



BAY AREA THUNDERBIRD OWNERS CLUB

(BATOC) CTCI Chapter 4

Upcoming Events

| Event           | Date                      |
|-----------------|---------------------------|
| Monthly Meeting | July 11, 2020 - Cancelled |

Note: Please stay tuned for emails, announcing our next event when it is safe to convene.



**SPARE CHANGE FOR CHARITY**  
Don't forget to bring your spare change to all meetings and outings!

**Facebook Group Page:**  
**Bay Area Thunderbird Owners Club**

**Website:** [batoc.org](http://batoc.org)

**BATOC Club Monthly meeting is on the second Sat of each month at:**  
Buttercup Grill & Bar  
660 Ygnacio Valley Rd  
Walnut Creek CA  
10am -12pm \$20 for breakfast  
**A new limited selection menu will be used when we reconvene, to keep us on budget!**



# WHAT'S NEW IN BIRDLAND?

## VOLUME 62, ISSUE 7

JULY 2020



## When There is a Will . . . . .

Dave will find a way! Yes, our illustrious President came up with a grand idea for a regular monthly meeting while we are distancing. There is a shopping center and nearby lawn area in Walnut Creek, where we could convene as well as take our cars out and enjoy seeing each other. The first one was held last month, and it worked out great. Other new locations to follow, when things improve again. Thanks, Dave.



Meeting at  
Tice Valley Center  
In Walnut Creek

We followed  
social distancing  
and mask wearing



# WHAT'S NEW IN BIRDLAND?

## VOLUME 62, ISSUE 7

JULY 2020



## Meeting Minutes

Sat, Jun 13th, 2020 - BATOC Circle of Friends  
1960 Tice Valley Blvd, Walnut Creek, CA

- 31 members were in attendance
- 22 cars participated in the Post-Thunderbird Appreciation Day drive.
- We don't expect that we will be able to have a group meeting at Buttercup any time soon.
- Starting in the next issue of Earlybird Magazine we will be running an add requesting input for or 2021 BATOC calendar
- CTCI discussions on the future of Regional events
  - Proposing a Regional Drive
- Events Discussion
  - Birds on the Warf - CANCEL
  - Ironstone is still tentative- 9/28 weekend
  - Bishop Car Show - Oct '20
  - Overnight? Yosemite - Evergreen Lodge
  - Poker Run?
- Dave has a new white '64 Thunderbird



# WHAT'S NEW IN BIRDLAND?

VOLUME 62, ISSUE 7

JULY 2020



## PRES MESS

### OF MICE, MEN, PLANS AND ALL THAT...

So, we assume, trust and hope that everyone is well and healthy and staying EXTRA safe amid the current resurgence of COVID and the ensuing shut down of our lives for a second time.

And on that topic...and the reason for the delay in this month's newsletter...our best laid plans for getting back to our regular meeting schedule on July 11 have been waylaid and postponed out of the proverbial "Abundance of Caution". We are, of course, very anxious to get our fabulous club back on track and back into activities and fun and friendships, but we are more concerned with keeping everyone safe and healthy.

To this end, we had planned our second post-covid regular meeting on July 11 that was to include a beautiful day at Hap McGee Park in Danville, along with a guest speaker from Hagerty Insurance, a club sponsored catered breakfast / lunch and a visit to the newly re-opened Blackhawk Museum. BUT, given the latest significant surge of COVID infections, it was decided late last night that the well being of our members was more important and that the wise thing to do was to postpone our "restart" to next month. So there ya have it.

And while we are on this topic, since all of our meetings and activities have been curtailed for the foreseeable future it was decided that the club should give back to its members to make up for your dues that are just "languishing away".

To that end, the club will be putting your "Tax Dollars" to work by covering the costs of the next few events – whenever they happen – and showing our appreciation to our loyal members in as many ways as we can.

On a business note, there are many things happening on the regional and national level of CTCI but unfortunately, I am waiting for all of the dust to settle before divulging any of that news. It is exciting and fun. We are also developing a direct mail / email campaign to expand the BATOC ranks and generate excitement around the club and our cars. Afterall, we have nothing else to do while being locked up at home. LOL.

And finally, be on the look out in your next "Early Bird" for BATOC's ad soliciting calendar pictures from the other club chapters around the country. We anticipate a great response and a collection of fabulous pictures for our 2021 calendar. Of course, don't forget to send Guy any pictures of your own car that you may have taken on your own in your T-Bird travels. We look forward to a great calendar next year.

So, on that note – and as I juggle my workload today – I will leave you to your household projects and chores. Please know that we are working hard to plan our future events and know that your safety and well-being is of utmost importance.

