

# Ags Take 1st Win Over Houston, 5-1

First baseman Frank Stark connected for his second home run of the 1963 season and outfielder Robert McAdams got his first of what coach Tom Chandler hopes will be many as the Aggies beat the Houston Cougars on Kyle Field Saturday, 5-1.

The victory evened up the score for the Cadets at one win and one loss after Thursday's misfire against TLC.

Aside from the two round trips, it was mostly a defensive effort by the Ags, who chalked up their second and third double plays of the season.

A&M's first two runs came in the first inning when second baseman Jerry Ballard singled, and

then McAdams clouted his homer. Ballard scored again in the third when Stark lined a grounder down the third base line to drive in pitcher Chuck McGuire.

The final runs came in the ninth when Ballard made first on an error and went to second on a sacrifice by George Hargett. Stark drove Ballard and himself in with his second homer, a 350-ft. sailer over the right field wall.

First baseman Clifton Jubala of Houston scored the lone run for the Cougars. In the second inning he walked, stole second, went to third on a passed ball and then came in on third baseman Al Campo's ground ball to first.

# Cadets Hold 1st Scrimmage, Foldberg Happy With Effort

Next season's Aggie football team held its first scrimmage Saturday during spring training and Coach Hank Foldberg told reporters that he was happy with the team effort made this early in the drills.

Hard-running Jerry Rogers scored one touchdown for the Maroon unit. The Corpus Christi (Ray) fullback looked well-healed after the knee injuries that plagued him last season.

Halfback Travis Reagan scored a touchdown for the Whites. Foldberg was most happy, however, about the showing of the Maroon

line, which was composed of men who saw most of the action in 1962.

The coach praised ends Ronnie Carpenter and John Brotherton, tackles Melvin Simmons and James Craig, guards Jerry Pizzatola and Ray Gene Hinz and center Ray Kubala.

Kubala, the biggest man on the squad, a 238-pounder who gave All-SWC Jerry Hopkins a run for his money all through last season, intercepted one pass and broke up several others as he led the Maroon defense from his linebacker position.

# Young Tennis Ace Signs With Aggies

Robert Fann of San Antonio, one of the state's outstanding high school tennis players, has announced he will attend A&M next September.

Tennis coach Omer Smith said Fann will graduate from Texas Military Institute in San Antonio in June.

Last season Fann was ranked 13th in the state in junior tennis by the Texas Tennis Association. He was a member of the Texas Davis Cup team for two years and won the state Junior Chamber of Commerce championship last season.

# A&M Netters Win 1, Lose 1

Coach Omar Smith's Aggie tennis team kept the slate even last weekend by defeating St. Edwards University in Austin Friday and dropping one to the formidable Trinity Tigers in San Antonio Saturday.

A&M's netters now own a 3-3 record for the season.

The number two and three men for the Cadets were missing from the action Saturday because of illness and Chuck McKinley and the rest of the nationally-ranked Tigers blanked the Ags, 7-0.

Top-ranked Aggie Richard Barker played the feature match on Saturday with McKinley, who is currently number one in the nation. McKinley won, 6-1, 6-1.

The Aggies play their first home matches of the season this weekend. They meet the University of Corpus Christi at 1:30 Friday and the University of Houston at 1 Saturday.

# Thinclads, Golfers Take 2nd At Laredo's Border Olympics

Coach Charles Thomas' track team accumulated 51 3/4 points to end up second behind Abilene Christian College's 71 3/4 in the university division of the track and field competition at Laredo's Border Olympics Friday and Saturday.

The Aggies took four first places and had high finishers in several other events to lead Rice, Texas and Houston in that order.

Coach Henry Ransom's golf team was second in the pre-meet tournament, 25 strokes behind the University of Houston. The Aggies were 33 strokes ahead of their nearest contender, North Texas.

JUNIOR WEIGHTMAN Danny Roberts was a winner in two

events for A&M. The 6-3, 245-pounder from Cleveland lobbied the shot 56-2 and the discus 164-6.

Andrews speedster Ted Nelson took the open 440 with a 47 flat effort. Teammate Jerry Anderson copped second behind Nelson with a 48.0. Aggie co-captain George Tedford was fourth with 48.3.

The Aggie mile relay team turned in a 3:13.9 time and won the fourth A&M first. The mile team consists of R. E. Merritt, Tedford, Anderson and Nelson.

ACC's Jerry Dyes was the high-point man in the meet with 14. He was voted the outstanding performer at the outing.

Dyes set two division records at

the Olympics with a javelin toss of 243-3 1/2 and a broad jump that spanned 24-0.

RICHARD HALL, Merritt, Nelson and Tedford were bested by only two-tenths of a second by ACC in the 440 relay. Their time was 41.4.

Soph John Collins took the other Aggie second place with a 6-2 3/4 leap. Don Deaver tied for third in the high jump with a jump one inch shorter. James Daniels tied for fourth with 5-11.

Another soph, Jim Sebastian, turned in a 1:55.2 for a fifth place in the 880-yard run.

Co-captain E. L. Ener took a fifth in the two-mile run with a 9:20.0 time.

# Stringfellow, Beasley Make All-SWC Freshman Team

Fish cagers Dicky Stringfellow and John Beasley were Aggies named to the 1962-63 All-Southwest Conference freshman basketball team last weekend.

Stringfellow, was voted to the first team and Beasley made the second.

