



Thunderbirds of Southwest Ohio

NEWSLETTER
September 2022



MEETING MINUTES

Call to Order: By pre-arrangement (and in order not to have the same repetitive opening to the minutes), President Roger Hamm gaveled the August meeting to order at MCL Cafeteria at exactly 23:00:04 UTC (translation: 4 seconds after 7:00 PM EDT). Roger greeted those 11 members present, and specifically mentioned those who knew in advance that they wouldn't be able to attend (Bev Knauper & Jim Ross, Mark & Jackie Allen, and Dave & Susan Menke).

Attendees: Attendees included: Roger & Lisa Hamm; Dave & Deb Harvey; Brett & Peg Andrews; Nancy & Julie Blake; Larry & Jo Doelker; Tom Tirey.

Approval of Minutes: The July meeting minutes having been published in the August newsletter, President Roger called for a motion to approve the minutes. Nancy Blake made the motion for approval, and it was seconded by Brett Andrews. The motion was approved unanimously.

Membership Update/Discussion: President Roger reported on a potential new member whom he had encountered at the Voss Hoss Cruise-In (she has a '60 T-bird that had been brought back from CO). Roger said she sounded interested in the club and gave her a membership application.

No members had any contact information changes to report. When President Roger asked if anyone had any T-bird updates (bought, sold, wrecked, gave away), Past President Brett reported that he went out and looked at his, and started it up. President Roger is still working on the balky wipers on his '66. Larry Doelker reported that he had to replace the plugs and coils in his T-bird. Tom Tirey reported that his wipers don't work at all and asked if anyone had ever found an electric replacement for the hydraulic setup. Both Brett and Roger had some suggestions as to places to check for replacement parts for his current setup.

Sunshine Committee Report: Birthday in August include Beverly Lake (25th) and Bea Walsh (26th). The only August anniversary is/was Roger & Lisa Hamm (4th - 38 years!).

Treasurer's Report: Lisa reported no activity for the current month, so our balance remains unchanged.

Club Activities/Events: Reference was made to the Event Pool, and the fact that we hadn't yet decided on an August event. Nancy mentioned that the Houston Inn Restaurant is permanently closed, so it needs to be removed from our list. Roger and Brett had previously discussed going to the Rip Rap Roadhouse cruise-in, which is held every Friday evening. After talking it over, we decided to go on Friday, August 26, gathering about 5:30 PM and parking our cars together as a group.

The September event will be the WACO fly-in on September 17, to be headed up by Dave and Susan Menke. Final details will be announced at the September meeting.

Old Business: Nothing to report.

New Business: Past President Brett Andrews mentioned that he's still missing pictures of some member's cars for our web site. He likes to have every member's T-bird(s) showcased on the club site (<http://www.thunderbirds-sw-ohio.com/>).

Calendar of Car Events:

- 1) Every Friday evening - Beavercreek Cruise-In, Vineyard Church, 4051 Indian Ripple Rd
- 2) Every Friday evening - Rip Rap Roadhouse Cruise-In (discount on dinner entrees for drivers bringing classic cars)
- 3) Every Saturday evening - Kettering Cruise-In, held at Kettering Town Center, near Dorothy Ln & Woodman Dr
- 4) Arthritis Foundation Car Show, Dublin, OH - August 18th-20th
- 5) Antioch Shrine Car Show, E. 1st St & N. Jefferson St - August 28th
- 6) Next TSWO club meeting - September 8th, MCL Cafeteria

Open Floor: The group was quiet tonight when asked if there were any items for Open Floor discussion (perhaps the summer heat zapped the energy out of everyone).

Adjournment: With no Open Floor discussion, the only thing left to do was for President Roger to call for a motion for adjournment. After a slight pause, Peg Andrews made the motion, and it was seconded by Jo Doelker. The motion passed without discussion, and President Roger hammered the meeting to a close at 7:20 PM (probably a record short meeting), thus leaving plenty of time for informal socializing before MCL closes its doors at 8:00 PM.

Roger Hamm
President

Birthdays & Anniversaries in September: For September, we have two birthdays and one anniversary. The TSWO membership wish you much happiness on this your special day.



