



THUNDERBIRDS of Southwest Ohio

Newsletter

July 2023



MEETING MINUTES

Call to Order: After watching the count-down timer closely, President Roger Hamm gaveled our meeting to order promptly at 23:00 UTC (AKA 19:00 EDT or 7:00 PM EDT) on Thursday, June 8, 2023, in the smaller meeting room at MCL Cafeteria. Following his Call to Order, he extended a warm welcome to the 18 members gathered together in the room.

Attendees: Those attending were Roger & Lisa Hamm, Dave Harvey, Brett Andrews, Mark & Jackie Allen, Nancy & Julie Blake, Larry & Jo Doelker, Mike Hall, Paul & Sherry Loschi, Dave & Susan Menke, Terry & Carol Powell, and Jim Russell.

Approval of Minutes: Since the minutes from the May meeting had been published in the June newsletter (sent out on May 30th), President Roger asked for a motion to approve those minutes. Jackie Allen made the motion for approval, and that motion was seconded by Dave Menke. There being no questions or concerns about the minutes as published in the newsletter, the minutes were deemed approved.

Membership Update/Discussion: President Roger reported that we have a new member, although he was unable to attend this evening. Roger met him at a car show that Reichard held. His name is Terry Wilson, he owns a '65 Hardtop, and he lives in Eaton. Roger mentioned another couple of people that he's recently given applications to, but nothing firm has developed yet. Brett mentioned a lady (who owns 3 Thunderbirds) that he and Roger spoke to at the Clark County Fairground. No one else had anything more to report regarding new or prospective members.

President Roger then asked if anyone had any changes to report in contact information or roster updates. There were none to report.

As to T-bird status updates, Roger decided (after not having any luck selling his '78 Diamond Jubilee on his own) to consign the car to Gateway Classics. While delivering the car to the Indianapolis location of Gateway Classics, he had a blow-out on his pickup truck (about a mile outside Eaton). Fortunately, he was able to get safely to the side of the road. Unfortunately, once he got the tire changed, he discovered that the spare only had about 10# air pressure. Since AAA would only tow his truck and not his trailer, he had to choose between leaving the car and trailer beside the road while he went to get the spare aired up, or drive slowly with the trailer to get the tire remedied himself. Unfortunately, that second idea didn't pay off very well, as the tire was destroyed by the time he got to a tire repair facility. Not only was the tire destroyed, but it also damaged a support in the wheel well area, so he's got some truck repair to do now.

Roger also recently finished some work on his black 2002 T-bird, replacing some rear suspension parts (upper control arms, stabilizer end links, rubber boots, etc.), and he also replaced the front stabilizer end links.

Dave Harvey reported that he (with a great deal of assistance from Aaron (Deb's and his son) had finally and completely resolved the passenger-side outside air flow problems on their '57. About the only thing left to do is to "more-properly" attach the control panel to the dash (it's not seated correctly, and just looks "wonky").

Sunshine Committee Report: President Roger reported that there are four anniversaries in June, being that of Larry & Jo Doelker (on the 16th of the month, being their **50th** anniversary!), Dave & Susan Menke (on the 23rd of the month, their 44th anniversary), Paul & Sherry Loschi (on the 20th, their 14th anniversary), and Michael & Donna Bach (their **53rd** anniversary!). President Roger also reported five June birthdays: Michael Bach (on the 12th), Dave Harvey (on the 18th - also Fathers' Day, as it was on the day he was born), Jo Doelker (on the 24th), Mark Allen (on the 29th), and Mike Hall (also on the 29th).

Treasurer's Report: Treasurer Lisa Hamm reported that, since May 1st, our treasury has remained unchanged. After a question from Roger, Lisa clarified that Terry Wilson's dues will be reported in June.