I look forward to seeing EVERYONE soon.

DAVE



# WHAT'S NEW IN BIRDLAND?

VOLUME 62, ISSUE 7

JULY 2020



## Paul's Corner

I have been helping the club historians scan the club's history, and I got side tracked reading some of the material. I found some old technical bulletins and began reading all of them. One was very interesting. It was about installing electric fuel pumps. It seems that vapor lock is a problem on our cars. I have never experienced it on my car, but apparently lots of people do. The article brought up one very important potential problem. The article stated that if the electric pump is hooked up in line with the original mechanical pump and both are used at the same time, a problem could occur. The problem is with the mechanical pump's rubber diaphragm, if it should rupture and start to leak. The gas could leak to the outside of the pump and or into the crankcase of the engine. The problem is the car will keep running and the crankcase could fill up with gasoline. The electric pump can pump enough fuel to keep the car running and leak into the crankcase. If driven long enough in this condition, the crankcase could become over filled with gasoline and blow the gas out of the oil cap. If this should happen, the ignition source would be the generator. I mentioned this to Jim Guthrie, and he said that it is a remote possibility, but it could happen. He said that it is best to use the electric pump to get the car started if it has been sitting for a long time, and then shut off the electric pump and run it on the mechanical pump. If you should experience vapor lock problems, then you can run it on both pumps. This came from a tech bulletin from the 1960's. Jim said that the mechanical pump is strong enough to pull fuel through the electric pump that is turned off. It would only take about 3 gallons of gas or less to cause fuel to start coming out of the oil filler cap. I believe the modern mechanical pumps have a rubber diaphragm that can handle modern fuel additives. I have never heard of this happening yet. This is something to be aware of.

**PAUL**





# WHAT'S NEW IN BIRDLAND?

VOLUME 62, ISSUE 7

JULY 2020



## Jim Guthrie's Words for the Birds

In my never-ending quest to get my TBird to run cooler I have tried several things. First, let's talk about overheating or "running hot". Overheating is when the engine passes the point which boils away the coolant. Very few birds do this. With most it is their nature to run hot. Inaccurate temperature gauges are not unusual. I have a digital temp gauge and they are super accurate. When my original gauge goes to the "hot" side, my digital gauge reads 190 degrees. Running in the 185 degree range is normal for these cars. There are 5 things that cool an automotive engine; 1) fuel, 2) ignition timing, 3) oil, 4) water and 5) air.

1) Fuel - proper fuel mixture is a must.

2) Timing - timing has to be set properly.

3) Oil - not much we can do about this.

4) Water- There are several things that will help. I went from a 3 row radiator to a 4 row, adding more water. I noticed very little change in the temp. I added the water pump plate supplied by any parts dealer. I noticed no change, so I removed it. I added a dual sided water pump which made a slight change. I added the overflow tank which added more water and again noticed very little change. I installed a large opening 170 degree thermostat with slight change. Remember anti-freeze is not an efficient coolant; water is. I then installed 2.4 quarts or 15% anti-freeze and distilled water. This brought the fluid to approximately 4 gallons. This was the most helpful so far. This also lowers the boiling point. I notice on a hot day (around 100), after a trip on the freeway then entering town with stop lights, the temp climbs right up. I realized that water was not the answer.

5) Air- I added an electric pusher fan in front of the radiator. I waited for another hot day and so far, the fan was cooling the best. One day while looking at my 2001 Tacoma truck I noticed it had a plain fan on the engine. On a hot day this truck can idle in traffic with the A/C running and it never goes past running temp. The fan on this engine sits at 50% engaged with the shroud. I looked at several birds and noticed all had the fans seated all the way into the shroud. Aha! I had an idea. I cut the shroud down so that 50% of the fan was engaged. One book says to move the engine back and another says to put a smaller fan spacer in. If I moved my engine back, it would not clear the shroud. The smaller spacer wouldn't work because the fan clearance between the fan and crank pulley is less than 1/2". Cutting the shroud was the easiest way for me. The result was a big improvement. The car was running cooler.



# WHAT'S NEW IN BIRDLAND?

VOLUME 62, ISSUE 7

JULY 2020



## Jim Guthrie's Words for the Birds con't

I did it this way: take the proper measurements then remove the 2 piece shroud. The proper measurements are at the top and bottom of the fan shroud. Remove enough material so that 50% of the fan is outside the shroud. My measurements were 1 ½" on top and ¾" on the bottom shroud. Bolt the 2 halves together. Mark the top and bottom and run tape around the outside. Unbolt the 2 halves with the tape still in place. This will be your guide for where to cut. The point at 9 o'clock and 3 o'clock is where the 2 halves join. Using an air-powered cutting wheel, I made the cuts come out and left the flanges untouched. Paint the shroud, replace it and you're done. Also, if you ever want to go back to using the original shroud, all the TBird supply houses carry them.