September Birthdays

25th: Jan Gifford

25th: Jim Ross

September Anniversaries

9th: Mark & Jackie Allen (33 yrs)



As we get into the month of September, we will be saying goodbye to summer and hello to autumn. This means kids will be back in school, our daylight hours will be getting shorter, and we will be starting to see cooler temperatures. It also means that car shows and cruise-ins will be ending and we will start to think about putting our Thunderbirds up for the winter (ugh!). But, as we do see these changes coming along have you ever wondered where the saying that you can't wear white after Labor Day came from? Well, I did some research and came up with the following answers to this question.

At first glance, the don't-wear-white-after-Labor-Day school of thought makes a bit of practical sense. Before the invention of air conditioning and heating, dressing for the season was pertinent—and not just because of the fashion police.

During the summer months, people historically chose lighter fabrics in lighter colors simply because they kept them cooler in the heat. White was no exception.

Then, as the weather got significantly cooler, people, of course, reached for darker colors and heavier fabrics. The same is still pretty much true today, right? We tend to wear darker, heavier fabrics—like wool, leather, cashmere, velvet—in the winter and lighter, bright-colored fabrics—linen, cotton, silk—in the summer.

Since Labor Day is often thought of as "the unofficial end of summer," it goes without saying that people kind of naturally retire their summer clothes that weekend. To this day, it's a tradition that is mostly kept up out of necessity—not out of respect for an ancient fashion rule.

The rule of not wearing white after Labor Day does not have an exact known origin. However, some historians believe that while, on the one hand, it had to do with simply dressing appropriately for the weather, it may have also been a symbol of wealth.

According to [Farmer's Almanac](#), wearing white became a visible way to separate the wealthy from the working class in the early 1800s. Affluent people could afford to take vacations and by wearing white, they visually asserted that they didn't need to work.

After all, most workers gravitated toward darker colors—yes, even in summer—to hide the sweat, dirt, and grime that would show up on their clothes from working all day. To be able to wear white (and wear it unstained, without the visual tokens of hard labor showing up) was luxurious and a clear indicator that someone was well-off and obviously, on vacation.

But wearing white wasn't just a way to identify the wealthy from the working class. Society people (particularly women) made it a point to also use the color white to draw lines between "old money" and "new money."

"It [was] insiders trying to keep other people out," Valerie Steele, director of the Museum at the Fashion Institute of Technology, told [Time](#). "And outsiders trying to climb in by proving they [knew] the rules."

The fashion world kind of picked up on this bit of etiquette as a result of what was naturally happening. Seasonal clothing was designed, made and sold accordingly.

The whole "don't wear white after Labor Day" rule is not really a thing anymore. The idea comes from an outdated, elitist line of thinking and in today's evolved day and age, it's just not relevant anymore.

While some staunch fashionistas consider the rule still worth abiding by, it really is up to you what you choose to do with your wardrobe. No matter what month it is and no matter *how* much money you have.

The original concept is that white should be worn between the short, summery window between Memorial Day (the end of May) and Labor Day (the beginning of September). By that school of thinking, you can start wearing white as early as Memorial Day and then, of course, throughout the summer.

However, nowadays, most people—style icons or not—pretty much agree that you can wear white at any point throughout the year. So, don't worry about some outdated, unspoken rule. Do what you want and wear what makes you feel good!

Roger

Friday Evening at the Rip-Rap Roadhouse

On August 26th members of TSWO gathered at the Rip-Rap Roadhouse for their Friday evening cruise-in and dinner. Participants, in what appears to be becoming an annual club event, were Roger Hamm, Dave Harvey, Brett & Peg Andrews, Jo & Larry Doelker, Paul & Sherry Loschi & grandson, and Mark & Jackie Allen. Speaking of the Allens, I think it only fitting that we have a moment of silent reflection to fondly remember a once embraced honorary metal member of our Thunderbird club - Mark & Jackie's Miata. Apparently, it recently grew up and morphed into a '95 Polo Green Corvette. Mark has always wanted one and now he can cross that off his bucket list. Also, in our line up of cars was the near twin '02 Inspiration Yellow retrobirds of Roger & Lisa and Jo & Larry. Dave brought his '57 Desert Rose babybird, Larry & Sherry came in their '94 Emerald Green T-bird LX, and Brett & Peg arrived in their 04 Merlot retrobird.

After all were assembled, Roger confirmed that a large table was available inside, so we jumped at the opportunity to be inside and out of the hot a somewhat mucky weather. For the next hour and a half we indulged in good food and lively conversation. We slowly meandered back out to our cars continued our conversations a little while longer before heading home.