Club Activities/Events: President Roger reminded everyone of the event pool which is listed on each meeting's agenda. In addition to those, here are some car events, as described in numerous hand-out flyers that Roger, Jackie & Mark, and Dave have received from various cruise-ins and shows, as well as some weekly cruise-ins:

WEEKLY CRUISE-IN EVENTS:

Thursdays, 4:00 PM: Get Air Cruise-In, Huber Hts

Fridays, 4:00 PM: Beavercreek Cruise-In, Vineyard Church

Saturdays, 5:00 PM: Kettering Cruise-In, Kettering Assembly of God Church

Sundays, 4:00 PM: Cruisers and Cones, Airline Dairy Crème, Vandalia

"MiamiValleyCruiser" is a Facebook group that maintains up-to-date listings of all types of cruise-ins, cars shows, and other car-related information

Another source of car shows, cruise-ins, etc. is "miamivalleynovas.com/carshows.html"

ONE-OFF EVENTS (SHOWS AND CRUISE-INS):

June 24 (Sat), 9:00 AM - 2:00 PM: 6th Annual Shelter Car & Bike Show, 1441 E. Dorothy Ln - \$10/car, dash plaques, 10 specific trophies, as well as Top 20 trophies

June 24 (Sat), 4:00 PM - 9:00 PM: Downtown Saturday Night on the Bricks (downtown Arcanum) - \$10/car, TV giveaway, 50/50, door prizes, music & food

July 1 (Sat), 11:00 AM - 4:00 PM: Star Spangled Heights Car Show (Thomas Cloud Park on Brandt Pike) - \$10/car, raffles, door prizes, 50/50

July 1 (Sat), 4:00 PM - 8:00 PM: Jim Smith Memorial Cruise-In (Mercer County Fairgrounds, 1001 W. Market St, Celina) - \$10/car, first 50 cars receive free T-shirt, door prizes, 50/50

July 9 (Sun), 2:00 PM - 6:00 PM: Purple Door Car Show (St. John Lutheran Church, 1100 N. Main St., Celina) - \$10/car, dash plaques for first 100 entries, door prizes, music, 4 specific awards plus Top 25 awards

July 16 (Sun), 1:00 PM - 5:00 PM: Brookhaven Cruise-In (One Country Lane, Brookville) - Free, door prizes, food trucks, people's choice awards

August 5 (Sat), 10:00 AM - 3:00 PM: Shade Tree Auto Show (1617 N. Longview St., Beavercreek) - \$15/car, T-shirts and dash plaques to first 50 entrants, Top 35 awards plus Best of Show, food & drink available, entertainment by Bob Pitsch (please bring a canned good for donation to the Beavercreek FISH food pantry)

August 20 (Sun), 12:00 PM - 4:00 PM: Antioch Shrine Custom Car, bike & Truck Show (107 E. First St.) - \$15/car, dash plaques, door prizes, Top 25 awards (participant judging), food & beverages available (our own Larry Doelker has been a long-time Shrine member and active booster for this show)

August 22 (Tue) through Aug 27 (Sun) - THUNDERBIRD REUNION, FORD WORLD HEADQUARTERS, DEARBORN, MI (a joint effort of International Thunderbird Club, Vintage Thunderbird Club International, and Classic Thunderbird Club International)

August 26 (Sat), 9:00 AM - 2:00 PM: Family On Wheels Car Show (Miami Valley Center Mall, 987 E. Ash St, Piqua) - \$10/car, dash plaques to first 200 vehicles, door prizes, 50/50, silent auction, numerous awards

September 10 (Sun), 8:00 AM - ??????: Gathering of the Geezers (Kil-kare Raceway, 1166 Dayton-Xenia Rd, Xenia) - cost is \$15 (spectator) or \$20 (car show & swap meet) or \$25 (drag racin!). Don't miss it, too much to list here.

September 23 (Sat), 11:00 AM - 4:00 PM: Crestview Baptist Church Car Show (6600 Salem Ave, Clayton) - Free, dash plaques to all, door prizes, gift bags, food & beverages, numerous awards

Old Business: President Roger again reminded everyone that the club's biennial officer elections will be held in October. He again asked for some "new faces" to step up and volunteer, as we have been rotating through the same group of officers for a while now. Since the Vice President (currently, Scott McGaha) automatically accedes to the Presidency (per our Bylaws), any election races would be for the positions of Vice President (with automatic accession to the President's position in two years), Secretary, and Treasurer. Please consider "throwing your hat into the ring" for one of these positions. Candidacy petitions will be due in by our September meeting, and can be found on our web site (<http://www.thunderbirds-sw-ohio.com/>, then click on "TSWO Bylaws" on the left, then item #6 Elected Officer Candidacy Letter). When you click on that link, the form will download to your computer. Simply print the form, fill it out, and turn it in no later than the September club meeting (which will be on the

14th that month). Please seriously consider nominating yourself or someone else for any of the 3 positions up for election in October (Vice President, Secretary, or Treasurer).

