



Thunderbird Flyer

Newsletter of the Northwest Vintage Thunderbird Club

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SPECIAL POINTS OF INTEREST:

- Meeting location change! See back page.

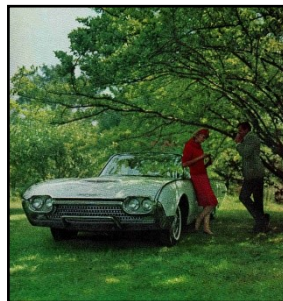
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Mad Men

At least once during a trip to a swap meet you'll find me thumbing through a box of Thunderbird literature at a vendor's booth. Over the last decade there are very few items that I have not run across several times before. So as I went through another stack of old ads something occurred to me. Thunderbirds are really out of their element in some of these ads.

Case in point, this ad for the 1962 Thunderbird. I'm sure the advertisers were trying to elicit a favorable emotional response that the consumer would associate with the Thunderbird. It is a warm spring day. The gentleman leaning on the tree limb has just given something to the lady, she looks lovingly at the token of his affection. We are left wondering what it could be; an engagement ring, a bracelet for their anniversary, even better yet a key to an M code, tri-powered Sport Roadster!



But looking at this ad at the swap meet all I am thinking is "Who is going to park a convertible under a tree?" Don't they realize the pollen and leaves that drop from a tree? Let's not even mention what could drop from the birds that are in that tree! And how did this Thunderbird get there in the first place? I don't see any roads or trails around. The Thunderbird is great on a highway but I don't think I'd be four wheeling it to find a romantic country hideaway!

Then I run across this ad for a 1966 Landau. It is better in that it shows the car motoring along a road. Or maybe it is a runway, who knows. The driver/pilot appears to be launching into the wild blue yonder filled with puffy white clouds! Hopefully things will be all right



because it looks like he is about to push the emergency flasher button on the overhead safety console.

I am completely confused with the response I am supposed to make with the this Thunderbird on an island. And the couple in formal evening wear doesn't make it any more clearer!



I really do like these ads though. Since I have the same black/red 1964 hardtop that is shown in the ad to the left, I would like to try to duplicate the shot. Every time I drive through farm country I am looking for a wheat field that I could drive my car into after the hay is baled.



Advertisers are pretty successful in provoking an emotional response that consumers can

understand and relate to. Natural surroundings provided a subtle background to highlight the car's styling and features. If the car was put into an urban setting there would probably be too much background noise which would distract from the car.

So it's probably a good thing that we don't see advertising for the Thunderbird anymore. I'm not sure if I could watch Matthew McConaughey sitting in a café watching rain pour down on his Thunderbird while we hear the thoughts going through his head. Might just have to find another favorite car.

Tom

I know you are all waiting on the edge of your seats for the next article on tuning up your FE engine but I have not had a chance to take the pictures that accompany the article. Consequently, I had to postpone the next article till next month. The fuel system will be featured next month.

Stainless Steel Thunderbird

There are quite a few trim pieces on your Thunderbird that are made of stainless steel. With the proper care these trim pieces stay bright and attractive for a long time. Too bad the other steel on the car can't stay rust free, right? Well, maybe there is a Thunderbird out there that exactly fits the bill.

First, let me tell you a little about stainless steel. There is some debate about who exactly invented stainless steel. Several people in the early 1900's were working on a steel that would resist corrosion.

Carbon steel rusts when exposed to air and moisture. The rust, or iron oxide, is active and accelerates corrosion by forming more iron oxide. Stainless steels contain a percentage of chromium to form a passive film of chromium oxide. The layer is too thin to be visible and is impervious to water and air, protecting the metal beneath. Even when scratched this layer reforms preventing further surface corrosion and blocks corrosion from spreading into the metal's internal structure.

This new rust free steel soon found itself being fashioned into cutlery since it "stains less". Though not stain proof it maintained its lustrous look if taken care of. Today stainless steel is found in all sorts of applications from surgical instruments to appliances to automotive construction material. Which brings us back to our story.

