

October
2020

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**Deadline for submitting
Newsletter photos, articles,
etc., is the 20th of each
month.**

MID-ATLANTIC THUNDERBIRD CLUB Charter & Founding Chapter, International Thunderbird Club



MATC THUNDERBIRD NEWSLETTER 46th ANNIVERSARY

<http://www.midatlantictbirdclub.org/>
<http://www.intl-thunderbirdclub.com/>



This Month In *Thunderbird* History:

- October 1, 1908:** Model "T" Production Begins
- October 22, 1954:** Thunderbird Goes On Sale
- October 26, 2002:** William Boyer, a key figure in the development of the original Thunderbird passes away.

Upcoming MATC Activities Mark Your Calendar(s)!!

Third Thursday Thunderbird Breakfast in Bel Air **Temporarily Canceled because of Corona Virus Issues**

October 15th: MATC ZOOM Meeting

Zoom Video calls are in lieu of our monthly breakfast meeting. Calls will be on the third Thursday at 9:30am. You will be sent a Zoom link a few days before. The next Zoom Meeting is September 17th. Hope you can join us!!

October 4th: MATC Picnic In The Park

BRING YOUR OWN FOOD, DRINKS, ETC.!!

We have reserved a pavilion for Sunday, October 4 from 11am to 3pm in the same picnic area where we met for Thunderbird Appreciation Day in May. That's at Deer Creek Picnic Area in Susquehanna State Park. The picnic area address is just Halls Crossroads MD 21078. The best way to get there without winding through the park is to take Price Rd off Darlington Rd (Rt 161) which you will turn onto either from Rt 1 or from Rt 155 coming from I95 or Bel Air. At the dead-end of Price Rd, bear to the right onto Stafford Rd. After you cross a small bridge, look for the picnic area sign on your right. There is a \$2 per vehicle entrance fee unless you have a MD Golden Age Pass or are a veteran.

December 12th: MATC Christmas Dinner

Because the Dobbin House will not be able to accommodate our group this year, we have reserved the banquet room at Friendly Farms Restaurant, Upperco, MD. Details to follow in the November newsletter.

Due to the Corona Virus, the events listed below may be cancelled. Look for Schedule updates

2020 TENTATIVE EVENTS CALENDAR				
Official MATC/ITC activities are marked with *** and printed in bold. Our <i>Thunderbird Club</i> events are open to all years of Thunderbirds. Other events such as "AACA" events adhere to the 25 year rule or other designation. Applicable restrictions will be noted with each event.				
Date	Event	Sponsor	Location	Details
Every Sunday 7-9 AM	Cars & Coffee		Bel Air Plaza SC Bel Air, MD	Operates May Until October No Competition, No Trophies, Just Fun & Socialization
October 4	MATC Picnic In The Park	MATC	Deer Creek Picnic Area in Susquehanna State Park	See First Page of Newsletter For Details BRING YOUR OWN FOOD
Oct 7 - 11	Rescheduled & Relocated AACA Eastern Fall Hershey	AACA	Hershey, PA	http://hersheyaaca.org/fallmeet.html
Oct 8 – 11 Thu to Sun	Endless Summer Cruisin (Still On As Of newsletter Publication Date-car show only)		Ocean City MD	https://ococean.com/events/endless-summer-cruisin2020
October 11	Oakland Manor Car Show		Howard Co, MD	See Information Below
Oct 17 Sat	CANCELED Rockville Antique and Classic Auto Show 8:30a – 3:30p	MATC	Rockville Civic Center 603 Edmonston Drive Rockville MD 20851	https://10times.com/Rockville-antique-and-classic-car-show
November 6-7	Special Fall Nationals	AACA	Wyndham Hotel Gettysburg, PA	http://hersheyaaca.org/fallmeet.html
Saturday December 12 1:00 pm	Annual Christmas Party	MATC	Friendly Farms Restaurant 17434 Foreston Road Upperco, MD 21155	Menu, registration, directions in November Newsletter. <i>Because of COVID19 Dobbin House currently cannot handle groups as large as ours</i>
Third Thursday, Every Month 9:30 AM	Monthly Breakfast Gathering Breakfast will resume after Corona Virus hazards end.	MATC	Greek Village Diner 129 Baltimore Pike Bel Air, MD 21014	(https://www.facebook.com/pages/Greek-Village-Restaurant/203026953055071)

