



# Thunderbird Flyer

Newsletter of the Northwest Vintage Thunderbird Club

VOLUME 37, ISSUE 4

APRIL, 2016



## SPECIAL POINTS OF INTEREST:

- **Meeting location change! See back page.**

## INSIDE THIS ISSUE:

- Tune a Car, Not 2 Tuna Fish Part IV**
- The Tax Side of Collector Cars**
- Old Portland**
- NWVTC Meeting Minutes**
- Calendar of Events**
- Passing Lane**

## You, Yes You, Are Unique

A few weeks ago I was diving out to collect some Thunderbird parts with your VP, Eric Johansson. It's fun to drive though Portland with Eric since he grew up here. Not being from these parts and living in Washington State, I appreciate his stories and information. Honestly, it's sometimes his observations that give me ideas for the Old Portland section of the newsletter.

Anyway, Eric said that he had been thinking lately that our generation of folks might be pretty unique in history.

"How so" I asked.

"Well" Eric replied, "do you think that when the automobile was coming into its own at the beginning of the 20th century that there was a group of folks that was intent on trying to keep the wagons and buggies of the 1800's going? " Was there a group of folks that would share ideas and thoughts on how to source wooden brake levers for their 1889 work wagon? Did someone post an ad in the local paper for a custom painted, 50", 28 spoke wooden wheel with a two inch iron band? Was there a specialty manufacturer for the metal springs that were only produced one year for the Tecumseh buggy seat? And did people gather to talk about whether the door hinges on the Wells Fargo wagon were correct for the year of manufacture?"

What an intriguing thought.

I think perhaps the 20th century did produce some unique generations. See if this makes sense.

Before the Industrial Revolution items were made by hand which was a slow, laborious and expensive ordeal. Items were made for a specific job and built to last a long time. Eventually that item would wear out and another would be made or purchased to replace it. Little thought, I think, was made to restore or refurbish it. An axe head would wear to thin to sharpen, a doll would become threadbare, a wagon wheel would break. The item had a useful life and when it was reached that was it.

Then came a time when items become simpler, easier and less expensive to make. People were able to have more things. Items were no longer used till they were not useful anymore because there was a new one available at less cost. Or maybe it did the job better or faster or easier. People start to accumulate items that even though old,

still function since they have not been used till worn out. Combine those items with more free time and some disposable income and I believe you have found the group of folks that grew up in the 20th century.

These are the people that started to collect things; like sewing machines, or baseball cards, or record players, or bicycles or Ford Thunderbirds. And not only were these items around for people to collect, there were others out there that wanted to do the same thing. Groups would form. Word spread and groups would form in another area. I think that this club is a perfect example of everything that I just described. A group of people that may not have known each other except for the fact that we all like Ford Thunderbirds!

But I also think that this phenomenon may be on the downswing.

Even though we are still a consumer nation and have many items available for use, and collecting, will our kids be interested in having any of it? Think about this; the original iPhone came out in 2004. How many folks still have one of these phones lying around? In twenty years how many people are going to be refurbishing an original iPhone Nintendo Wii or Smart Car? Is society taking the mindset of "gotta have the newest version"? It appears that way to me. I think that the generations of the 20th century are going to the largest group of folks in history that kept old things going purely for their own nostalgia and enjoyment.

Maybe we should update the tagline of "Thunderbird, Unique In All The World!" to be "Thunderbird Owners, Unique in all of History!"

Tom



# Tune a Car, Not Tuna Fish Part IV

**W**e are getting close to finishing the tune up of the FE 390 and other similar engines found in your Ford Thunderbird. It has been assumed that the engine was running ok and has not required major repairs. So far, we have looked at compression, spark plugs and ignition and adjusted, cleaned or replaced any worn parts. Now we'll look at how the fuel is delivered to the engine.