Allegheny Ludlum, a pioneer producer of stainless steel from his company the Allegheny Ludlum Steel Division, wanted to increase the awareness of this special metal. He took his idea of making a vehicle out of stainless steel to Ford Motor Company. Ford created six Deluxe Sedans in 1936 that would be used by Allegheny officials to promote the capabilities of stainless steel. Each of those cars went at least 200,000 miles before being retired in 1946. Four of those cars are still around, the bodies having lasted much longer than their non-stainless parts.

Allegheny again paired up with Ford in 1960 to produce two Thunderbirds made of stainless steel. These cars came off the Wixom line at the end of the 1960 production run on July 11, 1960. Because of the hardness of stainless steel, the production dies would be destroyed as a result of the stamping of the parts. This was planned since the 1961 Thunderbird would use a new body style. To duplicate the Thunderbird's 3,957 lb. normal production weight, body panels were made of Type 302 stainless steel, and trim pieces out of Type 430 stainless steel. A couple of interesting foot-notes. At the time of their production Allegheny could only mill stainless steel stock that was 72 inches in width. The Thunderbird roof was 84 inches wide. This caused both cars' roofs to be constructed from two 42-inch-wide sections which were welded together in the middle. The other is that the exhaust system and mufflers were constructed out of stainless and are still

original after all this time. The cost for each car; \$35,000 with options.

Both T-Birds received mechanical and interior restorations in the 1980s and survive to this



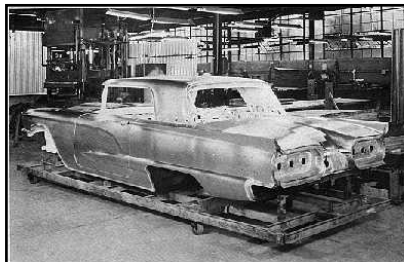
1960 Stainless Steel Thunderbird in the Crawford Museum

day, with one on loan to the Crawford Auto Museum in Cleveland, Ohio. It shares the space with one of the 1936 Deluxe Sedans and a 1967 Lincoln Continental convertible also produced in stainless steel.



All three stainless steel examples are at the Crawford Museum in Cincinnati.

...the exhaust system and mufflers were constructed out of stainless and are still original after all this time.



1960 Stainless Steel Thunderbird being built

Cars Make Us Do Stupid Things

Classics Cars make us do stupid things.

I am not talking about doing stupid things IN a car, I am talking about doing stupid things FOR cars. Maybe stupid is too harsh of a word but trying to explain one's action to a non-car person usually garners the use of "stupid" at some point.

My brother inherited my father's '69 Oldsmobile Cutlass S. It was not really a muscle car until my brother took his wrenches to it. Off came the stock exhaust and on went a pair of Cherry bombs (mounted backwards of course). My brother bent up the exhaust and welded it himself. He was quite the welder back then. The stereo was updated and fresh chrome wheels finished the deal. The car was AWE-SOME to my teen eyes. I had a Camaro of my own but my brother's car just seemed so much faster (it was) and cooler (it was).

Enter the stupid part. Until this very moment my brother never knew that I used to steal his car. My brother is an avid outdoorsman and a '69 Cutlass isn't exactly a 4x4. My brother would leave his car at my parents' house over the weekend and take the keys with him. Now the few times I had permission to drive his car I noticed that the ignition key was very worn. So worn in fact that if you jiggled the lock cylinder *just* right it would turn over. I got pretty good at this trick.

That Cutlass may have only had a fairly stock 350 but it would move fairly well. I would pick up a few friends and then head out to the local cruise spots. The barely muffled exhaust at wide-open-throttle tickled the hairs on the back of my neck. It was amazing how quick that car was with three friends along for the ride. I soundly condemn street racing now but back then I was a bulletproof teenager with no fear. Thanks to the rather powerful stereo my brother had installed we took turns damaging our ears with either rock music or thundering exhaust. Back and forth we would go on the main drag only stopping for a cheese-burger or gas.