Oakland Manor Car Show, Sunday October 11, 2010

This is a small car show in Columbia Oct. 11 from 12 to 3. There is no entry fee and lunch is included. They are trying to get 12 to 15 cars. Joe Zentgraf & Al Herman will be attending. Please Al or Joe know if you or anyone is interested, as registration is by word of mouth. The address for Oakland Manor is 5430 Vantage Point Road, Columbia, MD 21044, email <https://www.historic-oakland.com/about-us/>

Al (H) 410-461-1519 allen.l.herman47@gmail.com
Joe (H) 410-465-5161 jazjr1@verizon.net

OCTOBER BIRTHDAYS

Note: If we missed your October birthday, or the specific date noted is incorrect or missing, please advise the editor with the correct information. Thanks!

Elizabeth Kilcullen – 19
John Loving – 20

For Sale:

1964 Thunderbird: Older restoration and still shows and runs well. Wimbledon White with a black landau roof and black interior. Has power windows and power driver seat. Recliner passenger seat with head rest. Owned by same family since 1965. Have documented history from restoration in 1998 to present. Call Earl or Judy Dickinson @ 717 767 2973. (9/19)



2003 Thunderbird: Red Hardtop, Steve Kelley 443-371-3030, skelley@gottogotravel.net (1/18) See attached flyer.

1966 Thunderbird Convertible: Red with Red Interior and White Top. 390 CID Engine, Power Steering, Power Brakes, Electric Windows. Lots of New Parts. 80,000 Miles, \$28,000. Richard Trimble, Hampstead, Telephone: 410 – 374 – 6037



Note: Classified ads are inserted at no cost for MATC members until the item is sold as long as there is enough space. This policy is subject to change.

MATC Newsletter Advertising:

Steps are being taken to expand the amount and scope of advertising in the MATC newsletter. The goal is to not only provide a source of additional income for the club, but also provide resources for parts, services, memorabilia, etc., for the membership from local and national vendors. Zoanne Denham has agreed to initiate this effort, but would welcome assistance. In addition, recommendations for potential advertisers can be referred to Zoanne Skip, Cathy or Steve.



President's Message October 2020



Folks, it's time to take those 'Birds out for a spin again! Please be sure to join us on Sunday, October 4 from 11-3 for our **Fall Picnic** at the Deer Creek Picnic Area of Susquehanna State Park near Havre de Grace MD. This is where we had our Thunderbird Appreciation Day back in May and those who attended had a great time. This time we have rented a pavilion and will have picnic tables set up. We are asking everyone to bring their own food and drink to the picnic so we don't share germs and please wear your mask if you are close to others. The club will provide plates, napkins and utensils in safe, clean packaging as well as hand sanitizer. The restrooms are open.

We hope to see many of you there! It may not be as spectacular as our picnics at the Cherry's up on the mountain, but we hope to have fun seeing each other again. The address is just Halls Crossroads MD 21078. The best way to get there without winding through the park is to take Price Rd off Darlington Rd (Rt 161) which you will turn onto either from Rt 1 or from Rt 155 coming from I95 or Bel Air. At the dead-end of Price Rd, bear to the right onto Stafford Rd. After you cross a small bridge, look for the picnic area sign on your right. There is a \$2 per vehicle entrance fee unless you have a MD Golden Age Pass or are a veteran. There is an envelope system for your money which includes a tag required for your car on the parking lot.

Next news is the **Christmas Party**. Our usual venue, Dobbin House, may not be open much longer due to the quarantine. Hopefully you all got our email about Friendly Farms being available Saturday, December 12 from 1-5pm. They have a huge room so social distancing will be easy. No buffet, the meal will be plated and served to you. Roast beef and fried chicken with all the sides that many of you are familiar with. Ice Cream for dessert. So far we have 27 people that have said they are coming. Those of you who have not responded, please consider saying yes. The address is 17434 Foreston Rd, Upperco, MD 21155 which is just off I83 north of Baltimore. Very easy to get to and a lovely place.



