 01-03 in Yuma, AZ. This is the 32nd year of this annual event and considered the largest car show in Arizona. The ACTC will be well represented.

I continue to hope that members with fresh ideas will help out and support Bob in his planning of these events. We all need to do our part and in doing so, I know you will enjoy participating and making new friends.

Stay tuned. We have many ideas on how best to showcase this club and our T-birds , truly American Classics.

In closing, *"All people have their frailties and whoever looks for a friend without imperfections will never find what they seek"* — Cyrus the Great

The Best, Doug

What's in that Tbird Trunk For Sale?

- 1957 Colonial-white Tbird, D-Code in nice condition $39,000.00 or OBO. Located in Peoria, AZ

Contact: Mike Wood Ph# (602)-568-8140

-1957 Ford Tbird Colonial White (AZ car), Features a Ford 302 V8, AOD-4, AC, PS, PB, Rack & Pinion Steering, Tilt Wheel, Bucket Seats, New Interior . Asking $45,000.00

Located in Phoenix, AZ

Contact: Pat Fenlon Ph# (602)-768-5458

-1955/56/57 Tbird Chrome Hood Scoop cover. Some minor chrome pitting. $25.00, 1957 Tbird Manual (SOLD)
Contact Walt Bonneau @ waltbonneau@gmail.com

-1956 Thunderbird project car, complete with some new parts, engine needs to be rebuilt. $7500.Peroria, AZ.
Call Mike Wood Ph: 602-568-8140

Tech Facts

Ford/Thunderbird Door Lock/Button and Striker Repair

By: Walt Bonneau

The 55, 56 & 57 Tbirds have similar door hardware and was of respectable quality right from the Ford factory. However, as with all cars over 60 years old parts simply wear out. This was the case for my 1957 Tbirds Driver door. There were several issues with the door closing and locking correctly. The following aspects of this document address how one might want to approach the repair process in order to restore the door opening/closing and locking as when first factory delivered. The following list simplifies what parts make up the door mechanical assembly:

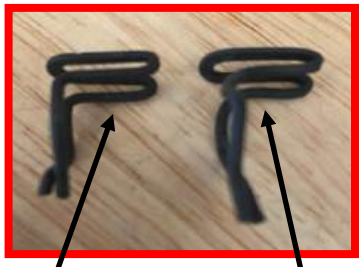
- ⇒ **Inside door open and window handles**
- ⇒ **Inside Lock and Striker assemblies**
- ⇒ **Door Handle & Push Plunger assembly**
- ⇒ **Door Panel Clips**
- ⇒ **Door Panel Vapor barrier and Access Panel**

Tools needed:

Door Handle Clip Release Wrench, Plastic Prey Bar Set (30^{O}), 1/4 to 3/8 small US Socket set, Philp's Screw drivers and optionally a Flex Endoscope camera for better visibility.

First step— is to disassemble the door panel starting with the removal of the door open and window handles using the special clip release wrench. (Note: mechanical windows on this car). Second Step— is to remove the 2-4 screws holding the panel onto the door frame; top (chrome area),

Door & Window Handle Clip Removal tool, positioned correctly



(Left is an incorrect clip, Right is larger and the correct size)

middle and sides followed by using a plastic angled prey bar to carefully release the door panel clips, allowing the door panel to now be removed. It is highly likely that a few of the clips will break as they become brittle with age. (*Note: Be sure to order from a supplier that has quality clips of the right size. Concours Parts carries the right clips.)*

Step three—is removing the vapor barrier from the door panel. Held on with weather adhesive. Its possible this barrier is missing.

Continued on Page-05>>>

Historical Facts

Ford/ Retro Thunderbird 2002-2005 Story

Provided by Walt Bonneau– Abbreviated reprint from Hagerty September, 18, 2023 by: Sajeev Meheta

The new, retro-styled T-bird was introduced at the 1999 North American International Auto Show in Detroit. Its retro-futurist design pulled at all the right heartstrings and utilized Ford's upscale DEW98 chassis, which also underpinned a pair of aspirational upstarts, the Lincoln LS and the Jaguar S-Type. The detuned Jaguar V-8 ensured the T-bird would rumble, and an impressive palette of eggshell-inspired colors completed the '50s look. The stage was set for a rapid progression from concept to production. But this period in Ford's history was marred by a transition away from its core competencies.