Why did I risk a sound beating by my older brother and possible damage to his beloved car? That was it, the sound of those dual exhaust pipes echoing off the Georgia night sky was an addiction I had to feed. I would have my fun and fill the gas tank back up to whatever amount had been in it before my illicit actions, plus a little more for wear and tear. I guess my guilty mind felt I should at least do that.

The Cutlass got wrecked and rebuilt a few times then eventually sold. Since then I have had a few cars that rival the sounds the Cutlass made. My most recent acquisition is a '61 Olds F-85 with straight pipes. Sure it is only 215 cubic inches but it is the angriest little V8 I've ever heard. Completely ridiculous in small size and power output the little V8 brings a smile to my face each time I crank it. It is a plain jane 4-door but that sounds keeps the F-85 in my stable.

I know I am not alone. My friend's father once drove a Ford F-100 across three states in the winter with no wind-shield and barely working lights. The truck was priced right and he wanted it. This is the same man who has been known to sell the car he is currently driving on the spot. He may need a ride back home but he keeps a rotating collection of cars that he enjoys. His apparent automotive A.D.D. allows him to own most of the cars I have only dreamt about. Doesn't sound stupid to me at all. And then there is my Mustang crazy friend who named his son Gregory Taylor so that his initials would be G.T. and named his daughter Brittany after the Ford paint color. I always wondered if his wife caught on.

To my brother Brandon I'm sorry, I hope you still invite me over for Christmas. Maybe I'll even let you take one of my cars out for a spin. I owe you that much.

Brian Medford is avid automotive enthusiast who grew up in his father's shop and has had grease under his fingernails from an early age. He has been involved in the classic automotive industry for well over a decade. He has owned several classic cars and is currently focused on the Oldsmobile brand.

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Swap Meet Do's and Don'ts

Whether you call them swap meets, flea markets or auto jumbles (the British term) any gathering of folks wanting to buy and sell cars, parts, collectibles and related materials is a place that serious collectors will go. Even with the rise of the Internet, flea markets remain a major source of commerce for all collectors.

These markets started out as informal gatherings of collectors looking to clean out their garages or "swap" parts with other collectors who may have something they needed or wanted more. The natural place for such gatherings to occur was at car shows and many of the early markets were associated with major car shows. Perhaps the granddad of all car show-associated swap meets is the National Fall meet of the Antique Automobile Club of America in Hershey, Pennsylvania, or simply known to millions as the Hershey car show. That flea market has more than 8,000 vendor spaces and over 20 miles of aisles. But the rise of such huge markets created the opportunity for stand-alone events such as those that occur at the Carlisle Fairgrounds also in Pennsylvania. No matter which type of event you go to and where it happens, there are certain tricks of the trade to successful buying and selling.

Selling at Swap Meets

Selling used to be an informal affair with vendors throwing the parts for sale on the ground and having potential buyers pick through them. As the industry grew, purchasers, and thereby vendors, became more sophisticated. This has forced even the little guy wanting to clean out his garage to make a greater effort. Here are some tips sell successfully at a swap meet: Cleaned parts, without gobs of grease clinging to them, laid out on tables with clear tags identifying the item is now almost required if you want to attract customers. Clearly marked prices help weed out the window shoppers, but many vendors still prefer not to mark the prices in an effort to force buyers to ask. The thinking behind this is to start a dialog with the potential buyer and sell them the part.

Beyond attempting to make a good presentation of the items you want to sell, the next most important trade issue is to know how to get paid. Flea markets are an example of what economists call the underground economy. Business is almost always done in cash with no paper trail. Yes, the major vendors who have regular businesses may accept checks and take credit cards, but the vast majority will accept only U.S. currency or, in many cases, travelers checks. The obvious skill to learn if you want to be a vendor is how to recognize bogus currency. This information is available online from the U.S. Department of the Treasury and the U.S. Secret Service at Know Your Money.

