



Hans 1966 Thunderbird





Try TOTAL PERFORMANCE
For A Change !

FORD

Mustang • Falcon • Fairlane • Ford • Thunderbird

PRODUCTS OF



MOTOR COMPANY

1966 Thunderbird



DESIGNED FOR LIVING
ENGINEERED TO LAST



1966 Thunderbird

"Thunderbird... again sets the pace for the industry... with an adventurous new version of America's most exciting automobile."

Look! Thunderbird for 1966 has a unique Safety-Convenience Panel, mounted overhead on Town Hardtop and Landau models. Tap a switch and the Emergency Flasher System sets four exterior lights blinking. Other lights remind you to fasten seat belts, tell you when fuel is low,

or doors ajar. Other personal Thunderbird touches for 1966 include the optional AM Radio/Stereo-sonic Tape system to give you over 70 minutes of music on an easy-to-load tape cartridge. Completely automatic! Four speakers! New, too, are: an automatic Highway Pilot speed con-

trol option; more powerful standard V-8—plus a 428 cubic inch optional V-8. And all the craftsmanship that has made this car a classic in its own time.

Thunderbird



UNIQUE IN ALL THE WORLD

It's the only way to fly

1966 Thunderbird Ads



1966 Thunderbird:

America's Personal Luxury Car

Of the world's great luxury cars, only Thunderbird is so complete, is so completely dedicated to the idea of personal luxury. Among many innovations for 1966, there is a new, more formal **Town series** with its own distinctive roofline. Let your Ford Dealer show you why Thunderbird continues to be America's one *Personal* Luxury Car.

1966 Thunderbird Ads



This is Thunderbird 1966!

A new Stereo-Tape System is but one of many exclusive options. It surrounds you with music from four high-fidelity stereo speakers.

And the Overhead Safety Control Panel, standard on Town Landau and on Hardtop models, has lights to remind you if **fuel is low, a door ajar, or to fasten seatbelts** – and an Emergency Flasher that sets four exterior lights blinking. Thunderbird 1966 will touch your driving with total luxury. Drive on today.

Motoring 66 by RAB Cook

48

by RAB Cook

As Thunderbirds go—it went

... but opinions differed on the manner of its going



ALMOST any car will produce mixed opinions from various people about its merits—obviously, otherwise there would only be one model on the market. But take the car from its native environment and the opinions differ even more; they fly to extremes. These thoughts flitted around my mind last November when an American journalist wrote, in *Motor*:

If the Thunderbird serves no other purpose, at least it is comic relief—a parody on all the funny things about American cars. For 1966 it goes two steps further: a handsome blind-quarter coupe looks very formal but should make freeway driving more hazardous than ever, and a speed control relieves the driver of the awful task of using the brake for slow-downs.

All of which, coming from an American, was pretty harsh stuff. A quick look at some Thunderbird sales literature did little to alter this impression of a four-wheeled gimmick—great screams about “sequential turn signals” and “slide away behind the space-saving Swing-Away Wheel (still exclusively Thunderbird)”, not to mention “The fascination of flight comes close to reality in the Thunderbird”. Big deal!

This transatlantic comment so agitated the British concessionaires for American Ford—Lincoln Cars, Ltd.—that they dropped a 1966 Thunderbird on our doorstep with a request that we try it and see for ourselves. This one had the optional 7-litre engine, and most of the gimmicks, except the control which keeps the car at a constant speed up hill and down dale once you've set it. This device is over-ridden by the brakes and throttle, of course, but the 1966 feature is an extra switch, which gently applies the brakes while you have a quiet think about the situation ahead; when you release it the car resumes the preset speed. In short, no-pedal motoring.

Local reactions to this maroon and white 2+2 were very mixed indeed. On the road, it seemed to drive Mini-Cooper and Cortina drivers into a frenzy of reverry and carving up—I've never seen such performances. The drivers of small sports cars which took the other way but those with more expensive devices like Aston Martins were inclined to be inquisitive and try to out-accelerate it.