As CEO Jac Nasser suggested, "Ford can't build the company if it holds on to a mind-set that doesn't respond swiftly to consumers' needs. "Rushing" the 1999 Thunderbird to production wasn't one of those consumer needs: The final product arrived roughly two years after the concept, for the 2002 model year. Despite not striking when the iron was hot, the first year of production still netted 31,368 customers—solid numbers for a niche-interest vehicle. That number halved in 2003, a disappointing figure considering the extra 28 horsepower and fatter torque curve offered by that year's revised V-8 engine. Sales continued to drop until the final year in 2005, but the story doesn't end there.

While the Thunderbird was initially a flash in the pan, it was not a failure, as many across the internet suggest. The car, built on the prevailing popular design of the moment and one of the strongest American nameplates around, was unequivocally not the problem. There was a market for a retro Thunderbird roadster, one whose loyalty was on par with that of the low-volume Chevrolet Corvette.

2003 — 007 James Bond Special Edition

Continued on Page-04>>>

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Continued from Page-03<<

But no car is made in a vacuum, and corporate interests of a struggling company swirled above the T-Bird like hurricane-force headwinds. The platform beneath the retro sheet-metal and the factory that created the Thunderbird were each ultimately seemed more of a liability than an asset at Ford. To a company in transition, the T-Bird and its Lincoln LS sistership would never sell in numbers that justified their unique parts and their space at a factory of questionable utility. But that didn't stop forces from trying to alter the fate of the DEW98 platform—there could have been a happier ending.

With the retirement of Jacques Nasser and the ascension of Bill Ford, perhaps the Thunderbird could have transferred over to the Mustang's platform and factory, as that model shared parts with Ford products at lower price points. (Hindsight, especially looking back at the success of the Fox-body chassis that the two models shared from the late '70s into the '90s, suggests such a move should have always been the case.) But Ford's new direction, The Way Forward, had no room for expensive tomfoolery: The company was hemorrhaging cash, putting up the crown jewels as collateral on $23.6 billion in loans, and fighting for its survival a mere three years before its GM and Chrysler counterparts declared bankruptcy (*Added comment: Ford never declared bankruptcy).*

Such a strained situation is absolutely, unequivocally not the time to build a brand around a luxury sports roadster, no matter its name and legacy. With added context, the notion that the 2002–05 Thunderbird was a failure falls away, revealing a tragic tale with multiple villains. More to the point, the machine itself was a solid effort with a loyal following, and though buyer demographics might look like you'd expect at a glance, there's more to these numbers than what's on the surface.

It shouldn't come as a surprise that the eleventh-generation Thunderbird's vintage style appeals to boomers more than anyone else (65 percent), but their share of T-bird quotes is also rising. Also heading upward is interest among millennials, which has nearly tripled since the beginning of 2020. Their share is a modest 3 percent, but the growth rate is significant. Though the pre-boomer market share as a whole is decreasing, '02–05 Thunderbirds are a popular choice among this segment and now outstrip buyers of the original 1955–57 Thunderbird (18 percent vs. 16). Special editions of this Thunderbird get the most attention across all demographics.

Speaking of special iterations, in 2002, Ford made *200 units of black and silver Neiman Marcus edition*. The next year brought the *James Bond–themed, orange and coral 007 Edition (700 units made)*, and a *Pacific Coast Roadster edition in debuted in 2004 (1000 units)*. The final year of production coincided with the *Thunderbird's 50th Anniversary, so a unique Cashmere Edition (1500 units)* was introduced. Unlike previous celebrations, the Cashmere Thunderbird shared its anniversary fender emblems with all 2005 models, leading many to believe all models of that vintage are commemorative editions. That confusion might undermine the market for the Thunderbird's legitimate special editions, but their impressive design and unique trimmings are indeed attracting buyers, and the Anniversary cars are trending up in value.

