



BAY AREA THUNDERBIRD OWNERS CLUB (BATOC) CTCI Chapter 4

Upcoming Events

Event	Date
Monthly Meeting	June 13, 2020

Note: This event is tentative, so please stay tuned for emails.



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

**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?

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JUNE 2020



PRES MESS

FOUR MONTHS AND COUNTING

So, here we are entering into month 4 of our forced school detention...but don't even get me started on the "Cure vs Disease" discussion. The good news is that despite our lock-down, there is a bit of light on the horizon. From limited restaurants and shopping, to haircuts and the ever-so-essential tattoo parlor. It's all coming to a town near you soon.

And on that note - as you will read in these pages - our first official "Flash-Drive" was a huge success last weekend and was certainly an indicator of how badly people want out. If you missed it, we had a record turn-out of 22 cars (actually 24 with 2 last minute cancellations), which constitutes the largest number of cars at an event in as many years as I can remember. A big Thank You to Nick Verhoek for organizing it and making it a successful cruise to show off our cars. We will definitely organize a few more of these while we have to.

On that same basic note, we are working to organize an actual, official BATOC club meeting this month - hopefully on our normal meeting day of the second Saturday of the month - as on June 13. We are not sure whether that will be in the form of a Zoom meeting, or an actual "In-Person" gathering in a socially responsible, extremely healthy outdoor setting with boxed picnic lunches. We are working on several ideas and would certainly welcome your input on the subject. But keep your calendars open for June 13 and we will let you know in the next few days.

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DAVE



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Paul's Corner

Proper Door Locking By Paul Grech

Hello fellow T-birders,

I have been a member of the club for about 2 1/2 years. I have owned my '57 Thunderbird for 57 years. I am pretty familiar with the car but there is always something new to learn. I always look for things that wear out on cars and cause big problems. The thing is to be proactive instead of reactive to an emergency situation. I have been asked to work on a few cars in the club since I joined. I ran into a problem on 3 cars that can lead to a big problem. The door latches get worn and the door doesn't close and LOCK properly. The door can suddenly open while making a turn. This can lead to major damage to the door and front fender. One car even had a broken striker plate. This part bolts to the body door opening. This was the first time I have ever seen this. The door latch is attached to the door and has a gear sticking out of door. It is visible when the door is open. The first sign of a worn latch assembly is the door doesn't close properly on the first try. The door should not have play in it when it is closed. If it does, the latch may not be adjusted properly. To check the latch assembly is easy. Open the door and locate the gear sticking out of the door. The gear can rotate back forth a little bit, maybe a 1/4 inch, this is normal. Then try to rock the gear up and down. There should be no movement up and down. If there is, then the movement can allow the

door to pop open, usually while making a turn. You can also check the integrity of the door latch by pushing on the door with the door closed. There should be no movement when you push the door in using the outside door handle. If there is movement the door is adjusted wrong, or the gear on the latch assembly is loose, and can not stay locked when the door is closed. I don't mean the lock you push down to lock the door from the inside. I mean the internal lock that holds the gear locked so the door won't open until you pull the inside door handle to open the door, or push the button on the outside of the door. The one feature I like about the doors on Ford cars is if the door is locked with the push button, it will unlock when you pull up on the inside door handle. Most other cars you have to unlock the button manually and then pull up on the handle. In case of a severe accident and the car catches fire this can make the difference between life or death. I hope this tip prevents you from having a bad experience with your car door.

PAUL'S TIP OF THE MONTH - Here is a tip on where to find nuts and bolts. If you need an over size sheet metal screw because the hole stripped or is loose, Ace Hardware has an excellent assortment for all your nuts and bolt needs. They're on aisle 12. They also have washers and knickknacks and doodads that go along with nuts and bolts.

PAUL



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Recent Message from CTCI



CTCI Members,

We have received many positive responses to the CTCI open letter sent out last month, expressing appreciation of our proactive and transparent efforts to inform members about important actions your elected Board has been tackling.