Pussycats prowling along the pavement gave the driver long, penetrating stares and women in general went into ecstasies over it until they tried to open the inordinately heavy door against the slope of a camber. Jamaicans rolled their eyes when you drove past them—one such happy soul whom I came upon peering into the car while it was parked replied to my “Like it?” with “It's a beeyootiful car!” I took him for a short run and he practically purred. One rather conservatively minded member of *Motor's* staff felt almost embarrassed to be seen with it.

Where lies the truth? I can only describe the Thunderbird and let you decide for yourself—each to his taste. Certainly, it's an impressive car when it's all shiny and glittering in the sunshine. And it remains impressive when you bang your foot down to the kick-down position and 345 b.h.p. is unleashed with something akin to a crash: there is a sudden roar from the four-barrel carburettor and it's a case of every Thunderbird driver for himself as nearly two tons of car rockets itself from zero to 30 in 3 seconds, 60 m.p.h. in 8.3 s, and 100 in just under 26. The standing quarter-mile time is 17.1 sec.

The result of all this get-up-and-wham is that in a 70 limit you're away ahead of the pack, assuming that the others are playing the game as well and sticking to the limit. Anyhow, I find that such colossal acceleration has a distinctly demoralizing effect on other drivers. They just give up, limply, and the Thunderbird flies on alone, which makes for safety, just as being able to overtake like an Atlas rocket on full song is so safe because you need so little time and such a short piece of road.

This sort of thing is all the more impressive because, when you're cruising normally, it is an exceptionally quiet car by any standards. The engine just doesn't make any sound at all, neither does it vibrate or tickle the feet, and the wind noise at 50 m.p.h. is low and still the same at 90—an unusual criterion here is that the radio volume can be set while you're parked, and just left where it is all the way up the speed range. I don't know many other cars in which this can be done. Any slight increase in general noise level comes from the tyres, which can make a rushing sound on granite chips, but still not

enough to necessitate reaching for the volume control. One snag was a badly out-of-balance front wheel.

The top speed must be about the 120 m.p.h. mark, but such figures are purely academic in a car built for use in all-over-speed limits. What does matter more is the ability to stop. The Achilles Heel of the Great American Automobile, and here the Thunderbird comes “way out ahead. It has disc brakes at the front and the first thing you notice is that there is feel at the pedal—if you want to stop in anger, you press a lot harder and don't just move your foot a bit farther down. But it's the lack of fade which makes them so startling by U.S. standards. We did six 1-g stops from 90 m.p.h. with no pulling or fading—just some smell—and, later, three maximum stops from 100 at about 45-second intervals with nothing worse happening than a slight increase in pedal travel. These stops were sufficient to leave black marks on the road without the wheels locking. Usually, one hard application from 90 m.p.h. is sufficient to fade American brakes into nothingness before the car has stopped.

By American standards there is feel, too, in the power steering, though not a lot. But enough, I thought, to let the driver know what is going on between tyres and road and there is a definite increase in the effort required, slight though it is, as the lock is increased and/or the speed rises. It's not the sort of steering an Elan driver would even contemplate, but safe. Anyhow, this isn't intended to be a sports car; it's a long-range cruiser for two.

Possibly the most fantastic thing to British eyes is the complete lack of anywhere to lay anything down within the broad areas. There is a small cubby-hole under the central armrest, but that is the lot. I just couldn't believe this and went round the car tapping every panel, looking for a secret catch. But no. The whole dashboard is surrounded by a mammoth kind of cockpit coming, which makes the car seem narrower than it really is, and there is a lot of padding to compensate for the lap-strap safety belts. Even the steering wheel centre has a sort of inverted tumbler made of collapsible material.

It is within this cockpit that you find the gimmicks which, when you stop to consider

MOTOR week ending April 2 1966



MOTOR week ending April 2 1966



An impressive line, verging on the classical.



The unusual seats have moderately soft padding mounted in a complete metal shell. The result is outstandingly good.



Bug-eyed monster. We can't help feeling that someone styled the instrument panel. Play about that odometer on the right!



Now, get out! With the transmission in P, the steering column is free to swing to the right to make it easier for the driver to escape. The effects of this on passing strangers were quite electric.