An engine driven fuel pump draws fuel from the fuel tank through steel and sometimes rubber fuel lines and a filter to the carburetor. Since we are assuming that the engine was operating normally before starting this tune up we can assume that the tank, lines and pump are in good working order. If the original tank is still in the car, there is probably some corrosion and varnish buildup that flakes off and is captured by the fuel filter. It's right under the fuel pump and has probably been on there longer than the recommended replacement schedule of 36 months or 36,000 miles. So let's just start there with this part of the tune-up and replace the filter and clean the housing. Now remove the air cleaner assembly from the top of the carburetor. It is a good idea to have that tachometer used earlier attached to accurately set engine idle speeds. You'll need to also disconnect and plug the vacuum line to the parking brake. Some checks will be made with the car in DRIVE so you don't want the brake to release while doing this! I'd recommend chocking the wheels also for some added security if you are going to do this alone.

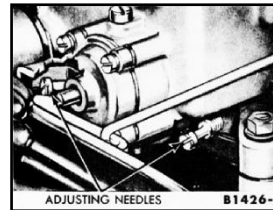
The carburetor is probably the most complicated item found on the engine. A carburetor is intricately designed; precision cast passages, exact diameter openings and needle-like valves allow the correct volume of fuel to be mixed with air to go to the engine under many types of driving conditions. And it does this with only one input from the driver through the accelerator pedal! The moving parts in the carburetor, along with the seals and gaskets, do wear out and eventually will need to be replaced but rebuilding the carburetor is a whole article in itself and will not be covered here. Chapter 10 of the Ford Maintenance Manual for your year of vehicle contains checks and adjustments that can be made to



the floats and automatic choke with the carburetor on the bench. Since we are assuming that the engine is running ok, we will only look at in-car adjustments to ensure the idle mixture and idle speed are set to Ford recommendations from the maintenance manual.

The first adjustment is done with the engine off and affects the idle mixture and idle speed on cold and hot engines. Locate two Idle Mixture screws on the bottom and front of the carburetor. Gently turn these screws clockwise until they are LIGHTLY seated inside the carburetor. These screws have a tapered end and cranking them into the carburetor may put a groove into the tapered end.

That would have an af-



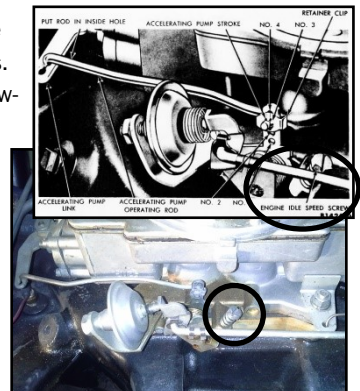
*The Idle Mixture adjustments are on the bottom front of the carb*

fect on the volume of fuel going to the carburetor.

When they are lightly seated, turn them counterclockwise 1-1½ turns.

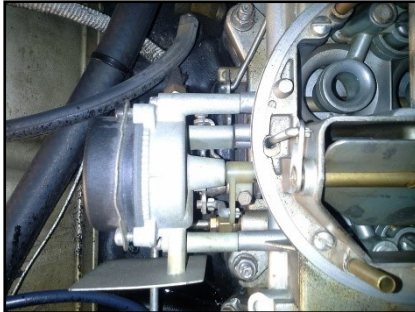
Now start the engine. Ford recommends that the engine be operated 30 minutes at 1200 rpm to stabilize engine temps. If your car has AC it must also be operating since the idle adjustments will be made with the AC on. When it has reached operating temperature, place the gear selector in DRIVE and check the engine idle speed is between 475-500 rpm. Adjust the Engine Idle Speed screw inward to increase speed or outward to decrease speed.

Now go back to the Idle Mixture screws. Turn one screw slowly inward until the engine rpm begins to drop due to a lean mixture. Now, slowly back the screw out. The engine rpm will increase and then start to decrease as the mixture becomes too rich. Turn the screw back in to obtain



maximum engine rpm and then do the same procedure to the other idle mixture screw. The needles should be turned the same amount but a half turn difference between the two is not uncommon. Place the transmission into NEUTRAL and manually open and close the throttle. Position the transmission back into DRIVE and check that the idle speed is still in the proper range.