# WHAT'S NEW IN BIRDLAND?

## VOLUME 62, ISSUE 7

JULY 2020



## Dedicated to Saving BATOC History

The historian committee of Susan Goldenberg, Matthew Goldenberg, and Marianne Grech, with the help (MEGA HELP), from Mark Goldenberg and Paul Grech have accomplished much. They have been busy scanning and digitizing our club history from 1958. Older newsletters, technical articles, members applications, rosters, poster boards, picture albums, and certifications are being digitized. The original paper materials have all been placed in protective plastic sheet coverings and placed in binders and labeled in chronological order. All new plastic storage boxes have been purchased to seal and protect our paper history. If anyone has material to contribute to our history please bring it to our monthly meetings or contact your historian committee.



The  
Historians







# WHAT'S NEW IN BIRDLAND?

VOLUME 62, ISSUE 7

JULY 2020



## *1955 Thunderbird sales brochure*

*"Ford brings to America an exciting new kind of automobile—the Thunderbird... a personal car of distinction."*

The first Thunderbird was introduced on February 20, 1954 at the Detroit Auto Show. Delivery of the first Thunderbirds began on October 22, 1954. Ford only expected to sell around 10,000 1955 Thunderbirds, but production for the year model eventually exceeded 16,000.

The Thunderbird was designed by Ford to be the answer to the rising want of many American car buyers for a smaller, two-seater sports car similar to cars that were on European roads at the time, like the MGs and Jaguars. Chevrolet had beaten Ford to the punch in the market by two years with the Corvette, but the Thunderbird was designed to distinguish itself from that model. From the beginning, the car was built as a "personal luxury" car rather than a sports car. Rather than using a fiberglass body, which was popular at the time, the car was made of steel, though a removable fiberglass roof was offered (along with a fabric-top convertible). The name Thunderbird was chosen from over 5,000 suggestions, and the name "Whizzer" also was in strong contention for the name. Speaking with Motor Trend when the car debuted, chief passenger car engineer at Ford, W.R. Burnett, explained the thought behind the styling, and was perhaps attempting to distance the car even more from the Corvette. distance the car even more from the Corvette.

"Although the Thunderbird has the performance and attributes of most sports cars, management also felt that it should have a few more comforts to make it more appealing to a wider segment of the public."

The final 1955 Thunderbird, which began production on September 9, 1954, was slightly different from the concept version unveiled at the aforementioned Detroit Auto Show. Only one engine was available for the Thunderbird in 1955, a 4-barrel 292 Y-block V8 that was rated at 193 horsepower. Buyers could choose a three-speed manual transmission or a three-speed automatic transmission. The latter transmission bumped the horsepower rating up to 198.



# WHAT'S NEW IN BIRDLAND?

VOLUME 62, ISSUE 7

JULY 2020



## 1955 Ford Thunderbird Muscle Car Specifications

### Performance Model

1955 Ford Thunderbird

### Original Base Price

\$2,944

### Total Production

16,155

### Engine Used

312ci/225hp

### Zero to Sixty

9.8 sec

### Quarter Mile

16.6 sec @ 77 mph

### Top Speed

120 mph

### Wheelbase

102 in

### Length

175.3 in

### Width

70.3 in

### Height

50.2 in

### Curb Weight

2,980 lbs

### Wheel Size

15 x 6.7 in

### Tire Size

6.7 x 15 in four-ply





# WHAT'S NEW IN BIRDLAND?

VOLUME 62, ISSUE 7

JULY 2020



## Music For the Birds

### "Along For The Ride ('56 T-Bird)" John Denver

I had a '56 T-Bird, then I was king of the highway.  
Trying to make it look fast and easy and dreaming of doing it my way.  
Let's put the top down, baby, feel the wind in our hair.  
We were too young to know better and to cool to care,  
all I wanted was you by my side, baby, you're only along for the ride, only along  
for the ride.

Rock and roll on the radio, let's turn it up and get down.  
Convertible dreams running wild in the streets in the all time American town.  
When you played the thrill queen, baby, I heard the jazz of joy,  
you were every girl in the world but I wasn't every boy.  
All I wanted was you by side, baby, you're only along for the ride.  
All I wanted was you by my side, baby, you're only along for the ride, only along  
for the ride.