Note: nominating petitions can be completed either by a member on his/her own behalf, or on behalf of another worthy member (be sure to obtain his/her permission first, of course).

Calendar of Car Events:

Our next club meeting will be on July 13th at our usual location, MCL Cafeteria (dinner at 6:00 PM, meeting promptly at 7:00).

Roger reiterated about the Thunderbird Reunion, mentioning that he has registered and will be attending. Dave Harvey said that he and Deb have registered, and would be attending, also.

Dave Menke inquired as to whether or not Dave and Deb had any difficulty in making their reservation, as he had heard that reservations were filling up fast. Dave H. told Dave M. that he had no difficulty in securing a room at the advertised rate.

New Business: None to report.

Open Floor: Larry Doelker mentioned that the Thunder Rally will be held at Renaissance Center, Harveysburg, on Saturday, July 8th. This event originally began as a motorcycle-only poker run, but starting last year, included a car show. He said it's a "humongous" event, and should not be missed. Some of the proceeds of this event will be donated to the Shrine Hospital.

Adjournment: There being no other business to be addressed, President Roger called for a motion for adjournment. The motion was offered by Nancy Blake, and seconded by Susan Menke. The meeting was then gaveled to a close by President Roger at 7:28 PM EDT.

Roger Hamm
President



Birthdays & Anniversaries in July: July was a popular month for birthdays and anniversaries. We have four birthdays and three anniversaries. Our best wishes to you all on your special day.



July Birthdays

Susan Menke (2nd)
Jackie Allen (13th)
Dave Koehler (16th)
Tom Tirey (20th)

July Anniversaries

Darrel & Ruby York (1st)
(28 yrs)
Jay & Bea Walsh (15th)
(56 yrs)
Jim Ross & Beverly Knauper (29th)
(16 yrs)





Hello, fellow TSWO members. I hope every one of you had a very good July 4th celebration. Lisa and I decided to go to the American Legion cruise-in on Monday because they were supposed to offer free food to those people who brought their classic cars to the cruise-in. Unfortunately, the weather was not very cooperative, as it started raining on our way there and shortly after we arrived, the rain really started pouring down. There were only two other cars in the cruise-in besides our yellow 2002 Tbird. There also was no food set out for us to enjoy, so after about $\frac{1}{2}$ to 1 hour, we packed up and headed home, and of course, the weather cleared up the rest of the evening. We got home and decided to go to the casino and get our free Monday meal for veterans and I had a little bit of fun playing the slot machines.

Do any of you know the history of the July 4th holiday and the celebrations surrounding it? I have done a bit of research on it and decided I would share that information with you below.

During the American Revolution, the legal separation of the thirteen colonies from Great Britain in 1776 actually occurred on July 2, when the Second Continental Congress voted to approve a resolution of independence that had been proposed in June by Richard Henry Lee of Virginia declaring the United States independent from Great Britain's rule. After voting for independence, Congress turned its attention to the Declaration of Independence, a statement explaining this decision, which had been prepared by a Committee of Five, with Thomas Jefferson as its principal author.

While Jefferson consulted extensively with the other four members of the Committee of Five, he largely wrote the Declaration of Independence in isolation over 17 days between June 11, 1776 and June 28, 1776 from the second floor he was renting in a three-story private home at 700 Market Street in Philadelphia, now known as the Declaration House, and within walking distance of Independence Hall.

Congress debated and revised the wording of the Declaration, removing Jefferson's vigorous denunciation of King George III for importing the slave trade, finally approving it two days later on July 4. A day earlier, John Adams wrote to his wife Abigail:

"The second day of July 1776, will be the most memorable epoch in the history of America. I am apt to believe that it will be celebrated by succeeding generations as the great anniversary festival. It ought to be commemorated as the day of deliverance, by solemn acts of devotion to God Almighty. It ought to be solemnized with pomp and parade, with shows, games, sports, guns, bells, bonfires, and illuminations, from one end of this continent to the other, from this time forward forever more."

Adams's prediction was off by two days. From the outset, Americans celebrated independence on July 4, the date shown on the much-publicized Declaration of Independence, rather than on July 2, the date the resolution of independence was approved in a closed session of Congress.

Historians have long disputed whether members of Congress signed the Declaration of Independence on July 4, even though Thomas Jefferson, John Adams, and Benjamin Franklin all later wrote that they had signed it on that day. Most historians have concluded that the Declaration was signed nearly a month after its adoption, on August 2, 1776, and not on July 4 as is commonly believed.