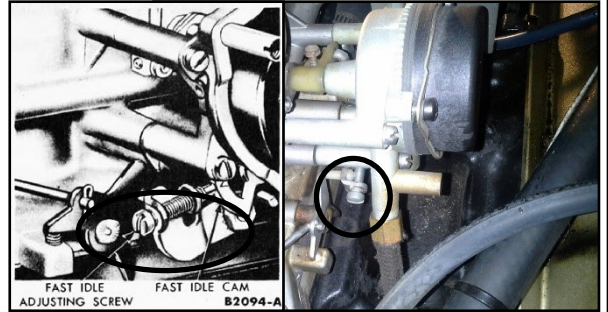
There is another adjustment to idle speed which allows higher engine rpm when a cold engine is started. A choke plate above the carburetor intake partially blocks the flow of air into the carburetor creating a richer fuel mixture during cold engine starting. As the engine



**The Automatic Choke controls the choke plate for easier cold starts**

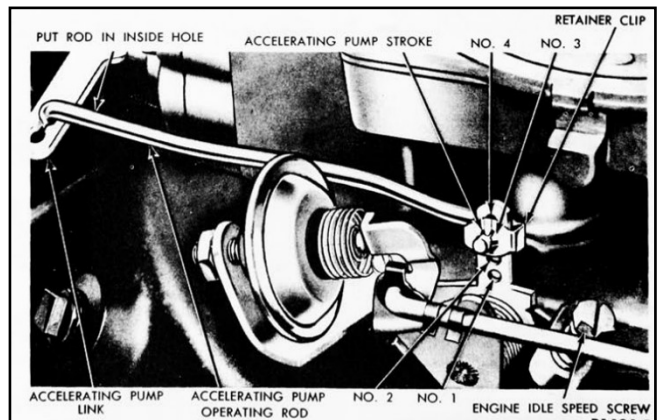
warms up this plate automatically opens allowing the full amount of air to enter the engine.

Combined with the choke plate is a Fast Idle cam that allows the engine to idle faster to prevent stalling. These actions are handled by the Automatic Choke which is found on the right side of the carburetor. It accomplishes this by use of a metal winding that reacts to temperature by expanding or contracting. For this adjustment manually rotate the fast idle cam until the fast idle adjusting screw rests on the next to highest step of the fast idle cam adjacent to the shoulder. Start the engine and turn the Fast Idle Adjusting Screw in or out to obtain a 1500 rpm fast idle.

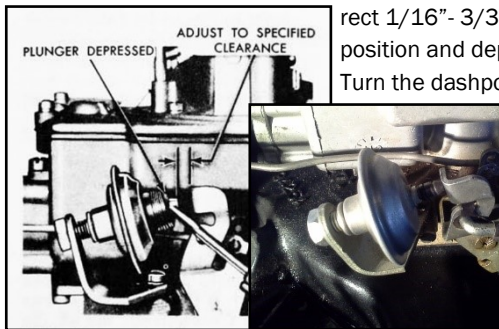


Start the engine and turn the Fast Idle Adjusting Screw in or out to obtain a 1500 rpm fast idle.

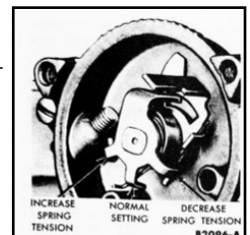
The next adjustment is to the accelerating pump. When suddenly depressing the accelerator, there is a tendency for the engine to hesitate since the amount of air increases suddenly while the amount of fuel stays the same. The accelerating pump provides a momentary shot of fuel until the carburetor catches up to prevent this hesitation. The pump has adjustments that affect the amount of fuel that is pushed into the carburetor and may have been adjusted to meet previous environmental or operating conditions. For our normal environmental conditions, the link should be placed in the inboard hole of the pump lever and the over-travel lever should be in the No. 3 hole. The SPECIFICATIONS in Chapter 10 of the Ford maintenance manual designate when to use the other positions.



