



Thunderbirds of Southwest Ohio

Newsletter

March 2016



MEETING MINUTES

Call to Order: Since all members who were attending were present, the meeting convened a little early at 6:48 p.m. on February 11, 2016 at the MCL Cafeteria, with club Roger Hamm presiding.

Attendees: Roger & Lisa Hamm, Scott McGaha, Brett & Peg Andrews, Nancy & Julie Blake, and Guy & Jan Gifford.

Announcements: Roger began the meeting by announcing that due to a medical issue affecting Jim, Jim and Beverly would not be with us at the meeting this evening. Our wishes are with Jim that his condition is easily treatable and temporary and that they will be back with us in March.

The question was raised if there were any corrections needing to be made to the minutes of the January meeting as printed in the February newsletter. Hearing none, the meeting minutes for the January 2016 club meeting were approved and accepted as written.

It was mentioned that today, February 11th, was Peg's birthday; so the group sang Happy Birthday to her.

Nancy reported she had talked to Brownie. He was doing fine, but Leona was in a rest home but was expected to return to her own home in the near future. Nancy also mentioned she had talked to Barb. Jack is currently living at home. He has lost his hearing and his mental acuity has diminished. He has sold all of his cars. Nancy said that Ken Bender has started on the restoration of her car, which coincidentally was one of Jack's. He's painting the engine bay prior to installing a new engine.

Roger and Lisa were proud to announce they had purchased a 2002 retro thunderbird from California. It is white with a black interior. It is being shipped and should arrive in a week or so. We'll hear more about the newest T-bird addition to our club at our next meeting.

REPORTS:

Treasurer's Report: Lisa reported on the income and expenditures that occurred over the last month as well as the latest dividend we accrued on our account and our current financial balance.

Event Planning: Scott mentioned that there will be no club activity in February since several members will not be available. Scott did identify a few events that were eminent that persons may be interested in such as an ice sculpturing at the Green Shopping Mall. Discussion also ensued regarding other activities to consider, in addition to those mentioned in the January newsletter, to include a breakfast trip to the Second Street Market in Dayton. More discussion will follow at the March meeting. Brett reminded the members that he and Peg were planning a return visit to the Gilmore Auto Museum in Kalamazoo, Mi

probably in May and offered other the opportunity to go along. Because of the travel distance and time it will take to tour the museum, Brett and Peg plan to spend a night.

OLD BUSINESS:

The issue was again broached as to whether as a club we wanted to submit a copy of our newsletter to VTCl for award consideration. It was generally agreed that it couldn't hurt. Brett proposed we send last years' newsletter that contained the write up about our trip to the Dearborn Thunderbird celebration. Brett will prepare the submittal package.

Roger again recommended that members consider writing an article for possible publication in the Scoop Magazine as requested by VTCl.

See the "New Business" section of last month's newsletter for more information on the above items.

New Business: There were no new business issues to be raised at this time.

Open Floor:

Brett mentioned he and Peg would be out of town for two weeks and to call our cell phones or e-mail us if you need to contact us before we return. Brett also asked if anyone had heard of the "Battle Birds". There will be an article about them in next month's newsletter. (Note: Talk about coincidence, I had my included article on the "Battle Birds" prepared before the latest issue of the Scoop came out - Honest.)

Lastly, we'd like to give a big THANK YOU to Nancy and Julie for bringing the delicious cookies and candy to share with us.

Adjourn: At the conclusion of discussions, Roger asked for a motion to adjourn. The motion was made by Jan and seconded by Peg. The meeting adjourned at 7:20 p.m.

Roger Hamm
President

Next Meeting: March 10th, 7:00 pm, MCL Cafeteria, 4485 Far Hills Ave, Kettering

Message from the President

I can't believe that we have made it to March already. This means that it will soon be time to be getting our T-birds out of hibernation, cleaning them up and taking them out to car shows in our area. It has been a really weird winter, with temperatures down in the 20's and 30's and then just a couple days later, they jump all the way up to the 60's, only to drop back down to the 20's. It makes one wonder if this spring & summer will be so different from one day to the next.

I look forward to getting our new Retrobird out for our first car show. We finally had it delivered right to our driveway on February 21st around noon. We were both excited seeing it drive off the car transporter and driven right into our driveway!

As we get ready for another year of cruising, we need to try to recruit any new members to our club. I know our club has lost several members to other clubs, which only makes our current members more valuable. I ask all of you to go to car shows, even if you don't take one of your T-birds. If you happen to see a T-bird there, talk to the owner and see if they would be willing to join our chapter.