Much like the 1977–79 Continental Mark V decades before, Thunderbird special editions command a modest premium over a regular Thunderbird (which was available either in a Deluxe or a more upscale Premium trim). The Neiman Marcus edition commanded a significant price premium in late 2022, and though it has gone through a slight pandemic bubble, limited supply should keep it at the top of the T-Bird market, in similar fashion to the Diamond Jubilee versions of the aforementioned Mark Series.

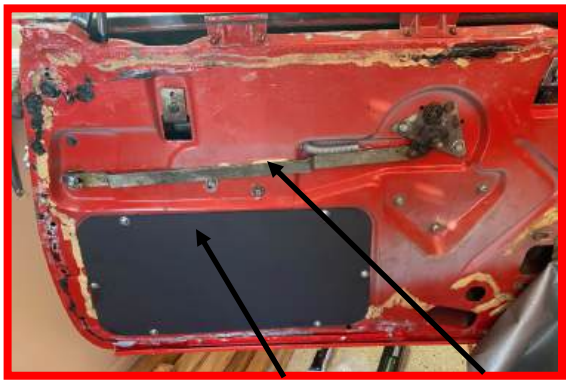
For all derivations of the eleventh-generation Thunderbird, Hagerty Price Guide values hit their lowest point in mid-2020, and aside from the Neiman Marcus cars, prices have rebounded since settling in 2022. Coupled with the slightly growing younger demographics (and the die-hard older fanbase), the slight upward trend in this cooler market is a healthy sign and a positive indicator for the future.

Pacific Coast Roaster Edition

Neiman Marcus Edition

Continued from Page-03<< *(Note: Door Assembly Tech Fact is providing as much information possible but, also see Ford Manual)*

Step four— is to remove the door lower shield/access panel and the door open handle pull rod. This rod removes easily once you study how it is assembled (See images below). The access panel may be missing from previous workings. Its important to replace this access panel with the correct steel panel to strengthen the integrity of the door frame. Be sure the vapor shield is of the correct material and 10-12 mils thick. Held with 3M automotive weather adhesive. ***Note: It may be necessary to remove or loosen the window track to access the other assemblies.***



Exposed Door Frame (Access Panel) with (Open Door-

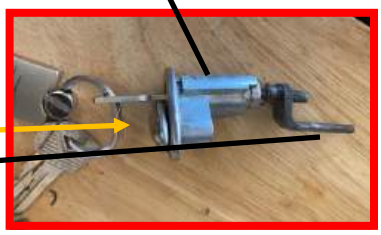
Exposed Door Frame with (Removed Access Panel) and (Vapor Barrier)

Step Five— is the removal of the outside Door Handle. This can only be achieved by having access to the inside of the door frame. There are two screws holding the door handle on. The first is located typically under the door weather striping on the edge of the door (See images below). Which, you will need to pullback in order to get to the angled machine screw. The second screw is located on the inside of the door panel. The door handle will now be easily removed. ***Note: Edge screw overtime can come loose and may only need to be tightened to firm up the door handle.*** **To remove the key lock; it is held on with a slide Retainer Clip located on the edge of the door, pull it back.**

(Door Handle Edge Screw) and removed (Door Handle Assembly).

Correctly reassembled with (Rubber Gaskets).

The (Retainer Clip) when pulled back removes the (Door Lock Assembly)



Door Lock Assembly (Door Lock - Insert) and (Release Star Lock)

Step Six— the Door Handle assembly is button spring loaded with a washer like plugger, being adjustable. When pushing on the door handle button it pushes the plugger forward into the door latch assembly allowing the door lock to free wheel so the door will be allowed to pull open. It is important that the plugger be adjusted correctly. When reinstalling the Door Lock assembly the long shaft must to placed correctly into the Door Latch Assembly lock hole.

Step Seven— If the Stricker Door Jam assembly is replaced or not, it may now need adjusting especially if you replaced the Door Lock assembly. Be sure, the Stricker assembly has the correct Shim(s) to achieve good alignment. The "star" should align to middle of the Stricker. (See side/above images for steps 6 & 7)

Final step is reassembly of door panel... ⬢

Reassembled Door Panel

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February

Name	Date
Karl Martin	2/05
Connie Dager	2/06
George Randall	2/06
John Marchisotto	2/06
Tracey Anderson	2/13
Doug Shearer	2/17
Toni Doles	2/25
Walt Bonneau	2/28

Violet is the primary February month's Flower. However, there are others. The Violet is an early seasonal blooming flower which signifies "Everlasting Love" and that of Royalty. Purple die in ancient times (1000-1200 B.C.) was rare and very expensive, being uncommon in nature. Royalty were the few who could afford it.