49

them, are nearly all useful. For example, the switch that enables the driver to lock or unlock the door on the (very) remote side of the car is *needed*; another switch brings a separate flasher unit into circuit and makes all the red lights at the rear end wink at once, for motorway and fog breakdowns; when you put the transmission in drive or reverse with the engine running, the parking brake automatically flies off; put the lever in P, and the steering column can be swung to one side to make exit easier. I'm not too sure about this last one—the money would have been better spent in letting the column move up and down to produce a better driving position. It's too near the pilot as it is. The windows are electrically operated, of course, and a really delightful switch enables the driver to cut the rear compartment switches out of circuit, to stop kids from monkeying around with them. A bit much is the “Fasten your seat belts” lamp that glows when you don't. But, amidst all this, the Americans have still to invent the headlamp flasher.

The rear seats are O.K. if you're five feet high, otherwise you have to lounge sideways. But the driver's seat is a magnificent thing worthy of copy by all others. It is electrically operated, of course, for back, forth, up, down, tilt front, tilt-up back—and the cushion/backrest angle can be altered after a little bit of spanner work. A sensible set-up. The real beauty of this seat, though, lies in the shape and padding. It is based on a metal shell which suited everyone who drove the car. It holds you in place just the right amount and even the texture of the covering material is exactly right—doesn't grab you but you don't slip about on it. With perforations for ventilation added, I'd vote it the best seat in the world; and I'm the most critical sitter-downer in the world.

Even with the “heavy duty export suspension package” the T-bird manages to wallow a bit, but it doesn't roll badly and if the live rear axle sometimes does a little horripole on its own, it isn't to be wondered at with such a conventional layout capable of transmitting all that power. Wheelspin is easy in the wet, but the car keeps on going in a straight line and you are kept fully aware of what is happening by the general feel of things. The smoothness of the transmission helps here, too, and it only jerks if you kick down at speed with the lever in D1—or in “green spot”, which is the same thing. I never got into the usual American car semistop, which results in me setting off at 70 and finding, a few miles further up the motorway, that I'm doing 55; indeed, I was even inspired to grasp the wheel firmly and “go motoring” once or twice.

Around town it's a fairly easy car to drive, despite the bulk, because you can see the complete tail out of the back window (other Americans please copy) and two little winker repeaters on the front wings tell you how wide it is. In the Great British 70 Limit, it's just as easy, provided that you quell any desires to corner like Nuvoletti—what you lose on the roundabouts you gain on the straight-aways. It's a comfortable car and it stays comfortable after several hundred miles (the fresh-air/hot-air mixer plays an important part in this) and that, after all, is what the makers probably set out to produce. **M**



Hans 1966 Thunderbird Town Landau

- VIN 6Y87Z155315
- Wixom Assembly Plant
- BODY: 63D = 2-Door Landau (Blind Quarter Roof-Vinyl)
- COLOR: Z = Gold 1915A (Med. Sage Gold Metallic)
- TRIM: 16 = Black Cloth and Black Vinyl
- DATE: 13D = 13 April 1966
- DSO: 97 = Export
- AXLE: 1 = Rear Axle Ratio: 3.00:1
- TRANS: 4 = 3-Speed C6 Dual Range Automatic

List price: \$4,551.-



Hans 1966 Thunderbird Town Landau

- Production Figures: 35,105 Town Landaus made (Total: 69,176 cars)
- Wheelbase: 113" (2.87 m)
- Weight: 4,568 lbs (2,072 kg)
- Length: 205.4" (5.22 m)
- Width: 77.3" (1.96 m)
- Height: 52.7" (1.34 m)
- Engine: 390 V-8 (Single 4-Barrel Carburettor)
 - Brake Horsepower: 315 Hp (232 kW)@4600 rpm
 - Torque: 427 Ft-Lbs@2800 rpm
 - Bore and Stroke: 4.05" x 3.78"
 - Compression Ratio: 10.5:1
 - Compression Pressure: 160 – 120 psi
 - Firing Order: 1-5-4-2-6-3-7-8
 - Oil Capacity: 5.00 US quarts
 - Oil Pressure: 35-55 psi@2000 rpm



