

The Birds' Nest

Official Newsletter of the Buffalo Thunderbird Club
September 2011

Secretary's Report:

Our 26th Annual Thunderbird Show was Sunday Aug 15th at West Herr Ford Getzville. The threat of rain was enough to keep some birds home but we were thrilled to see the 23 birds that took a chance and ventured out for our show! THANK YOU to West Herr for being our sponsor and for all the support given our club!!!!!! Thanks to all the members for all their hard work with all the planning/prep work, goodie bag, Chinese auction items and running the show. Congratulations to 50/50 split raffle winner - our own Gregg Zimmerman!!! I do have to apologize for some miscommunication regarding our food for the show as the Scouts did show up but opted to not set up due to the rain that hit late morning, I know many were disappointed. Due to the weather we had the Chinese auction, presented the trophies and wrapped up our event allowing the Birds to be on their way back to their dry garages just after 1pm. A special thank you to all those who participated in the show!

Our July meeting was held the night before our show. Thank you to Wendee and Art Lorbeer for hosting our meeting and providing a delicious meal and gorgeous setting! We had great items for our goodie bags – many thanks to contributors and staffers!

Our September meeting is our club picnic and will be at Byrnie and Paul

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**The
Next Meeting
is Sept. 11
at the
Schonharts**



Thank You to Gregg Zimmerman for all the articles contributed to our newsletter, we would only have one page without him!

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**ENJOY
THOSE
BIRDS!**

Support WEST-HERR FORD, our club's sponsor



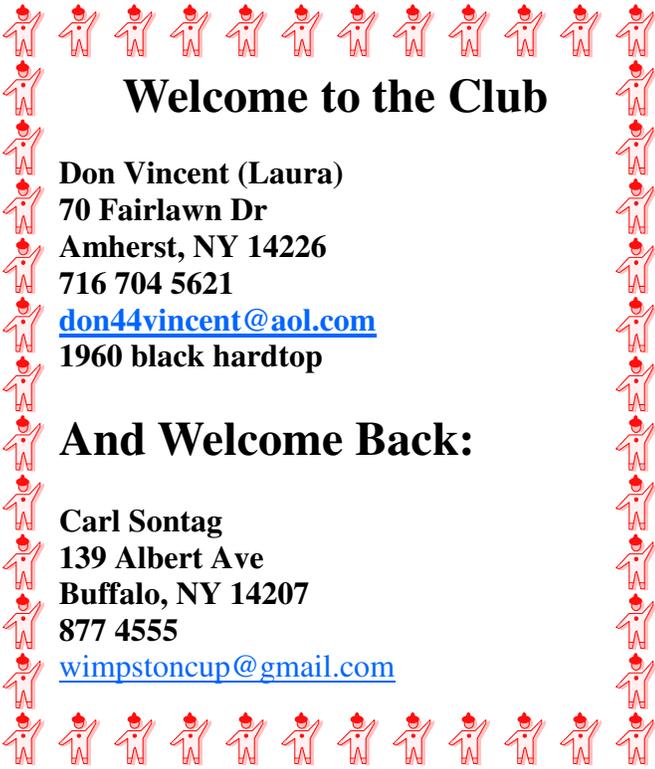
Next Meeting: The next meeting is **SUNDAY**, Sept. 11th, at 1:00. Please call Byrnie at 965-4171 by Wednesday Sept. 7th, and bring a dish to pass if you plan on coming. This is the Club Picnic and all members are welcome. They always are a good time. **Directions:** Take the Thruway to exit 58 Silver Creek. Follow Rt. 20 West into the Village. (a Rite-Aid and gazebo at the corner). At the light, follow Rt. 20 for 3.4 miles to Walnut Rd. on your Left. Turn on Walnut, go to stop sign, our house is on the left. 2 story brick colonial. If lost call 965-4171. I will have a sign that says Buffalo Thunderbird Club on the corner of Walnut Rd. along with balloons on the sign.

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Schonhart's on Sunday Sept 11th – 1pm. Please bring a dish to pass. Please call Byrnie/Paul 965-4171 by Weds 9/7 to RSVP (1980 King Rd., Forestville, 14062). Please join us at the picnic for an update on the car show and ideas for the future of our club. See you at the picnic!-Lorrie S.

Set This Date Aside

**Sunday Oct. 9
Is the Fourth Annual
Brandy Kubik
Memorial Road Rally
Details Will Follow**



Welcome to the Club

Don Vincent (Laura)
70 Fairlawn Dr
Amherst, NY 14226
716 704 5621
don44vincent@aol.com
1960 black hardtop

And Welcome Back:

Carl Sontag
139 Albert Ave
Buffalo, NY 14207
877 4555
wimpstoncup@gmail.com

Cars for Sale:

Is anyone out there interested in a 61 Thunder Bird Convertible pace car. I have one for sale, it needs to be restored. \$20,000
Thanks Betty Marshall
You can contact me at betmarsh@sbcglobal.net

56 T-Bird

I am hoping you can help me. I am trying to help my Aunt sell her late husband's 56 T-Bird. Unfortunately, he has the car in pieces since he had hoped to one day restore it.