Another important skill for sellers to learn is to know how to price their wares and how to make sure they close the sale. It never ceases to amaze me how many vendors have an item that should sell but they over price it either out of stubbornness, greed or misinformation. The dynamics are simple. In most cases, if you have an

item for sale, you have it priced fairly and there is a market for that item, it will sell. If it doesn't sell than you have it over priced or are not reaching the market. My theory has always been that giving up a few dollars today may result in space or money for a better purchase tomorrow.

Buying at Swap Meets

Buying at meets requires a little more preparation and stamina than sitting with your latest issue of Hemmings or scanning the Internet. The advantage to "shopping the swaps" is the chance to find that rare item someone has and doesn't recognize or that's so specialized, it's unlikely to be advertised.

Here are some recommended steps for successful flea market hunting:

Carry a comprehensive list of everything you're looking for.

Have part numbers, interchange data and drawings, or photos of the parts or items you need with you to make on-the-spot identification possible. As a buyer, you have an advantage when you can identify an item that the seller can't.

Carry enough money to make your purchases. Some of the larger events have ATM machines and cash-checking services on the grounds but most don't, so come prepared.

I also recommend comfortable walking shoes, rain gear, an oversized bag for your potential purchases and a pair of gloves in case you buy a dirty or big item.

Three necessary skills for swap meet purchasers are:

- Spotting what you want in a sea of similar items. You must be able to recognize what you're searching for to know to stop and check your notes. This is where having part numbers, drawings and photos handy comes into play. Also, don't forget to look under tables, in boxes and behind other objects as the item you need or want is often the one that isn't immediately out front for all to see.

- Negotiating to purchase something in a flea market is as much an art as a science. Some vendors will have a price and not accept any negotiating, but most expect to do some haggling. Don't get too caught up in negotiating and turn the purchase into a match of wills that potentially costs you something you need. I've seen many a vendor refuse to sell something after they were offended by ridiculous offers or insults used by buyers in vain attempts to get the price lowered.

- Knowing when to say yes or no, and living with it, is the final skill a buyer must possess. With negotiating, you have to know when to

The advantage to "shopping the swaps" is the chance to find that rare item someone has and doesn't recognize ...

make the purchase and when to walk away. There's nothing worse than making a purchase and finding a better item a few feet away for less money, or the alternative of leaving a good deal lay because the seller wouldn't lower his price. Make your decision and move on.

Lastly, there's the issue of paying for your purchases. As I said earlier, cash is the preferred method. But, I've seen many a purchaser and vendor trading in traveler's checks. Sticking with the major brands such as American Express can provide some protection against counterfeit checks and loss. Traveler's checks can always be exchanged for cash at a bank if more shopping capital is needed.

Some common sense about personal security applies to the flea markets: Break up your shopping money and put it into different pockets. Don't flash wads of bills and talk out loud about amounts you're carrying. Traveling with a friend or two always adds to your personal security – and makes for extra hands when making a big purchase.

Flea markets will continue to be a major component of the collector world and although the Internet has impacted the markets, it'll never completely replace them. I highly recommend exploring some markets in search of needed parts, collectibles or memorabilia.

Jed Rapoport is a second-generation old car hobbyist, appraiser and consultant to the old car community. He's written articles for a variety of automotive publications. His cars range from a Briggs and Stratton Flyer to a postwar Packard and a Jaguar. This article was reproduced by permission from Hagerty and can be found at

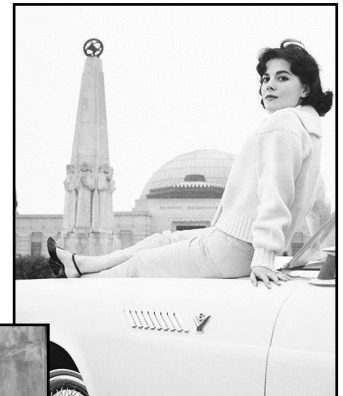
<https://www.hagerty.com/articles-videos/Articles/2005/07/04/Swap-Meet-Dos-and-Donts>

Celebrity Thunderbirds

Natasha Gurdin could have been the original "Valley Girl" living with her family in many cities in the San Fernando Valley on Southern California during in 1940's and 1950's. After landing a part in the movie *Tomorrow is Forever* with Claudette Colbert and Orson Welles, Natasha's name was changed by director Irving Pichel to Natalie Wood. Natalie became a child star with her Santa Clause disbelieving character in *Miracle on 34th Street* in 1947. That child would become the teenage beauty in *Rebel Without a Cause* in 1955.

