



THUNDERBIRDS of Southwest Ohio

Newsletter

October 2022



MEETING MINUTES

Call to Order: President Roger Hamm gaveled our September meeting to order at exactly 7:00 PM, in our customary meeting room at MCL Cafeteria. He welcomed those 13 members who attended the meeting.

Roger reported that he had emailed Scott McGaha, and Scott replied with an update regarding his brother. Roger read Scott's message to the group, in which Scott reported slow, but steady, improvement in his brother's condition, although his battle will continue for quite some time. Scott also commented on the miserable heat that Salt Lake City has been having all summer, having broken its previous record for hot summer weather (the greatest number of days with triple-digit high temperatures recorded). Yesterday's high was 107 degrees Fahrenheit, as contrasted with the normal high temperature for this time of year of 88 degrees. Scott doesn't yet have a return date determined, but he hopes to be back in Ohio by the end of the year, depending on when his sister can arrive to take his place. It was suggested that we take a group picture this evening and send it to Scott, as a symbol of our caring for him.

Attendees: Those in attendance were: Roger & Lisa Hamm, Dave Harvey, Brett Andrews, Nancy & Julie Blake, Larry & Jo Doelker, Bev Knauper & Jim Ross, Dave & Susan Menke, and Jay Walsh (welcome back, Jay!).

Approval of Minutes: The minutes from the previous (August) meeting having been published in the recent newsletter, President Roger called for a motion to approve the minutes. Brett Andrews moved for approval, and his motion was seconded by Dave Menke. President Roger asked if anyone had any questions or concerns about the minutes, as published. Hearing none, he called for a vote on the motion, which passed unanimously.

Membership Update/Discussion: Dave Menke reported that he's still working on the guy that he's been in contact with for some time, as well as a new prospect. Past President Brett Andrews reported that he responded to an individual who had originally reached out to us via our web site, but nothing has developed yet. President Roger reported on a contact he had made at the recent Springfield Car Show and Swap Meet, and that Roger had provided him with a membership application.

No one had any changes to their contact information to report. President Roger made sure to introduce Jay Walsh to our newest members, Larry & Jo Doelker.

Brett reported that he has done some trim modifications to his Retro. He added a chrome strip to the doors, just below the windows, and also added a mahogany trim set to his console and arm rests, as well as his air vents.

He also reported on his solution to the window on his '66 not going down (actually, not his solution, but one he remembered seeing in an online article about this problem). The solution involves opening the door, starting the car and revving up the engine (to raise the alternator's output voltage), and slamming the door closed while activating the window switch in the direction you want the window to go. He says he's done this trick 3 times, and it worked all 3 times.

Roger reported that he finally got his wipers working again on his '66, after having to replace the hydraulic wiper motor assembly.

Sunshine Committee Report: President Roger reported September birthdays are Larry Doelker (21st), and both Jim Ross and Jan Gifford on the 25th. The only September anniversary reported is that of Mark & Jackie Allen (9th), which will be their 33rd anniversary.

Treasurer's Report: Treasurer Lisa Hamm reported no change in our financial condition since last month's meeting.

Club Activities/Events: President Roger drew everyone's attention to the agenda, which contains our established event pool. Jackie Allen had sent Roger an email suggesting that we add Hartman Rock Garden, in Springfield.

Old Business: President Roger corrected previous information as to the date of the WACO Fly-In, which we will be attending as a group outing later this month. The date was corrected from September 18th to September 17th. We will be meeting at Vandalia McDonald's for a back-roads tour to the WACO Museum and Air Field. Activities may include a museum tour, inspection/viewing of all the old airplanes that joined the Fly-In, airplane rides, and (of course) food and drink. There was much discussion in anticipation of attending this event. President Roger will send a reminder email to all our members, in an effort to enhance turnout for this event.

There was some discussion around an October event, but no final decision was made. Possibilities mentioned included Mel-O-Dee Diner (New Carlisle) or Clifton Mill Restaurant (Clifton). After more discussion, it was agreed to pencil in a late breakfast trip to Clifton Mill Restaurant as our October event, probably on the 15th.

New Business: Nothing to report

Calendar of Car Events:

- 1) Friday evening cruise-in - Vineyard Church, 4051 Indian Ripple Rd
- 2) Saturday evening cruise-in - Kettering Assembly of God
- 3) Next TSWO club meeting - October 13th, MCL Cafeteria (dinner before)

Open Floor: Past President (and Newsletter Editor) Brett asked for assistance with material for the newsletter. Although car-related material would be preferred, material provided by members for inclusion in the newsletter can be on any topic that might be of interest to our members.

For the benefit of all in attendance (especially new members Larry & Jo Doelker), President Roger told the story of Mark & Jackie Allen's transition from their Thunderbird to their replacement Miata to their (current) Corvette, which Mark can tinker on. Throughout this transition, we have been happy that they have maintained their Thunderbird club membership and consider them to be valued members of the club. Dave Harvey (reiterated by Roger) reminded everyone that Thunderbird ownership is not required for club membership, but merely an interest in Thunderbirds.