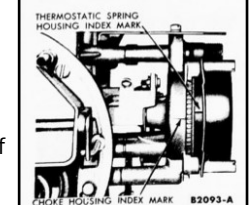
The next check is the anti-stall dashpot (below). This mechanism prevents the engine from stalling when the accelerator is suddenly released by slowly closing the valves in the carburetor. To verify the correct 1/16" - 3/32" gap, loosen the lock nut securing the dashpot. Hold the throttle lever in the closed position and depress the plunger with the blade of a screwdriver. Use a feeler gauge to check the gap. Turn the dashpot in or out to obtain the correct gap and then retighten the lock nut. The engine can be turned off now.



The final adjustment is the automatic choke torsion spring (right). This spring may be adjusted for problems with hesitation or roughness after cold engine starts. This may not require adjustment but should only be done after all other adjustments are within specifications. Remove the spring housing cover and verify that the short tang of the spring is



in the center prong for normal operations. Reinstall the black housing and using the marks on the top of the unit, set at one mark to the lean side.



Reinstall the air cleaner, reattach the vacuum line to the parking brake and your tune up is complete!

Still working on a live demonstration of this tune up procedure in June so everyone can see how it is done and get some hands-on experience. This will be a great opportunity to discuss and talk about the how's and why's of keeping your Thunderbird engine operating the best it can.



# The Tax Side of Collector Cars

**A**re you a collector? People collect all kinds of different things, including stamps, art, sports cards, jewelry, coins and cars to name just a few. Speaking of collectors, collectibles can be a great hobby but they can also draw the attention of the IRS, one of the greatest collectors of all time.

## Collector Cars Are Not Tax Free

When it comes to collector cars, they can be a popular collectible among the wealthy. However, there several tax issues surrounding collectible cars that you should be aware of if this is your collectible of choice. It's no secret that the IRS loves to make waves with its investigations. Well-to-do car collectors who decide to skimp on their full tax bill are the perfect targets for the IRS to make examples of.

## How Much Do You Owe?

So let's take a look at some of the issues you should know about when collecting cars as well as some tips to make sure you're paying the proper amount of tax on your collector cars.

If you sell a collector or classic car that you owned for at least a year, then the profit you make is a long-term capital gain. That means it's taxed at lower rate than if you only owned the car for less than a year. The difference is significant; 20% compared to 39.6%.

When you sell a collector car you can also write off some of the expenses from your profit and thus lighten the tax burden. Any money you spend to restore or sell the car can be subtracted from your profit. However, make sure you keep good records.

When it comes to purchasing a collector car, you will also be liable for state sales tax on that car if you drive it away. If you have it shipped somewhere else, then you will have to pay sales tax to the state where you have it shipped.

Another option some collectors try to pursue is to obtain a dealer's license so they can avoid any state sales tax altogether. However, if you were a

collector and not really a dealer, then you would actually be making a false claim to your state, which could land you in hot water. On top of that, you might have difficulty insuring your vehicles and you would also eliminate the capital gains tax break.

## Other Issues

Another important thing to keep in mind when dealing with collectible cars is that if you sell a car from your personal collection and you have owned for more than a year, then you might be subject to a higher tax rate of 28%. That's due to a special provision, which boosts the long-term capital gains rate on collectibles. However, if you have other capital losses then they could offset your profit from the sale of a collector car.

## More Forms

You will also need to be prepared to fill out additional forms with your tax return when you have capital gains and/or losses. All of the important details of the sale of your vehicle will need to be reported on Form 8949. Then, combined with your capital losses, the information will be put on Schedule D where you will need to tally your net gain or loss.

## Collecting on Collector Cars

As you can see, although collecting cars can be a great hobby and an enjoyable way to spend your free time, for those who buy and sell collectible cars, the tax collector is always lurking. Therefore, make sure you understand all of the applicable tax laws that apply to your car-collecting hobby. Otherwise, the tax collector may take you for a ride.