1966 Thunderbird Town Landau

FORD DIVISION OF FORD MOTOR COMPANY		974	6Y87Z 155315
	SUGGESTED RETAIL PRICE	MEMO D & D	AMOUNT
TOWN LANDAU 8CYL	4583 91		3309 46
SPCL. DLR. ACCT. ADJ. CR.			85 96
SAUTERNE GOLD			
815X15 4PR WSW TIRE	43 12		31 20
PWR WINDOWS WITH PWR VENT	103 95		75 00
POWER SEAT DRIVER & PASS	194 73		140 47
SELECTAIRE CONDITIONER	415 90		300 00
AM RADIO/STEREOSONIC TAPE SYST	128 49		92 71
POWER ANTENNA RETRACTING	28 97		20 90
TINTED GLASS	42 09		30 30
HD EXPORT SUSPENSION			15 58
FOOT TIRE PUMP			2 73
TOUCH UP PAINT 2 CANS			1 80
WHEN APPLICABLE PRICES INCLUDE 7%FET			710 69

Goodyear
304
Answers OK

ENTERED

APR 14 1966
3

ACCOUNTS RECEIVABLE

102 00

TOTAL FOR VEHICLE 4036 19

3

D & D SCHEDULE B

TOTAL 5643 16

FINANCE COMPANY AND/OR BANK

EXPORT SUPPLY OPERATION
153 HALSEY ST
NEWARK NEW JERSEY

SHIP TO (IF OTHER THAN ABOVE)
FORD MOTOR CO
NEW YORK N Y

INVOICE DATE 04 11 66
ITEM NUMBER 97 0666
TRIM 16
DEALER NO. 974

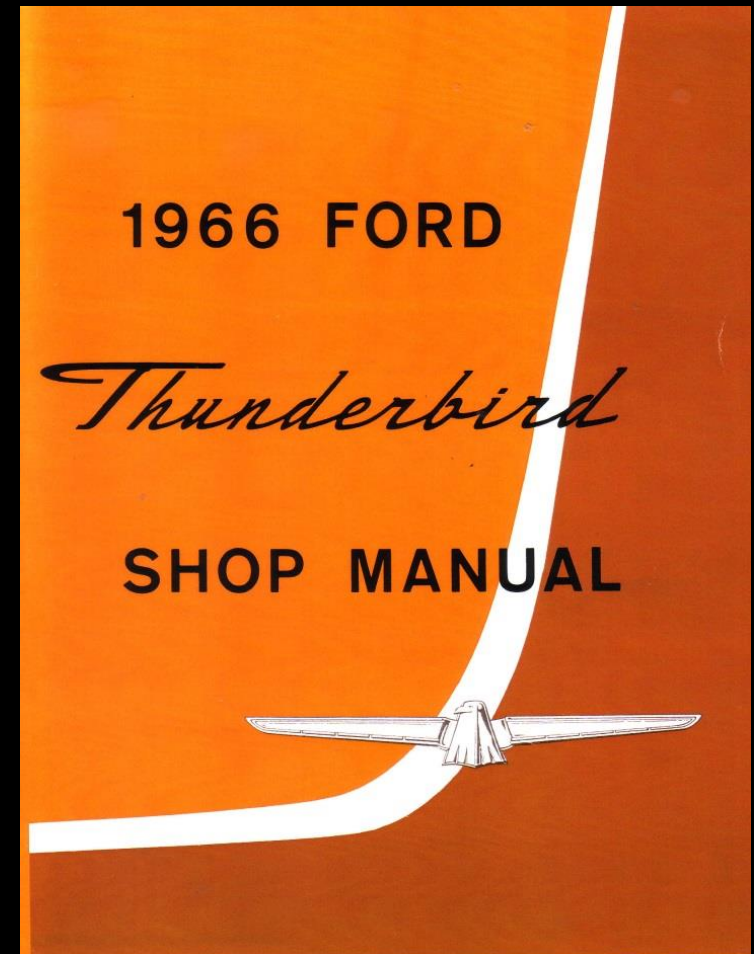
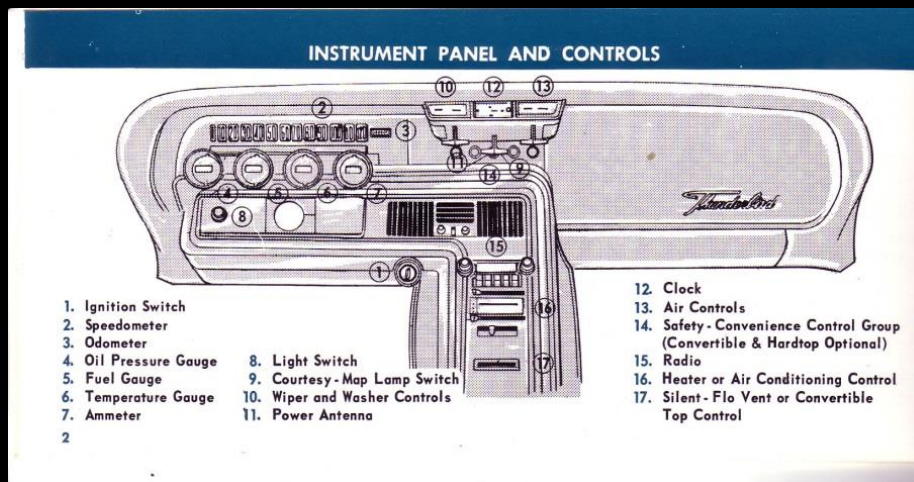
PLANT ADDRESS ON REVERSE SIDE
WIXOM MICH