The purple or plum flowering color for the record was really not a 55-57 Tbird color offering. Ford did offer a rare Plum or Merlot body color choice for the 2004 Retro Tbird, see below:

February

Name	Date
Stewart & Mary Wright	2/18

Interesting February Facts:

February being the 2nd month of the Gregorian calendar. It is also the shortest month of the year normally having 28 days. Every forth even year "Leap Year" — in which case, there are 29 days. **February was named after an ancient Roman festival of purification called Februalia. February in the ancient Roman calendar was the last month of the year until December became the last month in 250-200 B.C. During mid-February the Roman Festival of Lupercalia was also held to celebrate the soon to be coming of Spring and to express fertility rites. Including the pairing off of woman with men by lottery. At the end of the 5th century Pope Gelasius forbid Lubercalia and replaced it with Valentines Day. However this honored day did not really catch-on in European society until the 13-14th century.**

- ***Best known for the month of lovers because of the celebration of Valentine's Day on the 14th. Many couples become engaged / promised on or near Val-intines Day.***
- ***It also host to Ground Hog Day***
- ***True to form; February is a big month for car show events in the Southwest***

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January, 2025 ACTC Board Meeting Minutes

⇒ *Meeting was held at the January 11, 2025 Barrio's Brewery - Deer Valley Airport*

⇒ *The meeting was called to order at 1:30pm. We said the Pledge of Allegiance. Doug Shearer, our new president, thanked Bob Michele for all his hard work setting up the Gateway Classic outing this morning. An unexpected visitor Brett from Mecum Auctions gave us a presentation about the upcoming auction at Glendale, AZ State Farm Stadium on March 18th – 22nd . He offered us various discounts and told us to contact him if we were interested in attending or auctioning a classic car or sale.*

⇒ *Doug Also called mentioned that there were no minutes from December to approve.*

⇒ *Hospitality: Yvonne introduced 3 new members: Tracy Mosness, his guest Jim Goss, Bill Heiden, and Lee Ketcham and her guest Jim. Russ and Margie Hanson were married 50 years in December. We sang "Happy Birthday" to the people born in January.*

⇒ *Secretary: Myrna was not present, so Yvonne filled in.*

⇒ *Treasurer: Chuck Thompson was not present, but Doug Shearer reported we have slightly grown the account over this last year, all the accounts are balanced. Chuck is looking for an investment account that has higher interest rate.*

⇒ *CTCI: Doug Shearer mentioned the CTCI Convention that was held in Des Moine, IA, 2024. There will be a CTCI Convention held for 2025, September 9-13-2025in Grapevine, Texas. It not too early to think about this event. The March newsletter will provide more details.*

⇒ *Public Relations: Don Henderson – asked if we wanted to continue with the Ahwatukee Easter Parade. Most of the members agreed that we should no longer be involved.*

⇒ *Website: Russ Hanson said "Keep using the Website"*

⇒ *Membership: Judy Thompson was not present, but Bob Michele reported the numbers as of 11/30/2024 we have 76 Households, 134 members (However, 3 new member since). 7-55's, 14-56's, and 39-57's. Retro birds, 3-2002, 0-2003, 2-2004, and 3-2005.*

⇒ *Historian: Duane Foster – Not Present*

⇒ *Newsletter Editor/Ways & Means; Means: Walt Bonneau said the amount of the people participating in the "data plate" research was great and representing almost 40% of members cars. He still doesn't have a car manufactured in July. Tracy Mosness' car was featured in December and is one of the oldest cars in the club built in November, 1954. Walt has been working with Austin Eaton to have more ACTC merchandise for purchase with our logo. Walt took a poll of interested member with over 50% wanting such merchandise. Contact Walt if you are interested in purchasing any merchandise.*