Memory pink and charcoal gray are the colors I painted this song.  
You were 19 and perfect, baby, but no one stays perfect too long.  
All I wanted was you by my side, baby, you're only along for the ride, only along  
for the ride.





# WHAT'S NEW IN BIRDLAND?

VOLUME 62, ISSUE 7

JULY 2020



## BATOC 2020 Officers

| Name, Office   | Email  | Phone                                |
|--|--|--------------------------------------|
| Dave Adams, Pres                                       | davehome@sbcglobal.net   | 415-269-0055                         |
| Guy Cummins, Vice Pres                                 | guy@guycummins.com   | 925-357-7877                         |
| Mark Goldenberg, Secretary                             | mgoldenb@gmail.com   | 510-813-0815                         |
| Maria Guthrie, Treasurer                               | jmguthrie57@gmail.com  | 510-305-3048                         |
| Jean Riley, Editor & CTCI Rep                          | bjriley12@aol.com  | 925-487-0697                         |
| Lisa Derby & Chris Patterson,<br>Activities Chairs     | <a href="mailto:ekderby@Hotmail.com">ekderby@Hotmail.com</a><br>Chris.patt@gmail.com | 510-220-1759 (L)<br>510-282-2572 (C) |
| Paul Grech, Tech Director                              | p_grech@comcast.net  | 415-286-6752                         |
| Marianne Grech, Susan & Matt<br>Goldenberg, Historians | <a href="mailto:p_grech@comcast.net">p_grech@comcast.net</a><br>stgoldenb@gmail.com  | 415-286-6752<br>925-864-1214         |
| Don Perry, Calendar                                    | don@pmc-appraisal.com  | 925-785-8016                         |
| Suzanne Mathieson, Philanthropy                        | swimmath@yahoo.com   | 510-318-2517                         |
| Lita Schaffer, Sunshine                                | tomandlita@comcast.net   | 925-595-5469                         |
| Nick Verhoek, Car Shows                                | njbrv@aol.com  | 510-207-5034                         |
| Jim Guthrie, Raffle                                    | jmguthrie57@gmail.com  | 510-305-3048                         |

Please keep us informed of any roster changes you might have.  
Email your changes to Jean Riley at [bjriley12@aol.com](mailto:bjriley12@aol.com)





Bay Area Thunderbird Owners Club

2020 Calendar of Events



WINTER:

- Please note: no breakfast meeting*
- January 11 – President’s Mystery Tour (Adams)
- February 2 – Super Bowl Party, Livermore (Guthrie)
- February 8 – Monthly Breakfast at The ButtercuP

SPRING:

- March 14 – ~~Monthly Breakfast at The ButtercuP~~
- March 17 – ~~St. Patty’s Day Lunch~~ (Cummins)
- March 21 – ~~Day trip to Occidental, CA~~ (Adams)
- April 11 – ~~Monthly Breakfast at The ButtercuP~~
- April 18 – ~~Vintage Races at Sonoma Raceway~~ (Patterson)
- April 26 – ~~Pacific Coast Dream Machines, Half Moon Bay~~, (Verhoek)
- May 9 – ~~Monthly Breakfast at The ButtercuP~~
- May 30 – ~~Wine tasting at the Bensons~~ (Benson)

SUMMER:

- Please note: no breakfast meeting*
- TBD – ~~62<sup>nd</sup> Anniversary Party~~ (Perry, Guthrie, Derby, Patterson)

SUMMER: (continued)

- July 11 – Monthly Breakfast at The ButtercuP
- July 19 – Danville Car Show #1
- July ?? – ~~PeeWee Golf~~ (Guthrie)
- Aug 8 – Monthly Breakfast at The ButtercuP
- Aug 16 – Danville Car Show #2
- Aug ?? – ~~Sutter Creek Weekend Trip - Mine & Machine Shop~~ (Riley)

FALL:

- Sept. 12 – Monthly Breakfast at The ButtercuP
- Sept 19-20? – Yosemite/Evergreen trip (Adams)
- Sept 26-27 – Ironstone, Murphys, CA
- Oct 3 – Birds on the Wharf, Santa Cruz
- Oct 2-4 – Fall Colors Car Show, Bishop, CA (Perry)
- Oct 10 – Monthly Breakfast at The ButtercuP
- Nov 14 – Monthly Breakfast at The ButtercuP

WINTER:

- Please note: no breakfast meeting*
- Dec 12 – BATOC Holiday Party



Ready to plan an event?

Let Lisa know! (ekderby@hotmail.com)