Larry Doelker reminded everyone that this coming Sunday, September 18th, will be the Dayton Concours d'Elegance at Carillon Park. This is undoubtedly the Dayton region's premier auto event and shouldn't be missed.

Adjournment: In honor of (and as proxy for) Jan Gifford, Jim Ross made a motion for adjournment, which was seconded by Jay Walsh. With a stroke of his gavel, President Roger adjourned the meeting at 7:46 PM.

The group then assembled before departure for the afore-mentioned picture to be sent to Scott.

Roger Hamm
President



Birthdays & Anniversaries in September: For October we have no birthdays, but we do have two anniversaries. Much happiness to those of you celebrating your big day together. We also send a belated birthday wish to Larry Doelker who celebrated his birthday on September 21st. Sorry for my oversight, Larry. (Brett)



October Birthdays
None

October Anniversaries
2nd: Brett & Peg Andrews (51 yrs)
20th: Dave & Nancy Moore (38 yrs)





Hello, fellow T-bird (and Corvette) lovers. We have made it through another summer and now we are officially into autumn. That means that the leaves on trees will be turning nice shades of orange, red and brown while also starting to fall. It also means that the temperatures will be slowly going downward and we will probably no longer see temperatures in the 80s and 90s but will instead start to see them in the 50s and 60s. It also means that we will start seeing low temperatures in the 20s and 40s, which I do not like. I personally do not like cold

weather, as it makes it harder to work on my T-birds. I find it difficult to work when my fingers get numb from the cold, and I find it more painful when I hit them with a hammer or a wrench during cold weather.

October also brings the celebration for some on Halloween on the 31st. Families that have children dress them up and take them out trick-or-treating hoping to get a bag full of candy. I wonder how many parents eat most of the candy that their children pick up that night. It also means we will be putting our T-birds up for the winter. This is the time to make any necessary preparations to put your Bird up for the winter. You should give it a good wash, change the oil and filters and fill the tank up with gas. There have been disagreements about whether to leave the battery in your car and use a battery tender on it or disconnect the battery or even take it out of the car all together. That is a call only you can make as you feel most comfortable doing. Some who have a heated garage are lucky and can work on their cars during the cold months coming up, those who aren't, either wait until spring arrives or do their best to work on them in their cold garages or driveways.

Last month, some of our members were able to participate in our club event to the WACO fly-in at the WACO field in Troy, Ohio. Members that were able to attend were Dave & Susan Menke, Mark & Jackie Allen, Dave Harvey. They met at the McDonalds in Vandalia and caravanned through the back roads to Troy. They were able to see many old planes and Dave Harvey was even able to fly in one of these vintage airplanes, which I believe, was something on Dave's bucket list.

Roger



Sometimes It's What You Don't Pay Attention To That Can Be The Most Interesting

Written By: Brett Andrews



As a kid, I had an unusual hobby. I collected unique emblems and badging from old wrecked/abandoned cars I'd run across. I'm talking cars from the 1930s to the 1950s. I'd grab some of my dad's tools, remove the ornament(s) I found most interesting, and added it/them to my collection. I didn't have many, but I always enjoyed looking at them from time to time. I don't know why I never thought about it before, but only recently I came to realize that in the early years of the Thunderbird, as was the case in most cars even decades before the T-bird, there was a sense of pride displayed in the design and craftsmanship of car emblems and badging. For the most part, some of that pride has faded away (obviously excluding those super expensive cars of today). As I grew older, I could see we were reaching the end of an era. More and more automotive badging has started going away from solid metals emblems and is migrating to plastic and even decals.

Ever since I owned my first Thunderbird, I've been in awe of the bird emblem. Those who know me may have noticed, I wear Thunderbird emblem necklaces a lot. I have a Thunderbird emblem bracelet and hat pins. I've even mounted a '66 bird emblem on my wooden beverage cooler on our back deck. Over the years, though, I never really paid much attention to the variations in the design of the bird emblem. Maybe part of that was because I've only owned two 1966 and one 2004 Thunderbirds and their emblems are somewhat similar.

While relaxing on a recent Saturday afternoon waiting for the Ohio State vs Notre Dame football game that evening, the thoughts wandered off to wondering just how much has the bird emblem changed over the years. So, with little else to do while waiting for the game, I began my curious internet search expecting I would look up a few images of various generations of T-birds just to get a general sense of the variety. My casual search soon became an obsession. For the next 4+ hours I searched for pictures of 42 years' worth of Thunderbird production across the eleven generations to find my answer. Just in case I wanted to do something with the information I found, I created a picture library of each of the different bird emblems. Then it dawned on me. Just the day before, I had been trying to come up with something to write about to include in our October TSWO newsletter. Eureka, my research could answer my two most pressing questions - how has the bird emblem changed and what can I prepare to put in next month's newsletter? Hence, the genesis of this article.

