

Have a Story to Tell!

Gerry and Cheryl Busald's 1995 Thunderbird



Cheryl and I had previously had a '60 convertible that had several drivability issues. Cheryl bought her 2005 in Reno, Nevada on New Year's Eve 2012. I also wanted to have a Thunderbird, but one that had electronic ignition because I didn't want to deal with carburetors. I found our '95 on the internet, located in Dayton, Ohio.

We flew into Dayton in March of 2013 (while I was on spring break). We arrived after midnight and took a cab to a nearby motel. The next morning, we were almost snowed in, so it took a very long time to get a taxi to the dealership. After a brief inspection, the body was 100%, although the paint was tired. We completed the purchase and started out to drive to San Antonio amid snow flurries. On the way, back we noticed an occasional "lurch" from the transmission but managed to make it back O.K. I had all major systems serviced, the "lurch" was fixed by replacing the torque convertor.

The car turned out to be a (probably) dealer option "Hollywood Special Edition" that consisted of special side lower fairings and a different rear bumper. I had a complete repaint (original "metallic red") done by Down at Deano's on Lookout Road and interior redo at Classic Custom Upholstery in Converse.

Some modifications I've done to the car include replacing the factory spoiler with a spoiler from a '97 Thunderbird with built-in brake light (I also replaced the rear package shelf to remove the high mount brake light), new rearview mirror with Homelink, new retractable Pioneer radio with Bluetooth, Sirius XM, navigation, and rearview backup camera. Added fog lights that were only available on the Super Coupe. The NOS passenger seat base was made into a power seat rather than manual. The latest modification was replacing the center console with one from a '97 Thunderbird so that I would have usable cup holders.

Cheryl and I drove the '95 to the last two VTCI International Conventions in Kelowna, Canada and Kansas City. The car got a 2nd place in Canada (because of a dirty engine after driving more than 1,000 miles of the trip in heavy rain) and a 1st place in Kansas City. The car is a great and comfortable car for trips.

I used the car as a daily driver for approximately two years but have decided to retire the car to primarily car shows.

The car has had its' fair share of mechanical issues, including an ignition that broke as we arrived home from Kansas City (the key turned but the car wouldn't turn off), a new AC compressor, new horn relay, new windshield, and junkyard replacement taillights. I have been scouring the junkyards since I got the car trying to find a better back window top molding, there is no NOS or aftermarket molding available. Most of the late model ('92 - '97) cars in Kansas City had almost perfect moldings but the hot Texas sun destroys them here. Sooner or later I plan to make a trip to a few northern cities to search their junkyards.