By a remarkable coincidence, Thomas Jefferson and John Adams, the only two signatories of the Declaration of Independence later to serve as presidents of the United States, both died on the same

day: July 4, 1826, which was the 50th anniversary of the Declaration. Although not a signatory of the Declaration of Independence, James Monroe, another Founding Father who was elected president, also died on July 4, 1831, making him the third President who died on the anniversary of independence. Calvin Coolidge was the only U.S. president to have been born on Independence Day who was born on July 4, 1872.

Independence Day is commonly associated with fireworks, parades, barbecues, carnivals, fairs, picnics, concerts, baseball games, family reunions, political speeches, and ceremonies, in addition to various other public and private events celebrating the history, government, and traditions of the United States. Independence Day is the national day of the United States.

Independence Day is a national holiday marked by patriotic displays. Per 5 U.S.C. § 6103, Independence Day is a federal holiday, so all non-essential federal institutions (such as the postal service and federal courts) are closed on that day. While the legal holiday remains on July 4, if that date happens to be on a Saturday or Sunday, then federal government employees will instead take the day off on the adjacent Friday or Monday, respectively.

Families often celebrate Independence Day by hosting or attending a picnic or barbecue; many take advantage of the day off, and in some years a long weekend, to gather with family members or friends. Decorations (e.g., streamers, balloons, and clothing) are generally colored red, white, and blue, the colors of the American flag. Parades are often held in the morning, before family get-togethers, while fireworks displays occur in the evening after dark at such places as parks, sporting venues, fairgrounds, public shorelines, or town squares.

The night before the Fourth was once the focal point of celebrations, marked by raucous gatherings often incorporating bonfires as their centerpiece. In New England, towns competed to build towering pyramids, assembled from barrels and casks. They were lit at nightfall to usher in the celebration. The highest were in Salem, Massachusetts, with pyramids composed of as many as forty tiers of barrels. These made the tallest bonfires ever recorded. The custom flourished in the 19th and 20th centuries and is still practiced in some New England towns.

Independence Day fireworks are often accompanied by patriotic songs, such as "The Star-Spangled Banner" (the American national anthem); "Columbia, the Gem of the Ocean"; "God Bless America"; "America the Beautiful"; "My Country, 'Tis of Thee"; "This Land Is Your Land"; "Stars and Stripes Forever"; "Yankee Doodle"; "Dixie" in southern states; "Lift Every Voice and Sing"; and occasionally, but has nominally fallen out of favor, "Hail Columbia". Some of the lyrics recall images of the Revolutionary War or the War of 1812. Firework shows are held in many states, and many fireworks are sold for personal use or as an alternative to a public show. Safety concerns have led some states to ban fireworks or limit the sizes and types allowed. In addition, local and regional conditions may dictate whether the sale or use of fireworks in an area will be allowed; for example, the global supply chain crisis following the COVID-19 pandemic forced cancellations of shows. Some local or regional firework sales are limited or prohibited because of dry weather or other specific concerns. On these occasions the public may be prohibited from purchasing or discharging fireworks, but professional displays (such as those at sports events) may still take place.

A salute of one gun for each state in the United States, called a "salute to the union," is fired on Independence Day at noon by any capable military base.

New York City has the largest fireworks display in the country sponsored by Macy's, with more than 22 tons of pyrotechnics exploded in 2009. It generally holds displays in the East River. Other major displays are in Seattle on Lake Union; in San Diego over Mission Bay; in Boston on the Charles River; in Philadelphia over the Philadelphia Museum of Art; in San Francisco over the San Francisco Bay; and on the National Mall in Washington, D.C.

During the annual Windsor-Detroit International Freedom Festival, Detroit, Michigan hosts one of the largest fireworks displays in North America, over the Detroit River, to celebrate Independence Day in conjunction with Windsor, Ontario's celebration of Canada Day.

The first week of July is typically one of the busiest United States travel periods of the year, as many people use what is often a three-day holiday weekend for extended vacation trips.