I was reading the March/April issue of the VTCI Scoop and really enjoyed the articles there about repairing clocks on the 64-66 T-birds. Since I have a couple of these laying around, I may try to see if I can take one apart and, following the article, maybe I can repair it and possibly get it back together again and have it work. We will see about that. There was also a really good article about scams going around the internet where people are frauded out of money they receive from a person who is supposedly paying for a car they are selling, only to find out that the check they receive and cash is not valid, leaving them having to pay their bank back. Please be sure to check this out to avoid it happening to you.

I also found out how easy it is to program the remotes on the retrobirds. I found out that all it takes is for you to turn your key from off to run 8 times, stopping in the run position. At the 8th time, the door locks will cycle, letting you know you are in programming mode. Once in programming mode, within 5 seconds, you press any button on the remote you want programmed and the doors will cycle. If you have a second remote, within 5 seconds press a button on that remote, and it will be programmed. You then turn the key off, and you are done. This is better than going to a dealer and paying them to program it for you.

If anyone has heard of any car shows coming up this month, make sure to let me know or you can bring it up at our meeting so everyone can possibly make plans to attend. I am getting anxious to find one soon. See you at our meeting March 10th.



March Birthdays

1st: Nancy Blake
2nd: Scott McGaha

March Anniversaries

None



Important March Dates

13th: Daylight Savings Time Begins
20th: First Day of Spring

17th: St. Patrick's Day
27th: Easter

Upcoming Club Events

<u>Event</u>	<u>Date(s)</u>	<u>Location</u>
1. Gilmore Auto Museum (tentative)	May 2016	Kalamazoo, Mi

CLUB OFFICERS

President: Roger Hamm (937) 835-5992 Vice President: Scott McGaha (937) 439-1138
Treasurer: Lisa Hamm (937) 835-5992 Secretary: Brett Andrews (937) 237-1131

Ford Thunderbird "Battlebird"

(NOTE: The below article was original written by Michael Banovsky and appeared in a *WeirdCars* article on 23 Feb 2015. The content has been edited and shortened to meet space constraints of our newsletter)

Even though the Chevrolet Corvette and Ford Thunderbird weren't really the same sort of vehicle (or going after the same customers), in the late '50s the American public was delighted that they had two high-performance, two-seat sports cars to choose from. From the start the Corvette had the upper hand in performance. With a dedicated operation at General Motors, Chevrolet had quickly lured privateer racers across North America to their sports car. The Ford Thunderbird did not attract the same customers. Praised more for its long-distance comfort and continental styling, the Thunderbird has always been more of a personal luxury conveyance than all-out sports car.

But what if Ford had entertained going head-to-head with GM and prepared two machines for both extreme power and extreme weight reduction to take the fight to Chevrolet? In 1957, Ford did just that with a pair of Thunderbirds affectionately called 'Battlebirds'. For the eighth annual Daytona Speed Week, Ford decided to build on its Thunderbird stock car racers machines that would be capable of the immense speed needed to put the Corvette down the results listing.



The two cars were identical in every way...except for engine specification. The first had a 6-litre Lincoln V8 engine with Ford giving it enough punch for 160 mph in the flying mile...30 mph faster than the second-in-its-class Corvette. Sadly, this car is believed to have been destroyed. The second 'Battlebird' employed a stroked 312 Y-block V8 engine, for a total 348 cu. in. Ford then added Hilborn fuel injectors and a McCullough Phase 1 supercharger, giving one run that, according to folklore, topped 200 mph. After the first pass (one in each direction was needed to secure a record), the car was retired with mechanical issues. It ran again without a supercharger, but was obviously not as quick.

Not only did the 'Battlebird' twins enjoy massive horsepower, but their bodies were lightened with aluminum doors, hood, trunk, headlight rums, etc. The entire top was removed except for a piece of Plexiglass for a windshield. Ford outfitted the cars with a finned rear wing and a four-speed transmission, both from jaguar. The chassis was stiffened, the inner body panels were hand-drilled to save weight, and Halibrand magnesium alloy wheels were used (15"rear and 16"front). The final novel touch was rear brakes that had their own electric cooling fans.

By the end of the 1957 racing season, Ford had withdrawn most support for factory racing programs due to pressure from the Automobile Manufacturer's Association—before the two cars had a chance to compete at the 12 Hours of Sebring, as intended. One 'Battlebird' still exists, and it's a priceless relic that proves Ford once gave its T-Birds enough thunder to leave even the Corvette in the dust.



It sold at an R&M
auction in
Monterey, Ca in
2010 for \$280,500