We hope everyone is still doing well through the quarantine and maybe getting out a little more now that the cases of the virus seem to be going down. Still be careful and safe.

As usual, don't forget to check the MATC website, <https://midatlantictbirdclub.org/>, and our Face Book page. Send Steve photos of your cars too.

Steve & Cathy Kelley





Why the Ford Thunderbird Is One of the Most Important Cars Ever Made

- [James Derek Sapienza](#)

- June 05, 2017

Legendary cars usually come from a time and place that can't be replicated. If the idea appeared too early or too late, it may not have happened at all. That's certainly the case with the Ford Thunderbird, The Blue Oval's personal car that re-energized the company, came to embody an entire decade, and launched a segment that would go on to dominate the American landscape within a few decades. To the casual observer, the Thunderbird is an icon: a sports car with a 50-year history that's the rolling embodiment of nostalgia. But like most legends, the true story is a lot more complicated. Hell, it isn't even really a sports car.

With an aging lineup and shrinking sales, Ford was in dire straits after World War II. The introduction of its 1949 lineup — the first all-new postwar car from The Big Three — was a much-needed smash, with a sedan, coupe, and wagon offered. But by the early '50s, a new phenomenon was beginning to take hold with American gearheads: [sports cars](#). Hundreds of GIs had fallen for the likes of MGs, Triumphs, and BMWs while stationed in Europe during and after World War II, and had begun importing and racing them. Ford had long been the performance king in the U.S. thanks to its venerable flathead V8 (Chevy wouldn't have a V8 until 1955), but these small, well-handling roadsters and coupes were a different animal altogether. Among the young design staff, the idea of Ford lacking a sports car could become a black eye for the company if that segment ever took off. So despite a famously paranoid and autocratic environment at the time, the designers secretly began work on the car without alerting the engineers, accountants, or anyone else who could shut it down.

But Henry Ford II, the 35-year-old company chairman and grandson of Henry, was falling hard for European sports cars. In 1952, Enzo Ferrari had gifted him a Ferrari 212 Barchetta, and at that year's Paris Motor Show, he took designer George Walker to task for not having something similar in the works. After the show, Walker called his team in Detroit, and told them to have a presentation ready when the men returned from Paris.

The sports car project was quickly given the green light by Ford, and took on a new sense of urgency in January 1953, when Chevrolet released the Corvette. But Chevy's sports car was heavy and underpowered, laden with quality control issues (fiberglass construction was still in its infancy), and saddled with a wheezy inline-six and two-speed automatic transmission. This gave Ford an invaluable chance to learn from Chevy's mistakes. As the Corvette struggled, the company learned what customers wanted — and most importantly, what they didn't.

Ford's car would be steel-bodied. It would be a two-seater, but would be roomier and more refined than the Corvette. It would ride on its own unique chassis, but would share much of its trim work and interior with other Ford products. And most importantly, it would have the company's new Y-Block V8 and available manual transmission, two things Chevy didn't offer. Nearly a year after the Corvette made its debut, the Thunderbird bowed at the Detroit Auto Show to rave reviews.

But there was a problem: It wasn't a sports car. The Thunderbird was too plush, too heavy, and too sluggish to compete with the likes of MG, Triumph, Porsche, or Jaguar. Unlike Chevy, which shot itself in the foot by billing the Corvette as a sports car, Ford marketed the Thunderbird as a "personal car" instead, appealing not to weekend racers, but to well-to-do buyers who wanted something fun to drive without sacrificing comfort. Purists who expected a world-beater were disappointed. The American public, however, was not.

Ford had only planned to build 10,000 T-Birds for the 1955 model year. Within the first 10 days after its debut in Detroit, it had over 3,500 orders. It would end up selling over 16,000 before the year was out. And that was no small task; at over \$4,000 fully-loaded, the Thunderbird could be twice as expensive as a base-model Ford coupe, and as much as the far more capable Jaguar XK140.