⇒ *Vice President/Member at Large: Bob Michele told a joke. He said that we need someone to take care of the microphone and bring it to the meeting. If anyone is interested in helping, contact Bob. Bob said we ended up with 20 cars to the Gateway Classics this morning. Trying to do more outings. He told us about the upcoming events that are posted in the newsletter. Contact Bob if you have any questions. Bob told another joke. (Also see page-08).*

⇒ *Inspector General: The cars were too spread out in the parking lot to count them.*
Old Business, None to report

⇒ *New Business, None to report*

⇒ *Split the pot: $ 48 winner was Tracy Mosness (Tracy donated it back to the club)*

⇒ *Meeting adjourned at 3:05pm after a motion and 2nd made with all in agreement.*

Provided by Yvonne Wagner

Recent Events

>>Continued from Page-07

ACTC January meeting / luncheon
Barrio Brewing Company @ Deer Valley Airport
7th Ave. & Deer Valley Rd. Phoenix

On Saturday, January 11th, we held our combined event/meeting. The early morning event was a cruise-in at Gateway Classic Cars followed by a midday luncheon/meeting at Barrio Brewing Company Restaurant, both in the northern Phoenix area.

Despite some very cold weather in the morning (for us desert dwellers), 33 members driving 20 classics, showed up. The bravest, Rose Marie Buzby, drove with her Tbird convertible with top down. After some coffee & donuts to warm-up followed by a tour of the 200+ classic cars on display inside the Gateway building some assembled outside to look over the various members cars. While at Gateway, our members had a great time to just talk and socialize with each other while looking at the "flock" of Tbirds in the parking lot. (See the pictures below). A few random people out for a walk saw the all the Tbirds and said "These are so beautiful". There were so many various stories and plenty of technical/ownership information being shared. By 11:30am, the group proceeded to the restaurant for our ACTC January, 2025 meeting and luncheon. Eleven additional members joined us for a total of 44. The food and the service were fantastic. Forty-four meals were ordered, served and consumed in one hour.

President Doug Shearer presided over his first meeting flawlessly (*See the Meeting Minutes on Page-07).* There was a guest speaker from Meachum Auctions who told us about the upcoming auction in March to be held in Glendale, AZ. He provided the particulars of how to consign a car and related costs while taking nearly a dozen questions. A funny story about Lee; During the Meachum lecture she asked the speaker a question. Tom & Yvonne Wagner and Kathy Michele and I, sitting together could not figure out who she was. Yvonne & I approached her and she introduced herself and said she had just joined and paid her dues. It turns out that she had actually joined another TBird club and was at the wrong meeting. She said "you guys are a lot more fun so I'll join this club too" and handed me $40.00 to cover the dues.

We also welcomed two new members, Bill Heiden and Lee Ketchem during the meeting.

Submitted by Bob Michele

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Future Events

The Following Events Listed on this Page are Near-term Club Events.

Don't forget to pay your 2025 ACTC Dues!

They a due by COD January 20th, 2025 (Later than January 20th and your name and contact information will not be included in the 2025 ACTC Directory.

Please contact : Judy Thompson

Sat. Feb. 1st Downtown Glendale BBQ, Rhythms, Rides.

5750 W. Glenn Dr. Glendale 85301, Time: 10:00 am – 5:00 pm, Cost : $30.00

(*Note: ACTC has reserved parking which was reserved in Early December, 2024 However, there is still room.*
Please contact Bob Michele for details, ASAP or register online see next page.

Sat. Feb. 8th — San Tan Ford 1429 E. Motorplex Loop Gilbert 85297 8:30 am – 11:30 am. **ACTC Meeting** Coffee/water/donuts available. Cost: TBD

Friday– Sat– Sunday March 01-03—Yuma's Midnight at the Oasis Car Show **(Confirmed)**

Note: The show is Sold out!

See next page (Page-10) for addition Future Event Information)>>>

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PLEASE NOTE !