INVOICE AND UNIT SERIAL NO.
6Y87Z155315

THIS INVOICE TO BE USED FOR THE BILLING AND SHIPPING OF VEHICLES ONLY

GATE RELEASE AND ACCOUNTING

Instruktionsbok och Verkstadshandbok



1966 Thunderbird Town Landau historik

Denna T-Bird lämnade fabriksbandet i Wixom, Michigan, 13 april 1966 för export till England.

Den 8 augusti 1967 registrerades bilen på A E H Phillips, HENLEY-ON-THAMES Buckinghamshire, England, med reg nr **XBH 615F**

25 Aug.	614	By.	G. W. Cunningham.	Steeple Claydon.	Vespa.	V9-A11-24229	90 cc
8 August	615	St. Ate	A. E. H. Phillips	Henley-on-Thames	Ford.	6Y87Z-155315	6392cc
9 Aug	616	street cleansing	Aylesbury Borough Council.	Aylesbury.	K. E. F.	14829	NIL.

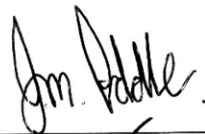
Därefter har det varit 12 ägare i UK.

1966 Thunderbird Town Landau historik

23 June 2001

RECEIPT

Received from Dr Hans Bjelkhagen, 28 Dixon Drive, Leicester,
TWO THOUSAND THREE HUNDRED POUNDS (£2300.-)
as full payment for a FORD THUNDERBIRD TOWN LANDAU 1966 car.
REG MARK: XBH 615F



Jon Fiddler
5 Nelson Way
Hevingham, Norwich, Norfolk

Hans köpte bilen den 23 juni
2001 för £2300 från Jon Fiddler
in Norwich, UK.



Detta är hur bilen såg ut 2001,
motorproblem, lacken inte i bästa
skick och utan skärmkjolar men
iteriören var bra.

1966 Thunderbird Town Landau historik

Bilen har totalrenoverats och omlackerats i **Burgundy röd** färg.

RODLEY MOTORS, Bradford, renoverade motorn



AUTOVATION, Stockport, utförde lackeringen.