SMU's Carroll Hooser was the only unanimous choice to the mythical team. Texas Tech's 5-11 Dub Malaise was runner-up.


Completing the first team were Baylor's Darrell Hardy, who only joined the Cubs between semesters when he was graduated from a Houston high school, and Rice's 6-5 Doug McKendrick.

Beasley's teammates on the second All-SWC squad were TCU's Dale Abshire, Texas Tech's Nor-

man Reuther, Texas' Paul Oliver and Baylor's Tommy Hatfield.

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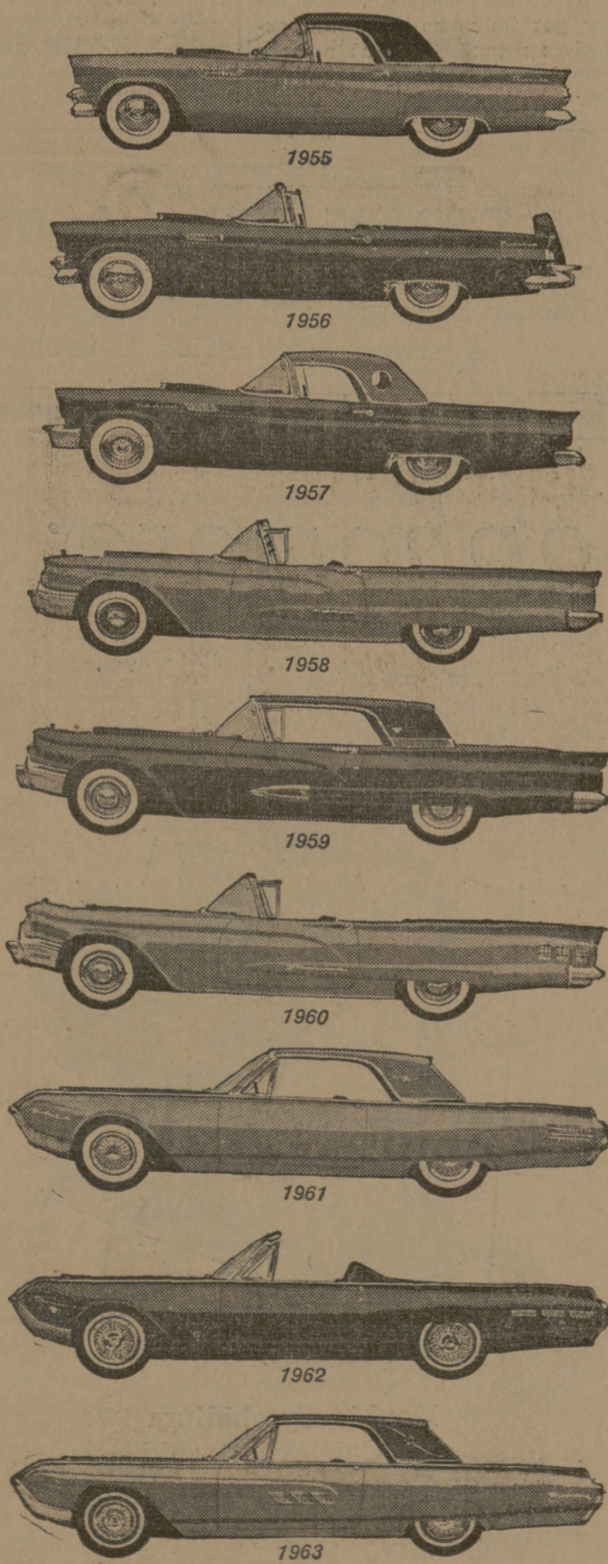
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# The story of a classic



In many ways the story of the Thunderbird is one of the most unusual in the automobile business. The whole idea of the car was born at one of the great European automobile shows. The then president of our company pointed to some of the small, lush sports cars that are always a center of attention at such shows and asked his companion, "Why can't we build something like these?"

The companion, who later became a vice president of the company, said, "It just so happens I have one on the boards. I'll show it to you when we get back to Detroit." Then as fast as he could discreetly get to a transatlantic telephone he called his assistant and told him, "Remember that car we've been talking about? Finish those sketches on it."

The Thunderbird became one of the few cars ever built that was produced essentially as the original sketches presented it. Most cars undergo countless changes in the design period. But there was a natural clarity and cleanliness to the Thunderbird design that immediately captured all of us at Ford.

It was probably this clean, sharp look that won so many friends so fast when the car went into production. That first Thunderbird had its drawbacks. For example, it was too soft-sprung for true sports-car handling. But, the truth is, it was not designed in the European tradition of the fast performance car. Some people called it a sports car but we never did. We called it a "personal" car, a small, fairly luxurious car that was fun to look at and fun to drive. It had its own integrity: it was one alone.

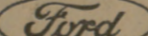
We built the Thunderbird as a bellwether car for Ford. It was our intention to test new ideas before we put them into our Fords, Fairlanes and Falcons. The new Ford ride and Swing-Away steering wheel appeared first on the Thunderbird, for instance. However, we never foresaw the extraordinary influence Thunderbird would have on the whole automobile business here and abroad. Almost everybody offers the Thunderbird bucket seats these days. And the Thunderbird look is the most decisive styling of the '60s.

The Thunderbird is a classic, made so by a peculiar blend of magic ingredients of which we would love to know the secret. We're building cars right now we hope will become classics, but the truth is, we don't make classics, we make cars. People make the car a classic. And that's the story of the Thunderbird.

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