



the performance envelope, defining and refining the true American sports car. Thunderbird went on to create a new niche, which came to be known as personal luxury cars.

The Thunderbird that emerged from the drawing board to the showroom in 1958 proved strikingly different from its predecessors. The most obvious difference from the first generation to the second was the size. The new 'Birds stretched 1½ feet longer than the '57s, and tipped the scales at 1000 pounds heavier! Longer, heavier and lower, too. New unit construction dropped the height by a full five inches.

With their straight shouldered, linear look, it's easy to see where the nick-name Square-birds came from. Quad lights fore and aft complemented the rectangular styling theme.

Costs for development of the second generation cars proved to be greater than anticipated, hence little was left for freshening between restyles. The 1959 models were, therefore, only subtly different looking. A bar style grille replaced the '58's grate, the front fenders sprouted small oval ornaments, and the spear shaped lines adorning the quarter panels

*Square-birds were 18 inches longer and 1000 pounds heavier than the early 'Birds.*