Natalie received her first driver's license in 1955 and used some of that acting money for a car, a Thunderbird. She would hop in her bright pink Thunderbird and drive along Mulholland Drive into Beverly Hills and Hollywood. It was along Mulholland where she spun out of control and hit the wood and metal guard-rail; a wooden post going through the window and coming close to hitting the teen. Though Natalie wasn't seriously hurt the Thunderbird was seriously damaged.

Although Natalie's mother was extremely upset with her and declared she would not drive again, Natalie would not allow it. She calmed her mother down and had her T-bird repaired.



Top: Natalie sits atop her Thunderbird at the Griffith Observatory.



Left: Wood and Robert Wagner, unknown if the Thunderbird belonged to either one.



Have you ever had to thread a nut and bolt into a confined area. Your hand wont fit in there while the bolt pushes the nut out of the wrench you are trying to hold it with. A simple trick in this situation is to place a layer of paper towel around the nut and then insert it into the wrench or socket. The paper towel will take up the small amount of slack space that allows the nut to fall away easily. But it also will fall away as soon as the bolt is threaded into the nut and the wrench is pulled away. You could also use a thick grease but the paper towel option will not cause any mess and will eventually disintegrate if it gets stuck in the area.



Photo from Classic Car Restoration Club

NWVTC Meeting Minutes

Attendance: Tom Przedwojewski, Eric Johansson, Vicky and Steve Wimsatt, Matt Truax, Griff Truax, Dave Coles, Jim Muir, Mike Hinsch, Joe Engert, Ken Hoffman, Bill Reents, Kevin Seigrist, Mike Connor, Lyle Daugherty, John Aird,

Upcoming events: Tom talked about the tour of the World of Speed Museum in Wilsonville with the Edsel Club. We will be meeting at the museum at 10 am and the tour will last two hours. We have been invited to join the Edsel members at the Ram Restaurant afterwards. The Okanagan Thunderbird club will have their annual show and shine and tour over the Memorial Day weekend. Eric described his experience at the show in the past. Tom discussed the All Ford National show in Carlisle, PA. This years event is highlighting any Ford vehicle from 1966 so if you have a '66 T-bird you may submit information and pics for your car to be highlighted at the show.

Old Business: Tom said that the insurance issue is 95% taken care of. He has been looking into obtaining insurance through the ITC since the chapter clubs are covered under their policy for all the shows and events. This has taken a long time to secure. It was mentioned that Hagen is going through a reorganization and may not be around in August anyways. Tom said he would contact John Wirfs to see if any information could be shared.

Regardless of what happens with the location the club still needs to prepare for a show. Tom will have a list of businesses that have donated for the raffle and will need help soliciting these businesses.

A show committee will also need to form and start planning.

Spring tech sessions are still being planned for car detailing and engine tune-up. Details to follow.

New Business: No new business.

Treasurer's Report: Vicky discussed club finances including dues collection and expenditures with no objections.

Tom showed some videos from GM's Motorama that showed what the folks back then thought self-driving vehicles would be like in the future. If you missed it you can view the video here.

Meeting adjourned around 8:00 pm

Next meeting will be on March 15th. Location to be determined.