Roger

TSWO Returns to the Gale Halderman Museum

By: Mike Hall



On June 10th, our club was represented at the "Halderman Barn All Mustang Cruise In" at Brandt, Ohio. We were invited to participate in this Mustang event because Mr. Halderman, the designer of the original Mustang, also liked Thunderbirds, as was evidenced in his museum. Dave Menke, Terry Powell, and Mike Hall entered their Thunderbirds and parked them in the midst of a huge corral of wild Mustangs. It was a beautiful day for a car show and we got a lot of

attention from the many Mustang folks there. I'm sure that they were wishing that they had Thunderbirds too! Surprisingly, we won one of 20 "Favorite" awards out of 109 cars registered and all but 5 of them were Mustangs. It was a great day and we enjoyed every minute of it. The event raised \$2,500 for the upkeep of the Halderman Barn Museum.





Pictured here are the first Retro Thunderbird produced, an example of the newest model Mustang, and the first Mustang produced.



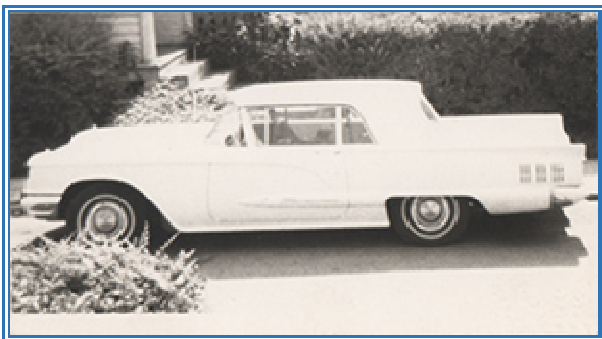
My Thunderbird History

By Mike Hall



I've been a Thunderbird fan for a very long time. I fell in love with Thunderbirds at the age of 13 when the Bullet Birds came out in 1961. I thought that they were the most beautiful and futuristic car that had ever been made and I dreamed of owning one someday. I used to walk downtown to the Ford dealer showroom just to admire the gorgeous Thunderbirds. I got my driver's license in 1964, the year the Flairbirds came out and they were stunning, but still only a dream for a High School Sophomore. In 1966, I was a regular at the dealer showroom and had made friends with one of the salesmen. He knew how much I adored the Thunderbirds and surprised me with a showroom Thunderbird catalog, a 1966 Ford Buyers Guide, and a promotional model Thunderbird, normally reserved only for serious potential buyers, for me to keep. I was ecstatic then, and I still own them yet today. I used to sit in my room at home and look at all the color choices, options, and prices by the hour. I worked up what was the perfect 66 if only I had the money. Sadly, my part-time job would not put a dent in what the payments would be, even though the cost seems low by today's standards. It was just at \$6000 fully loaded.

In 1967, as a freshman in college, I needed a car and with my parent's approval, set out to find a Thunderbird that I could afford. I really wanted one of the newer models, but figured I'd settle for



maybe a Bullet Bird. However, our pastor loved cars and knew of my love for Thunderbirds. He approached me one day saying that a member of the church in Urbana had a Thunderbird for sale. We immediately drove to see it and it turned out to be a white 1960 with red and white upholstery. This was a bit older that I had hoped for, but the price was right at \$675, and it was in great shape. As it turned out, I really enjoyed this car and it performed

beautifully. I drove it until some years later when I went into the Air Force and was stationed at Gentile Air Force Station on Whitman Boulevard, a division of Wright Patterson Air Force Base.

One day in 1969, I stopped by Stengers Ford on Dixie Drive to peruse the cars on the lot when I spotted an absolutely stunning 1966 Town Landau in Sauterne Gold



with black roof. It was sitting under a big parking lot light and shining like the sun. I fell in love again. It was a stretch for me, but I traded in my 60 for this beautiful 66. I drove the car proudly until I was to be stationed overseas and decided to sell it. Ironically, my insurance agent at the time wanted it because his wife had a 66 Town Landau in Aqua with a white top and he wanted a 66 as well. This was a quick and easy sale to a guy who really wanted it. I hope it's still around somewhere yet. The 66 remains as my favorite body style to this day.



Somewhere in 1970, Stengers Ford got in a black 1957 Thunderbird with a white top. I shouldn't have, but I bought it too, because I really wanted a classic T-Bird. I stored this car during my military service and eventually sold it recently to an old friend. It did have the wrong engine and transmission, as well as some body rust. It was originally an "E" bird with dual four-barrel carburetors on a 312 Thunderbird Special engine and would have been very expensive to restore. I did enjoy driving it a lot, though.