All dates and events listed above are tentative

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ACTC Year-2025 MEETING/EVENT SCHEDULE (Tentative)

Sat. Feb. 1st —Downtown Glendale BBQ, Rhythms, Rides. 5750 W. Glenn Dr. Glendale 85301 **(Confirmed),** Parking Lot east of Civic Center Pre-registration ASAP. Plan to meet for breakfast 8:00am Kiss the Cook 4915 W. Glendale Rd. Glendale, AZ. Cost: $30.00 (There are still openings), please register online at: https://saaca.formstack.com/forms/2025_downtown_glendale_bbq_rhythms_and_rides (Copy and paste in your browser) , Time: 10:00 am – 5:00 pm

Sat. Feb. 8th — San Tan Ford 1429 E. Motorplex Loop Gilbert 85297 8:30 am – 11:30 am. **ACTC Meeting** Coffee/water/donuts available. Cost: TBD**, (Confirmed)**

Friday– Sat– Sunday March 01-03—Yuma's Midnight at the Oasis Car Show – **Soldout, (Confirmed)**

Sun. Mar. 16th —Encanto Palmcroft Historic Preservation Association Time: 10:00 am –4:00 pm (arrive 9-ish) **ACTC Event/Meeting, (Confirmed)**

Sat. Mar./29th— Pavillions Outing Reserved Parking 12:00 Noon to 4:00 pm arrival Event Indian Bend Rd. west of Loop 101, **(Confirmed)**

Sun. Apr. 20th— American Legion (Irving B. Selmer Post 107) 20001 N. Cave Creek Rd. Phoenix, **ACTCMeeting** Members arrive 8:30 am – 9:00 am Breakfast served @ 9:30 am Cost TBD, **(Confirmed)**

TBD Tech Day or Picnic undetermined… (Need assistance with organizing this event!)

Sun. May 18th — Rudy's BBQ 1733 N Higley Rd. Gilbert (Tentative)
ACTC Meeting Members arrive 8:30 am – 9:00 am Breakfast served @ 9:30 am Cost TBD

June Summer Break No Meeting
July Summer Break No Meeting **(Note: There will be one Summer Newsletter for the July/Aug months)**
Aug. Summer Break No Meeting

Sun. Sep. 14th —American Legion (Irving B. Selmer Post 107) 20001 N. Cave Creek Rd. Phoenix. **ACTC Meeting** Members arrive 8:30 am – 9:00 am Breakfast served @ 9:30 am Cost TBD, **(Confirmed)**

Sun. Oct. 12th —TBD

Sun. Nov. 9th —American Legion Meeting Irving B. Selmer Post 107) 20001 N. Cave Creek Rd. Phoenix **ACTC Meeting** Members arrive 8:30 am– 9:00 am Breakfast served @ 9:30 am, Cost TBD
(Confirmed but may also change)

Sat. Nov.. 29th —Pavillions Outing Reserved Parking 12:00 Noon to 4:00 pm arrival Event, **(Confirmed)**

Dec. 2025 Christmas party (TBD)

Note: Board Meetings will be scheduled as needed.

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Future Events

>> Continued from Page-10

https://facebook.com/events/s/ford-fest-

PLEASE NOTE !

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New ACTC Apparel Continues "In the Works"

A small committee (Austin Eaton, Chuck Thompson and Walt Bonneau) under the ACTC "Ways & Means" continues to evaluate bringing back ACTC sponsored apparel items in early 2025. We are open to hearing from you about your level of interest. Offering both men round-neck and woman V-neck products. The sample T-shirt design by Austin Eaton, is attached below for your consideration, estimated price: $26.00-$30.00 each.

We will only offer these shirts if sufficient interest is communicated to Walt Bonneau or Chuck Thompson by the end of January, 2025. (Page–15 for their contact information).

The Arizona Classic Thunderbird Club (ACTC)

Founded as Chapter #35 of the CTCI on October 11, 1970 and Arizona Incorporated on November 30th, 1971. Originally established with six charter members but has continued to grow with 138 members with 70 Classic and Retro Thunderbirds in 2025.

The ACTC has membership from all over the State of Arizona and participates in various classic car show events throughout the State. Our Club Emblem is the State of Arizona with the Thunderbird.