Hans 1966 Thunderbird Town Landau



1966 Thunderbird Town Landau



1966 Thunderbird Town Landau



1966 Thunderbird Town Landau



1966 Thunderbird Town Landau

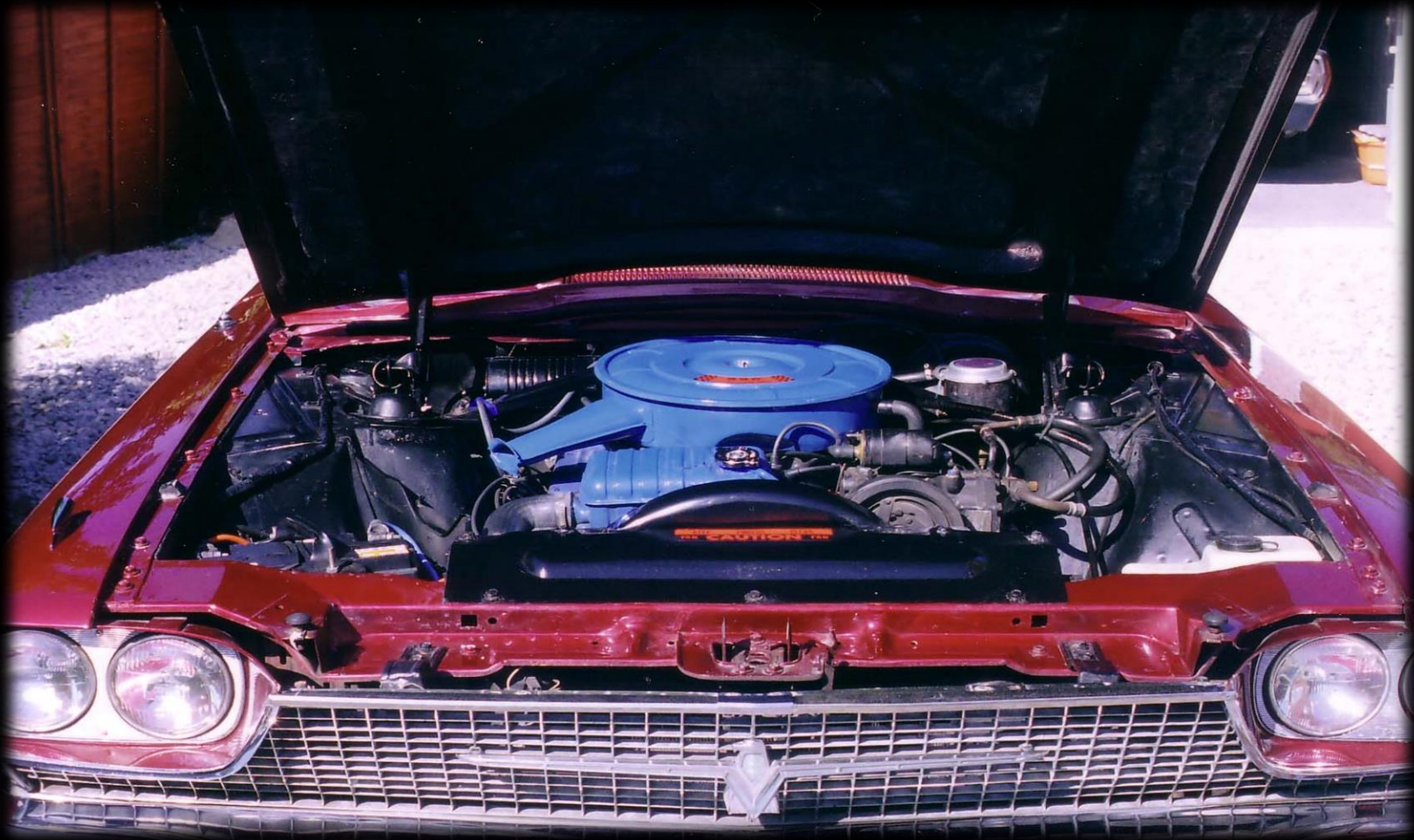




1966 Thunderbird Town Landau



390 kubiktum V8 på 315 Hk



John Cox Memorial T-Bird Award 2004

Americana International, 9-11 juni 2004

Newark County Showground,
Nottinghamshire, UK



Best Ford - AACUK 27 juni 2004



Best Ford



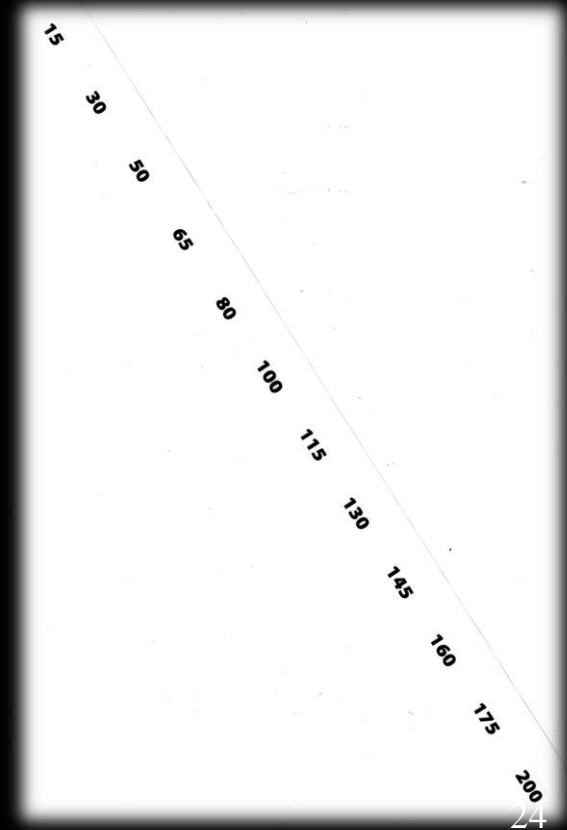
1966 Thunderbird anländer till Sverige från England i juli 2018



Km-graderad Hastighetsmätare




Självhäftande
transparent km/h
skala applicerades
innan svensk
besiktning




Svensk Registrering





**TRANSPORT
STYRELSEN**



Europeiska gemenskapen
SVERIGE

Dokumentnummer
1017000924

Del 1 av registreringsbeviset

Registreringsbevisets innehavare

Registrerad **28 augusti 2018**
 Registreringsnummer
XMH 132



Fordonens identitet och karaktär				
A. Registreringsnummer XMH 132	(D.4) Årsmodell 1966	(D.18) Bredd, mm 1960	S.1 Antal sittplatser inkl förarplatsen 4	D.1 Märke Ford
J. Fordonskategori Personbil	R. Färg Röd	(D.24) Höjd, mm	D.3 Handelsbeteckning Thunderbird	
D.17) Längd, mm 5250	(D.5) Utrustning		(D.6) Karosseri AA Sedan	