Before I get to the specific differences I found, I learned a couple interesting things of a general nature. First and most obvious, but not surprising, you can't go to Google and type in "Display images of all the Thunderbird emblems, labeled by year, used on the car over its 42

years of production". That would have been so much easier. I could have completed the task quicker and had time for a nice long nap before the game. But alas, no such luck. So, I began the task of slowly trudging through year by year of photos, looking for images that provided a clear view of the emblem for comparison purposes.

Happily, I also learned there was at least one other person who shared my appreciation of the T-bird emblem (I'm sure there are others). Brandon Gillogly wrote an article entitled, "**17 of our favorite American car emblems**" (dated 1 December 2020) that appeared in Hagerty Media on the web. Just from the title, you can guess what the article is about. As I scrolled through his writing, I noted that one of the seventeen he selected was from a Thunderbird. Here is what he had to say about this emblem from the Bullet Birds.



"The C-pillar emblem found on third-gen Thunderbirds doesn't tell you anything about the engine or about the car's performance. It is purely ornamental and nothing short of jewelry."

Boy, that last little phrase "nothing short of jewelry" says it all.

Anyway, back to the original purpose of this article. There have been several kinds of symbology displayed on Thunderbirds in all types of locations around the car. The word Thunderbird has been written in multiple versions of script as well as block letters. The V8 symbol has appeared on very few of the cars, mostly during the first and the last generation. In some cases, a second slightly different design of the bird logo has appeared at various locations inside and outside the car as well. **My specific intent is to draw attention to the bird emblem that you first see as the vehicle approaches, the one on the front.** What follows is my best determination, with images, of what front-end bird emblem appears on which year(s) of Thunderbird.

The 1955 Thunderbird was the only T-bird that did not have a bird emblem anywhere on the **exterior** of the car. This twin checkered flags and Ford logo were on the hood and truck area. The 56-57 logo below were mounted in two interior locations on the '55. One on the dash above the radio and one on each valve cover



1956 and 57 Thunderbird. This same (or very similar) logo was the only bird logo in the 1955 T-bird. One was located on the dash (above the radio) and one on each valve cover.

1958 and 1959 Thunderbird



1960 Thunderbird

1961, 1962, and 1963 Thunderbird



1964 Thunderbird

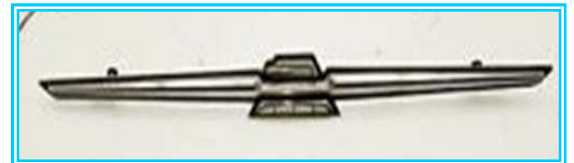
1965 Thunderbird



1966 Thunderbird



1967 Thunderbird



1968 Thunderbird
One on each headlight door.



1969 Thunderbird



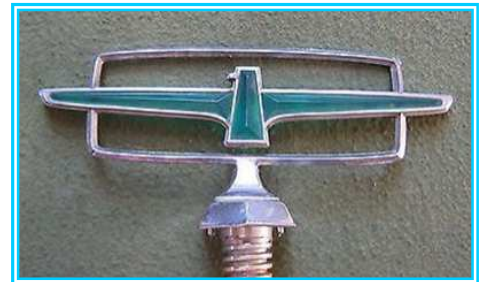
1970 and 1971 Thunderbird

1972 Thunderbird



1973 to 1976 Thunderbird. Mounted on top of the hood

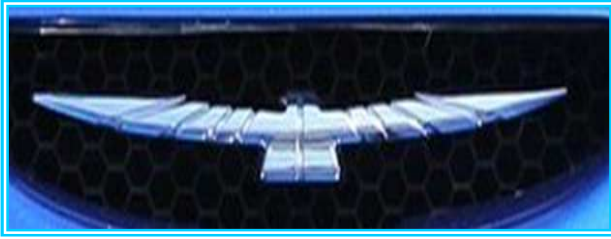
1977 to 1982 Thunderbirds. Mounted on top of the hood. The 1980 to 1982 also had this design on the headlight doors.



1983 and 1984 Thunderbirds

1986 to 1995 Thunderbirds





1996-1997 Thunderbird. The subtle difference between this and 1985-1995 is the number of spaces in the wings.

2002-2005 Thunderbird



The three things that jumped out at me most were (1) there was no external bird logo on the 1955 T-bird, (2) ten years of no change during 1986-1995 and even the 1996-1997 was only a subtle change from the previous 10 years, and (3) the vertically mounted emblem on the 1973 thru 1982 clearly signaled a large luxury car.

Next time you're around older cars, take a closer look at their emblems and badging. You just may find it an appealing past-time and learn something about the company's pride in their vehicle.



Did you know? Although it is unknown precisely where and when the phrase "trick or treat" was coined, the custom had been firmly established in American popular culture by 1951, when trick-or-treating was depicted in the Peanuts comic strip. In 1952, Disney produced a cartoon called "Trick or Treat" featuring Donald Duck and his nephews Huey, Dewey and Louie.



CLUB OFFICERS

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