Below are some pictures from the event. I must apologize and report that the photos taken by our waitress of the group at the table did not come out clearly and therefore were unusable. Lesson Learned: Check the photos taken by others on my phone before departing. However, we do have a few shots below of the Thunderbird line up with our newly adopted corvette.



Thunderbirds That

Prepared by: Brett Andrews



While relaxing in my recliner one rainy afternoon thinking about what kind of article I'd like to write for our September newsletter, my mind wandered off (actually I began daydreaming). I started thinking about, of all things, the Gale Halderman Museum. More specifically my thoughts had zeroed in on that wall of concept drawing Gale had made over the years. Then it came to me, why not write about some of the concept cars Ford designed which never made it to production. I was hoping to focus on Thunderbirds. So off to the web to see what I could find. I was able to locate, on multiple websites, information about six concept ideas of which three really caught my eye, so here they are. I've also included one bonus concept car considered a cousin to the Thunderbird. The description and picture(s) for each car is as it appeared on the internet.

Ford Thunderbird Italien

The third-generation Thunderbird was substantially sleeker than its predecessor, but it could have been even more aerodynamically styled if a certain styling concept had been taken more seriously.



While the production version of the coupe maintained the slab roof of the previous T-Bird, the Thunderbird Italien (built in 1963 for use on the Ford Custom Car Caravan circuit), featured a dramatically sloping fastback shape that was a closer match to the



rounded look at the front of the car. The car's roof was built out of fiberglass, having been cast from the original clay model of the design. Only one Italien was ever built, and it somehow survived the ensuing decades to eventually be restored in 2007. The fastback look wouldn't make it over to the 1964 model, which continued the beefy buttresses that had come to define the Thunderbird's shape.

Ford Thunderbird Glass Roof Concept



The 2002-2005 Ford Thunderbird convertible provided a choice between traditional soft and removable hard tops. Aftermarket builder Valmet Automotive went a step further with its Glass Roof Concept car that gave the T-Bird not just a retractable hard top, but one that featured enormous glass panels.

The Valmet car was built in Finland, and it stuffed the roof and its folding mechanism between the seats and the trunk, preserving the practicality of the Thunderbird's cargo compartment. A tonneau cover keeps everything looking presentable.

Only one Valmet Glass Roof Concept was ever built, and it was initially shown off at the Geneva auto show in 2003. It's uncertain as to whether Valmet had planned the car as a marketing attempt to catch Ford's attention about potential future collaboration (the company had contracts building convertibles for Porsche, Saab, and others), but given that the model was canceled only two years later it's not surprising that nothing ever came to fruition.



Ford Thunderbird Supercharged Concept



The hiatus was brief for the Thunderbird, which returned as a retro-themed convertible for the 2002 model year. Motivation was provided by a relatively modest 3.9L V8 rated at 252 horses, which didn't exactly light too many fires among buyers seeking a drivetrain that could match the car's extroverted looks.

The following year Ford answered the bell with a peppier 280hp version of the same motor, as well as the Thunderbird

Supercharged Concept. The vehicle's self-explanatory name added another 110 ponies to the mix thanks to its blower, which, like the V8 itself, shared much of its design with Jaguar's similar 4.0-liter supercharged setup found under the hood of its coupes and sedans.



Leveraging its ownership of the British brand at the time made sense for Ford from a cost-savings perspective, and it's hard to understand why the Supercharged Concept never made it from the auto show dais to dealer lots.

Lincoln Mark X Concept (not a T-Bird but related)

The Lincoln Mark X was part of a series of retro styled concepts that Ford released in the first half of the 2000s. The Mark X was meant to be the luxurious cousin of the Ford Thunderbird, which was also heavily based on a retro design. At the time the Mark X was possibly one of the best looking large coupe concepts. It also looked nearly production ready. It's almost as though Ford was testing the water, seeing if the world was open to the idea of a Lincoln luxury coupe.



According to Autoweek, the Lincoln Mark X Concept was powered by a 280 horsepower 3.9 litre V8 and a five-speed automatic transmission.



Have a Happy



CLUB OFFICERS

President: Roger Hamm (937) 835-5992
Treasurer: Lisa Hamm (937) 835-5992

Vice President: Scott McGaha (937) 271-7414
Secretary: Dave Harvey (937) 470-2885