E. Identifieringsnummer 6Y87Z155315	D.2 Variant			
K. Typgodkännandennummer	D.2 Version		Personbilsklass I	
Vikter				
G. Tjänstevikt, kg 2185	(F.6) Maxlast, kg 340	F.1 Totalvikt, kg 2525	(F.7) Skattevikt, kg 2180	F.3 Högsta sammanlagda bruttovikt för bil och släp, kg
F.9 Högsta vikt släpkärra, kg				
Kopplingsanordning				
D.11) Koppling, typ	(D.13) Bromsuttag	O.2 Högsta vikt obromsat släp, kg	O.1 Högsta vikt bromsat släp, kg	(O.3) Högsta totalvikt på släpet för B-körkort/B utökad, kg 975/1725
Miljöfakta		Axlar och hjul		
V.10) Miljöklass/Utsläppsklass	V.7 CO2, g/km	(D.8) Däckdimension bak P225/75 R15		
J.3 Ljudnivå under körning	U.1-U.2 Ljudnivå/avsnitt stillastående	(D.23) Drivande axlar fram/bak		
V.13) Elenergiförbrukning, blandad, wh/km	V.9 Miljökategori	Motor och växellåda		
V.8 Bränsleförbrukning vid blandad körning		P.2 Maximal nettoeffekt, kW 232.0 SAE	(P.6) Växellåda Automat	P.1 Slagvolym, ccm 6391
		T. Högsta hastighet, km/h	P.3 Drivmedel Bensin	
Övriga uppgifter (tekniska data, dispenser m.m.)				
REGISTRERINGSBESIKTNING HAR UTFÖRTS/TYPINTYG LÄMNATS IN. FÖR ATT FORDONET SKA FÅ ANVÄNDAS KRÄVS ATT ANMÄLAN OM PÅSTÄLLNING HAR LÄMNATS.				

Hans två Thunderbirds vid Huset i Dalarna



It's the only way to fly