Chevy didn't lie down either. After the Thunderbird's reveal, chief engineer Zora Arkus-Duntov successfully lobbied company brass to rethink the Corvette top-to-bottom. Needless to say, it worked. For '55, the Corvette was finally available with a V8 and manual transmission. Performance would increase dramatically over the next few years, and the rest is history.

But while the Corvette was struggling to become "The Corvette," Thunderbird sales were a huge success for Ford. Available with either a 292 or 312 cubic inch V8, the T-Bird could be had with a manual or automatic transmission, power seats, a removable hardtop, and a telescoping steering wheel — all luxury amenities that customers loved. Another 15,600 cars sold for 1956. In 1957, the number jumped even higher to 21,300.

Despite its popularity, the 1957 model would prove to be the last two-seater offered by Ford for 25 years. Ford had just gone public, and the bean counters had more of a say in the company than ever before. The Thunderbird sold respectably for what it was (the Corvette, by comparison, sold just over 7,200 units in '57), but the new company men felt that its profit margins were too thin, and that the segment was becoming saturated. Unfortunately, they were proven right: A bigger, chrome laden four-seat model appeared for 1958. The second-generation "Square Bird" would find nearly 200,000 buyers over the next three years.

The Thunderbird remained in constant production for 42 years, often embodying the zeitgeist of American styling more than any other car on the road. The third-generation "Bullet Bird" epitomized Space Age glamor; the fifth-generation "Glamor Birds" became bloated and baroque, but were instrumental in the rise of the Personal Luxury Coupe, which would become the most dominant American automotive segment of the 1970s. The Fox body eighth-generation car was so unpopular within the company that the sleek styling, solid handling characteristics, and strong powertrains of the next two generations were developed in response to that car. And after a five-year hiatus, the

final Thunderbird was the retro-futuristic 2002-2005 two-seater. On top of its direct styling links, it was a comfortable, luxurious, and expensive V8-powered roadster. Despite following the original car's recipe to the letter, it was widely considered to be a flop.

That's what makes the 1955 to '57 Thunderbird so special: It couldn't have come from any other time or place. A few years later and Ford's brass would've never been open to an exclusive, expensive, two-seater. Any earlier and it could've stumbled like the Corvette did. If not for the 'Vette, Ford wouldn't have been able to hone the car to what Americans wanted from a sporty roadster. And if the T-Bird hadn't been a breakout success, Chevy probably would've followed through with its plan to axe the troublesome sports car in 1956.

Later models may have vastly outsold the original roadsters, but none are remembered as fondly. The two-seat T-Birds embody the 1950s as much as a '59 Cadillac or a '57 Chevy does. Its light, restrained design made it stand out from virtually anything else coming out of Detroit — including the Corvette — and has become nothing short of legendary. But the Thunderbird was also the first successful niche car built by one of The Big Three. It was the first time a singular model that wasn't a big coupe, sedan, station wagon, or truck rose to the top of a company's lineup and took hold of the public's imagination. You may not have been able to afford a T-Bird, or it may have been too impractical for you, but you *wanted* one. It represented a lifestyle and an image that virtually everyone could aspire to. That's something you can't engineer into a car, and that's something that automakers have been chasing ever since.



Maryland State Parks (Senior) - Golden Age Pass

Adults, ages 62 and older, are entitled to free day use entry (cardholders only) to all State Parks that charge service fees. This pass is valid for half price camping (excluding full service cabins and houses) for one site Sunday through Thursday. Pass holder must be part of the camping party during the entire stay. The boat launch fee at Maryland State Parks is eliminated for seniors who possess a Golden Age Pass. The pass holder must present the pass at check-in. This pass is non-transferable. [The Golden Age Pass can be purchased online](#). There is a one-time service fee of \$10.00 to process the pass. Seniors must purchase a new pass to replace any pass that is lost or stolen.

You can apply here: <https://www.shopdnr.com/marylandstateparkpassports.aspx>

Day-Use Waiver for Veterans - All applicable day-use entrance charges are waived for all veterans of the United States Armed Forces. This waiver applies to both resident and out-of-state veterans. This waiver is applicable to the veteran only and not others in the same vehicle, unless a per-vehicle charge is in effect at the time. In that case, the per-vehicle fee is waived. No other facility use service charges will be waived.