After my discharge from the Air Force and marrying my sweetheart back home, we settled down and I took a job managing a new car wash in town. This was the Spring of 1974. One of the regular customers was an older couple who drove a 1968 Thunderbird in Royal Maroon with matching Royal Maroon interior, bucket seats with console, and every conceivable option possible on a 68 Thunderbird. All the usual niceties, as well as a four-note horn, die cast wheel covers, fiber optic monitor on the rear package tray



that showed the sequential turn signals in the rear-view mirror, rare cruise control, stereo FM, power antenna and trunk release, and the first year for climate control. It was in mint condition and after I had admired it many times, they offered it to me for sale. They were only asking \$1100, so I grabbed it and thanked them over and over. We drove this car as our regular driving car for many years and put 140 thousand miles on it with no problems ever. I eventually garaged it and we drove newer cars to keep from putting any more miles on it. I did sell it on eBay somewhere in the 90's but wish I had it back today.

During the late 70's and early 80's I went nuts. I decided that I would like to have one of each series of Thunderbird as my personal collection. I went about buying up many different models, all in rougher shape, with the thought that I would try to restore them someday. I hate to admit it, but I had a total

of 13 Thunderbirds at that time, but other than the 68 and 57, they were pretty rough, and all lined up along the back fence waiting on the day I could restore them. Well, I finally came to my senses and realized that I wasn't going to be able to afford the restorations and I didn't have the time, equipment, or the expertise to try to do them myself, so I sold all of them off except for the 68 and 57.

In the fall of 1982, a friend and fellow classic car enthusiast spotted a 1960 Thunderbird for sale in Lima. He told me about it, so my wife and I went to see it. It was a 1960 in white, with red and white interior, just like my first car. It had just been refurbished with a fresh paint job and a few things



freshened-up here and there. It was beautiful and of course I wanted it. To my surprise, my wife actually said okay. She remembered the good times we had dating in my first 1960 and was in agreement with buying it. It was \$6000, which was a lot then, but well worth it now. This is the car that I kept all



through the years and recently had it fully restored again by a master craftsman. This was mainly because the paint job that had been done before I bought it was lacquer, which they sprayed over top of the original enamel paint. Over the years, the two paints did not get along with each other and cracked into what looked like a dried lakebed, forcing me to get it completely stripped to the bare metal

and repainted. They used modern polymer paint with clear-coat over the top, which I am very happy with. I also had all the chrome re-plated or replaced as well as new upholstery and carpet. I love this car and will drive it proudly as long as they let me behind the wheel.

I will remain a Thunderbird fan forever.

This One Fooled Me Too

By Brett Andrews

During my meanderings on Facebook, I ran across a picture of another interesting concept car. It looked familiar in a weird sort of way. I did a little more research on-line and found a short article entitled "What if... Edsel had its own version of the Thunderbird?" from the March 13, 2016 issue of the Hemmings magazine.

The article discussed how the 1955 Thunderbird first started development in 1953 as a challenger to the corvette and how it way outsold the corvette in its first year on the market.

It further went on to describe how a new Edsel Corsair was to be produced in 1958 and that Edsel Ford saw the success of the Thunderbird as a viable platform for a mid-level entry personal luxury car within Ford below the Continental. In 1956, using the Thunderbird frame and removable hardtop, Edsel had his designers create a Thunderbird like prototype with a similar length, but heavier, to fit the fresh styling of the new Edsel Corsair.



The article goes on to mention that Edsel believed in this car so much that he had an operable prototype built and driven to a meeting of Ford execs. This new car, to be known as the "Raven" model of the Edsel, would have more head and elbow room than the T-bird with more luxury options at mid-level pricing.

The article notes that the Ford execs, fearing the Raven would dilute the market for the Thunderbird, shot down the idea, so the specially made prototype would soon be headed to the junk yard. The article concluded by highlighting the end of the entire Edsel line in late 1959.

This article so intrigued some readers that many questions and comments rolled into Hemmings. Comments espoused how nice the vehicle looked and wanted to know more, especially asking if the prototype survived or if there were other pictures of the car available.

Finally, Hemmings had to point out the parenthetical Editorial Note at the beginning of the article which read, "Daniel Lindquist of KDC Garage not only has some interesting ideas about alternate automotive histories, he can also render those histories in Photoshop and form a narrative around them. One of his latest: an Edsel-flavored Thunderbird." The whole article including the picture was made up. What a shame, it was a cool looking car.

CLUB OFFICERS

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