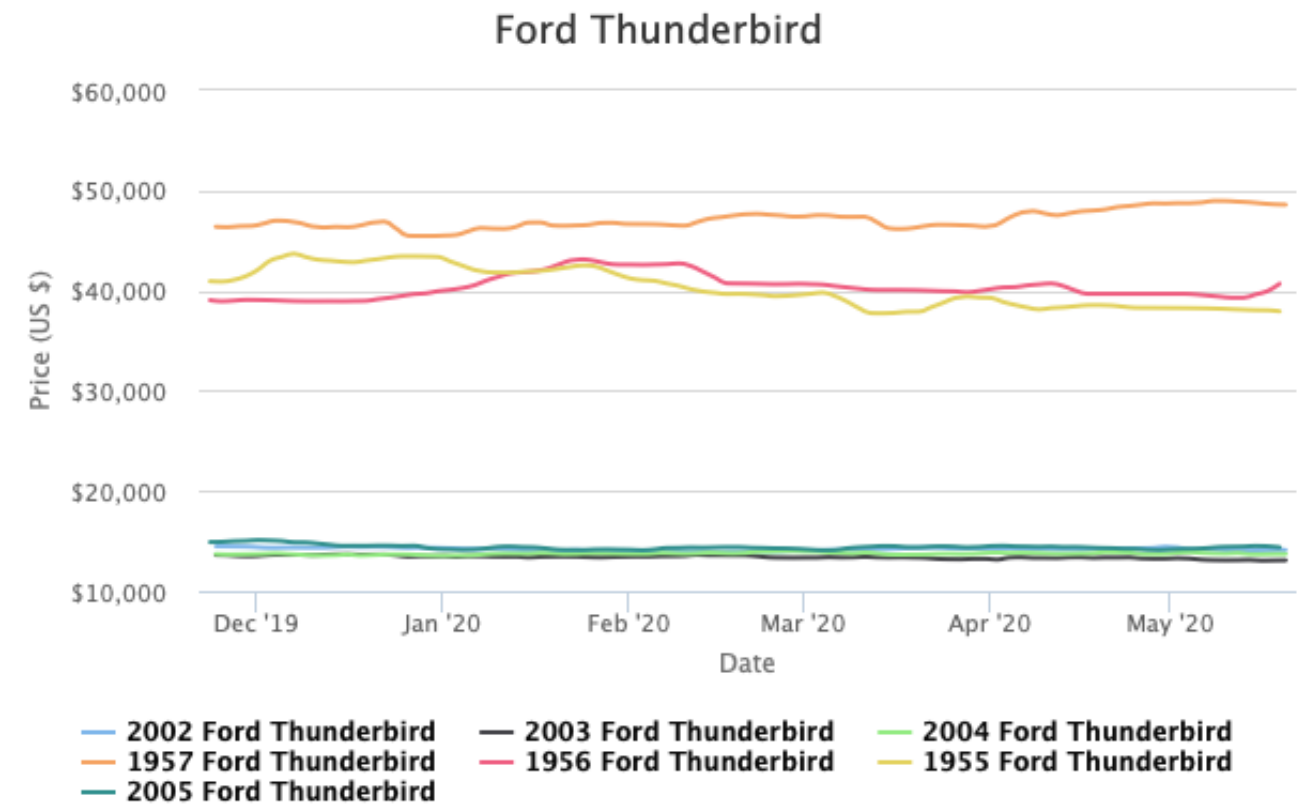
Below, please find our second update. It is our objective to send these messages to you frequently in our continuing effort to keep you informed as to what is happening in CTCI. We will be sending these periodic messages using Constant Contact. We will also include these updates in the bi-monthly *Early Bird* so that all members will know about Board actions.

CTCI's Board approved an Investment Policy to provide guidance to CTCI's Investment Committee, the formation of the Investment Committee also approved by the Board. The Investment Committee will have five members consisting of the sitting President, sitting Treasurer, and three members to be appointed by the Board. The appointed members will serve until they wish not to, or the Board either removes them or changes the parameters of the appointment process. Region 2 Director Bob Young proposed the Investment Policy. Bob has been in the Investment Banking business since 1971, and this policy was adapted from a policy his company helped create for a national not-for-profit organization that has several million dollars invested. Bill Phelps, CTCI member from the Big D Little Bird Club, volunteered to sit on the Investment Committee and was approved by the Board. Bill has many years of both corporate and personal investment experience. We thank him for his willingness to serve and remind CTCI membership we still need two additional volunteers with experience to be a part of the Committee. If you have any interest in serving, please contact your Director, any CTCI Officer or Director at Large. Bob Young will follow up with a phone interview with you.

Another goal of the Board is to find ways to provide "**fun, fun, fun**" activities for as many members as possible. We have discussed having CTCI Sanctioned Driving Tours in the odd numbered years, when no Regional Conventions have been planned. Historically we had multiple Regional Conventions in various parts of the country, and members usually had a convention relatively close to them. The last several years, due to a number of factors, our clubs have not been as active hosting Regional Conventions. The Board asked Bob Young to co-ordinate bringing information from a professional event planner to the Board for the Board to consider sponsoring CTCI Sanctioned Driving Tours when we have no clubs volunteering to host a Regional Convention. Bob is working with the event planner that the Arizona club used to assist with the Flagstaff event. Ideally, we would offer three events, one in each third of the country (West, Midwest, and East). In 2021 we would offer two CTCI sanctioned driving tours, one in the West and one in the Midwest. Due to Covid-19, the postponed International Convention, a judging event, will be in Sarasota, Florida, in April of 2021. **Your club's participation** in helping CTCI select a site for a driving tour in your area (West and Midwest) would be greatly appreciated. Driving tours may consist of tours of interesting car collections, local historic sites, museums, restaurants, dinner cruises, or whatever may be of interest to our members in the area of the event. We think it would provide another venue for CTCI members to get together, develop friendships and hopefully be able to drive to a CTCI event near them. We think it may help with recruiting new members as well, in a more informal atmosphere.