The National Parks and Federal Recreational Lands Senior Pass

- \$80 Lifetime Senior Pass
- \$20 Annual Senior Pass
- Available for: U.S. citizens or permanent residents age 62 or over. Applicants must provide documentation of age and residency or citizenship.
- How to purchase:
 - In person at a federal recreation site (**see PDF list of federal recreation sites that issue passes**)
 - Online—buy the **lifetime pass** or the **annual pass** online now through the USGS store!
 - Through the mail using this **application form (PDF)**.
 - **NOTE: There is an additional cost of \$10 for passes purchased online or by mail. See more information about changes to the Senior Pass.**
- Additional information:
 - The Senior Pass may provide a 50 percent discount on some amenity fees charged for facilities and services such as camping, swimming, boat launch, and specialized interpretive services.
 - The Senior Pass generally does NOT cover or reduce special recreation permit fees or fees charged by concessioners.
 - Golden Age Passports are no longer sold. However, these passes will continue to be honored according to the provisions of the pass.



2003 Ford Thunderbird

Maryland State Inspected and Ready to Roll



Asking Price:

\$12,300.00

Contact:

Steve Kelley

410-812-5596

443-371-3030

VIN: 1FAHP60A23Y100879

Mileage: 82000

Warranty: Does NOT have an existing warranty

Vehicle Title: Maryland—Clear

Engine: 3.9L V8 Gasoline 282 H.P.

Transmission: Automatic with Manual Shift Option

Interior Color: Black w/Red Inserts/Trim

Exterior Color: Torch Red

Body Type: Power Convertible w/ OPT. Red Hardtop

Sub Model: Two Door - Premium

For Sale by: Owner

Present Location: Bel Air, MD—Delivery available

OPTIONS: 17" 7 Spoke Chrome Wheels— Anti-Spin Brakes— AM/FM Stereo w/6-CD Changer— Audio-ophile 9 Speaker Sound System— Heated Seats—Engine Oil Cooler—Thunderbird Branded Floor Mats— Perimeter Anti-Theft—Supplemental Fog Lights—Daytime Running Lights - About 8000 miles on tires.

I'm the second owner and I have always kept it in the garage. It has seen no snow and very little rain. It is clean inside and out.



Mid-Atlantic Thunderbird Club

"A Club for Enthusiasts of the Ford Thunderbird of all years"

Application for Membership

Date: _____

First Name: _____ Last Name: _____ Birth Month _____

Spouse's Name: _____ Birth Month _____

Street Address: _____

City: _____ State: _____ Zip: _____ - _____

Home: ___ - ___ - _____ Work: ___ - ___ - _____ Cell: ___ - ___ - _____

Email: _____

Your Occupation: _____ Spouse's Occupation: _____

I was referred by: _____

List Your Thunderbirds:

Car	Year	Style (HT, Conv, Landau, etc.)	Comment (Show, Pleasure, Under Restoration, etc.)
1			
2			
3			
4			

Attach additional sheet if necessary.

Annual Dues: \$25.00 due each January, newsletter delivered electronically, or
\$40.00 due each January, newsletter delivered by US Postal Service

New Members Partial Year Dues:
\$15.00 if joining after June 1st of the year
Full dues if joining after October 1st of the year, BUT
IT INCLUDES FOLLOWING YEAR DUES (3 months Free)

Name Tags \$10.00 each: _____

Please PRINT names for tags above. Separate by comma if more than one.

Send to: **Make your check payable to MATC.**
Please Mail Application with your check to:
Harry Skruch, Treasurer
4804 Torpoint Road
Nottingham, MD 21236
410-256-2740

Visit us at www.midatlantictbirdclub.org Like us on Facebook

The Mid-Atlantic Thunderbird Club is a Tax-exempt Association under IRC 501 (c) (7).

Mid-Atlantic Thunderbird Club
9 Lake Drive
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