Calendar of Events

Club Meetings

- **March 15th (Tue)** Regular Club Meeting, Location TBA

VTCl Events

<http://vintagethunderbirdclub.net/events.htm>

- **April 27th-May 1st, (Wed-Sun)** SE Regional, Chattanooga, TN
- **June 2nd-5th (Thur- Sun)** SC Regional, Norman, OK
- **August 10th-14th (Wed-Sun)** 2016 International Convention, Kansas City, MO

ITC Events

<http://www.iintl-thunderbirdclub.com/index.html>

- **September 13th-18th, (Tue-Sun)** International Convention, Bethlehem, PA

Car Shows and Events

- **March 12th (Sat)** Astoria Auto Swap Meet, Astoria, OR
Further information at clubs.hemmings.com/lccc
- **March 18th-20th (Thur-Sun)** 60th Annual Portland Roadster Show
Further information at mhrc.org
- **March 31st- Apr 2nd (Thur-Sat)** PIR Auto Swap Meet, Portland, OR
Further information at portlandraceway.com

These are not all the events in the area. If I have missed any that you think the club members would like to know about send in the information and I'll put it in the list! If you attend an event snap a picture or two and write up something for the newsletter. Each event has a certain flavor and we all like to find a fun and interesting event.





2016 Executive Board

- President** Tom Przedwojewski
64skibird@gmail.com
- VP** Eric Johansson
ericlj66@gmail.com
- Secretary** Open
- Treasurer** Vicky Wimsatt
- Web site/ Newsletter** Tom Przedwojewski



Find us on the web at
www.nwtbirds.org

Some "colorful" terms have originated from the mechanical world. Ever hear the expression "Balls to the wall"? Usually it is used when something is operating at high speed or full power. This expression originated from the movement of the engine governor on the massive, room filling early steam engines. The governor, rotating with the engine, is set to maintain a desired engine speed. The governor has two heavy, metal flyweights that react to centrifugal force or spring tension. As steam enters into the engine and turns it faster, the flyweights react to centrifugal force and move outwards (red arrow). This flyweights attach to a lever (green arrows) which closes the valve restricting steam to the engine (blue arrow). This makes the engine slow down. If the engine slows too much, spring tension overcomes centrifugal force and the flyweights move inward. The lever now moves to open the valve allowing more steam to enter the engine making it rotate faster. When centrifugal force equals spring tension the engine maintains a set RPM. So, if the operator set these massive steam engines in a room at a factory to operate at full power, he would set the governor to allow the most steam to enter the engine. The flyweights or "balls" would fly all the way outwards towards the wall of the room. Hence the term "Balls to the wall".

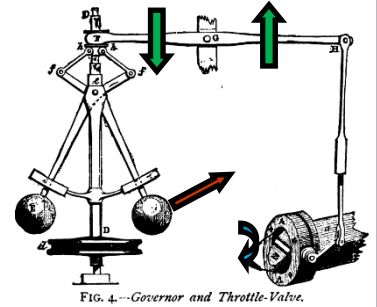


FIG. 4.--Governor and Throttle-Valve.

The lever now moves to open the valve allowing more steam to enter the engine making it rotate faster. When centrifugal force equals spring tension the engine maintains a set RPM. So, if the operator set these massive steam engines in a room at a factory to operate at full power, he would set the governor to allow the most steam to enter the engine. The flyweights or "balls" would fly all the way outwards towards the wall of the room. Hence the term "Balls to the wall".

For your entire club apparel needs; hats, shirts, jackets or even backpacks, go to **Stitch-n-Embroidery**. Order on-line, over the phone or in person. Delivery to the next club meeting is available. Tell them you want the NW Vintage Thunderbird Club logo!



stitchnembroidery.com/index.html



Club Meeting Times

Our next regular meeting will be on Tuesday, March 15th, 2016. We will be meeting at Flying Pie Pizzeria located at 7804 SE Stark St. in Portland. We have met herein the past. Please do not confuse this with Stark Street Pizza where we have also met! Flying Pie is a few blocks west of that location.

Meeting will start at 7pm and dining will be up to you.

Hope to see you all there!

Passing Lane

fun and funny stuff from the road



It's ironic that the flipped car shown on the left would have a "CLUMSY" vanity plate. On the other hand, the owner of the vehicle in Michigan to the right seems to want his vanity plate to be read upside down!

Oh My!