Our President's Goal in 2025; to continue the growth of the club and it's membership while working toward establishing more ways for the membership to enjoy being part to the ACTC

ACTC 2025 Committee Members

Activities	**Bob Michele**	**602-768-5710**
Auditor	**Tom Wagner**	**602-448-1891**
Assistant Treasurer	**Kathy Michele**	**602-799-8518**
Bird Chatter Newsletter Editor	**Walt Bonneau**	**858-699-2883**
Buck Hoag Award	**Jim Rogers**	**602-300-5792**
CTCI Representative	**Chuck Thompson**	**480-773-0222**
Email Coordinator	**Bob Michele**	**602-768-5710**
Historian	**Duane Foster**	**602-482-4010**
Hospitality	**Yvonne Wagner**	**602-448-2962**
Inspector General	**Steve Kovacic**	**928-775-2675**
Membership	**Judy Thompson**	**602-625-2052**
Nominating Lead	**Open Position**	
Public Relations	**Don Henderson**	**602-622-3365**
Webmaster	**Russ Hanson**	**623-229-0210**

Elected 2025 Board/Officers

President	**Doug Shearer**	**516-369-4660**
Vice President	**Bob Michele**	**602-768-5710**
Secretary	**Myrna Foster**	**602-677-4558**
Treasurer	**Chuck Thompson**	**480-773-0222**
Ways and Means	**Walt Bonneau**	**858-699-2883**
Board Member at Large	**Bob Michele**	**602-768-5710**
Ex-Officio	**Jim Rodgers**	**602-300-5792**

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Other News, Events & Misc.

Welcome New Member (s)

- **Bill Heiden,** Phoenix Area
- **Lee Ketchem,** Phoenix Area

Request for Newsletter Submissions:

Contact Walt Bonneau: waltbonneau@gmail.com

T-Bird Stuff

All ACTC and CTCI members **may submit a request** to have an **Event, Topic Request, Club Suggestions** or **Misc.** (Thunderbird Related) contribution (s) for publication consideration in the ACTC Newsletter.

Note: ***All submissions are due by no later than the 19th of each previous month to meet the publication deadline for the following month.***

Special Note: **We want to extend our thanks to our sister Tbird Clubs who the ACTC shares Newsletters with, as follows: Sacramento, CA (SCTC), Palm Springs, CA (PSCTC), Smokey Mtn Classic Tbird Club, Knoxville, TN., Big "D" Little Bird Dallas, TX. And Hawkeye Classic Tbird Club Des Moines, IA. More to come...**

We would like to acknowledge our 4 newest ACTC Newsletter supporters/advertisers for the 2025 year. Complimenting our existing advertisers, they are in alphabetical order: Capstone Detailing, Classic Auto Electric (Clocks & Radios), Concours Parts, and WiseFit Wealth Management. Let's show them our member support in return.

New Membership Request;

See Judy Thompson

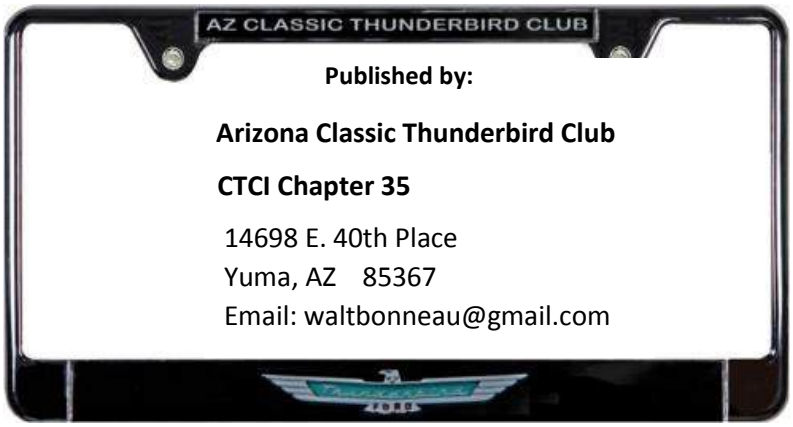
New Advertisers Welcomed;

See Walt Bonneau /Chuck Thompson

Remember All meetings are

NO SMOKING

Arizona Bird Chatter



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CTCI Chapter 35

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