The car frame has been sitting outside so it is totally rusted, but she has quite a few pieces that have been stored in the garage (in a trunk) and she kept the convertible's hardtop in her basement so it's in decent shape I think...the rubber mouldings are cracked from age.

I would appreciate any help you can offer me (and her) as to how to go about selling the car in its entirety or by piece (would you know what it would be worth if she sold it as a whole or piecemeal?). Or, if you happen to know of anyone interested, who lives in our area - Long Island, NY - or someone who would be willing to take a drive to see what she has, could you please let me know?

She has the title, registration, etc. and even has several invoices from parts her husband purchased before his death in 1979.

Thank you in advance, Connie
631-639-9632 Cell
631-991-7283 Home

For History Buffs:

The four Goldberg brothers, Lowell, Norman, Hiram, and Max, invented and developed the first automobile air-conditioner. On July 17, 1946, the temperature in Detroit was 97 degrees.

The four brothers walked into old man Henry Ford's office and sweet-talked his secretary into telling him that four gentlemen were there with the most exciting innovation in the auto industry since the electric starter.

Henry was curious and invited them into his office. They refused and instead asked that he come out to the parking lot to their car.

They persuaded him to get into the car, which was about 130 degrees, turned on the air conditioner, and cooled the car off immediately.

The old man got very excited and invited them back to the office, where he offered them \$3 million for the patent.

The brothers refused, saying they would settle for \$2 million, but they wanted the recognition by having a label, 'The Goldberg Air-Conditioner,' on the dashboard of each car in which it was installed.

Now old man Ford was more than just a little anti-Semitic, and there was no way he was going to put the Goldberg's name on two million Fords.

They haggled back and forth for about two hours and finally agreed on \$4 million and that just their first names would be shown.

And so to this day, all Ford air conditioners show - **Lo, Norm, Hi, and Max -- on the controls.**

Thanks to Gregg Z. for this article, But I think it should run on April 1.-Joe K.

What is Acceleration:

One top fuel dragster 500 cubic inch Hemi engine makes more horsepower than the first 4 rows of stock cars at the Daytona 500.

It takes just 15/100ths of a second for all 6,000+ horsepower of an NHRA Top Fuel dragster engine to reach the rear wheels.

Under full throttle, a dragster engine consumes 1-1/2 gallons of nitro methane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced.

A stock Dodge Hemi V8 engine cannot produce enough power to drive the dragster's supercharger.

With 3,000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition. Cylinders run on the verge of hydraulic lock at full throttle.

At the stoichiometric (stoichiometry: methodology and technology by which quantities of reactants and products in chemical reactions are determined) 1.7:1 air/fuel mixture of nitro methane, the flame front temperature measures 7,050 deg F.

Nitro methane burns yellow... The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapor by the searing exhaust gases.

Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder.

Spark plug electrodes are totally consumed during a pass. After halfway, the engine is dieseling from compression, plus the glow of exhaust valves at 1,400 deg F. The engine can only be shut down by cutting the fuel flow.

If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.

In order to exceed 300 mph in 4.5 seconds, dragsters must accelerate an average of over 4G's. In order to reach 200 mph (well before half-track), the launch acceleration approaches 8G's.

Dragsters reach over 300 miles per hour before you have completed reading this sentence.

Top fuel engines turn approximately 540 revolutions from light to light! Including the burnout, the engine must only survive 900 revolutions under load.

The redline is actually quite high at 9,500 rpm.

Assuming all the equipment is paid off, the crew worked for free, and for once NOTHING BLOWS UP, each run costs an estimated \$1,000.00 per second.

The current top fuel dragster elapsed time record is 4.428 seconds for the quarter mile (11/12/06, Tony Schumacher, at Pomona, CA). The top speed record is 336.15 mph as measured over the last 66' of the run (05/25/05 Tony Schumacher, at Hebron, OH).

Putting all of this into perspective:

You are driving the average \$140,000 Lingenfelter 'twin-turbo' powered Corvette Z06. Over a mile up the road, a top fuel dragster is staged and ready to launch down a quarter mile strip as you pass. You have the advantage of a flying start. You run the 'Vette hard up through the gears and blast across the starting line and pass the dragster at an honest 200 mph. The 'tree' goes green for both of you at that moment.

The dragster launches and starts after you. You keep your foot down hard, but you hear an incredibly brutal whine that sears your eardrums and within 3 seconds, the dragster catches and passes you. He beats you to the finish line, a quarter mile away from where you just passed him.

Think about it, from a standing start, the dragster had spotted you 200 mph and not only caught, but nearly blasted you off the road when he passed you within a mere 1,320 foot long race course.

..... and that my friend, is ACCELERATION!

-Thanks to Ted Becker for this Article