Auction Values from Car Gurus for Ford Thunderbirds



Highcharts.com

This data is produced by Car Gurus and is based on hundreds of used car listings. The little Thunderbirds look to be holding steady for the last few months.



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Thunderbird Appreciation Day Amidst Covid Lockdown

Nick Verhoek came up with the brilliant idea of meeting up for Thunderbird Appreciation Day and having a little drive through the surrounding towns and countryside. Weather did not cooperate with us on that day (May 17), but the next weekend turned out to be wonderful. We had a fabulous turnout, some 22 cars, and about double the people. We abided by our social distancing and mask wearing, and it really turned out to be a wonderful day. Now that we have done it once, perhaps we can organize similar events in the coming months, with safety measures in place. Thanks, Nick, for a great time.



We followed
social distancing
and mask wearing



Meeting at
the
Buttercup
In
Walnut
Creek





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Thunderbird Appreciation Day Amidst Covid Lockdown



Driving through
Danville and
Downtown
Livermore





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Thunderbird Appreciation Day Amidst Covid Lockdown



More shots in Livermore, thanks to Guy



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Thunderbird Appreciation Day Amidst Covid Lockdown



Dave and
Susan's
New Ride



End of drive at Mel's Diner, Livermore



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Member Feature: The Story of Our Thunderbirds by Ron and Susan Wacek

Hello. My name is Ron Wacek. I live in Pleasanton with my wife Susan, and this is the story of my '55 Thunderbird. Let's go back to 1955 or thereabouts. This is how I remember it at 7 years old. I was living with my Aunt and Uncle. They had a café/gas station on the Pacific Coast Highway (PCH) about 5-7 miles south of Oxnard and 1/2 mile north of Mugu Rock. The location is now home to the Chumash trailhead of Mugu State Park. A portion of the Pt. Mugu base is directly across the PCH. One day a cool car drove in and a Navy guy got out and went in for a bite to eat. I went over to check the car out. It had no back seat and it had a big black phone in it! It must have been for military communications. I just said wow to myself and thought that one day maybe I could have a car like that with a phone in it.

Fast Forward to 1967. I graduated from High School in Concord and was attending SMC in Moraga. I didn't have a car and so was dependent on other local students to give me a ride. This soon became problematic and I told my parents that I really needed a car. So, I borrowed \$1200 from my stepmother and promised to pay her back \$50 a month. I met Skip Riggs and he invited me over and introduced me to T-Bird land, so I went out and bought the first early Bird that I saw. It had a dull red paint job, the driver's door was stuck, but heck I could call the car mine, so I slid in through the passenger door and drove it home. I also joined CTCL. Then came the problems. I parked it outside and routinely had to bail it out after a rain. There was no such thing as a quick getaway because it turned over so slowly. Then I started going through transmissions- 3 speed O/D. The cluster gears would go out. I would replace the trans, drive around the block and the cluster would blow again. I did that about three times and then became discouraged. I advertised the car for a week in the SF Chronicle for \$1000. No takers, so I was forced to keep it. I put in another 4-5 transmissions- got real good at it. Then, on about the 10th trans I realized that only three bolts actually tightened down on the bell housing. I knew that the fourth hole had a crack through it, but didn't think it was a big deal but I replaced the bell housing anyway. Voila! No more busted transmissions.



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Now it's the 70's. On New Year's Day 1970 I replaced the speedometer. Today it reads 128500. From 1967 thru 1969 I figure I put on 30000 miles. So I've put on about 160000 miles since I've owned it. In 1973 at 35000 miles I replaced the '55 292 with a '57 312 short block from Ford. By then I had installed a '57 T-85, a more robust trans than the '55. I also kept the six volts since the starting issue was resolved by installing a special 6V starter. It went through two versions of BRG paint jobs in the 70's. The mid-seventies found me acquiring other vehicles (became a car nut actually) but those are other stories.

In the 80's I went to a GM light yellow paint color. I also put a porthole kit in and continued to use it as my daily driver. The 80's also found me with a starter wife and mortgage. Car activities were curtailed somewhat, at that time in my life.

Over the years the car has morphed into a '55-'57. As well as the '57 engine and trans, I acquired a '57 soft top, converted to '56 sun visors as well as '56 backup lights. For safety I converted to front power discs. I found that thirty years on the last set of drum brakes and the replacement linings was just no longer adequate on the freeways. I now feel much safer on the road.

Over the years I have made other subtle modifications and additions. If only someone made a 15 inch steering wheel for a '55. Getting in and out has become somewhat of a task these days.

I retired in 2013 and my retirement gift to myself was a 2005 Thunderbird. I wanted to have the first year and the last year Thunderbird- a span of 50 years. What a difference in technology and manufacturing processes! We have been BATOC members for 6 years now. We appreciate BATOC recognizing both versions of the Thunderbird in the club.



If you want to tell us your Tbird history, please email your story to bjriley12@aol.com



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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



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 – 62nd 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)