Alan Olsen, CPA, MBA (tax) is Managing Partner at Greenstein Rogoff Olsen & Co. LLP and writes from his office in Fremont CA. This article was reproduced with permission from

[www.groco.com/article/the\\_tax\\_side\\_of\\_dealing\\_in\\_collector\\_cars.aspx](http://www.groco.com/article/the_tax_side_of_dealing_in_collector_cars.aspx)

*...if you sell a car from your personal collection and you have owned for more than a year, then you might be subject to a higher tax rate...*

OLD PORTLAND



The First World War would not be over for a few more months but Portland life went on as normal. The automotive business apparently hasn't changed much with auto repair and selling actively going on. Back in March of 1917 Speedwell Garage was repairing and selling cars on the southwest corner of NW 14th and Couch. Oregon Auto Top Co. and Auto Painting Co. was kitty-corner on the northeast side.



Today, Steve's Automotive is still working on cars on this corner though not in either of these buildings. Much of this block is gone, replaced by a feeder street to the I-405 north-bound onramp and some grassy areas. A spa stands in the Oregon Auto Top location.



FOR SALE, or trade for auto. 1 1/2-ton Federal truck in A1 condition, run 7 months. 346 1/2 N. 23d st. Main 4127, or Main 1442.	CHALM clear
'13 FORD touring, fine condition, chassis and top new, \$150 cash, balance time. See at Speedwell Garage, 14th and Couch.	\$50 DI Maxv
SOME good up-to-date cars to trade for city lot; no acreage. Open Sunday. A-1 Auto Works & Painting Co., 525 Alder st.	FOR S. 180S.
PAINT YOUR OWN CAR for \$5; free book-	NEARI cash.
	MITCH

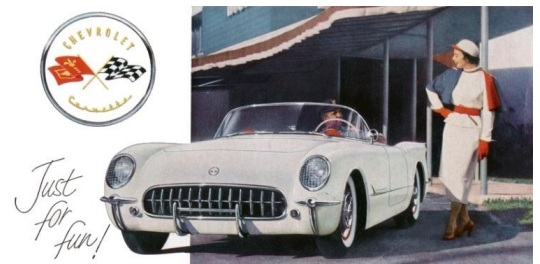
Car ad from The Oregonian Sunday, March 4th, 1917

March was a bad month for GM facing an increasing amount of recalls and government scrutiny. It all started with the recall of their old compact vehicles like the Cobalt, HHR, and Ion over a faulty ignition switch. The recall list slowly expanded to their full size trucks and SUV's over a fire hazard, expanding the initial ignition switch recall to more model years, and just announced yesterday a recall of certain vehicles such as the Aura, Malibu, and G6 over losing their electrically assisted power steering.

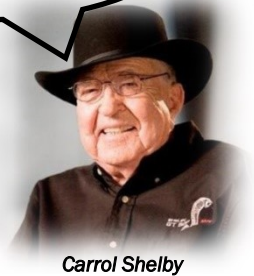
April is not off to a good start either. GM has informed the NHTSA it will voluntarily recall all 1953-1954 and some 1955 Chevrolet Corvette's over lacking the vehicles iconic Small Block V8. For unexplained reasons, the 1953-1955 Corvette's were installed with an Inline 6 engine instead of the proper V8. Every 1953-1954 Corvette and some 1955's that rolled off the assembly line managed to get by quality checks and sold to customers with the wrong motor installed. Seeing how this massive slip up has managed to go by undetected for over 50 years has current GM management flabbergasted. GM's new CEO Mary Barra stated, " This is clearly unacceptable. We will make this right for our customers owning those Corvette's affected by this blatant oversight". Current chief engineer for the Corvette Tadge Juechter had this to say over this issue, " I am personally insulted by this. This has been a black eye on the Corvette's illustrious history. Every person who owns a Corvette deserves to experience our legendary Small Block V8 engine" How does GM plan to rectify the problem? GM will be installing free of charge their new fifth generation Small Block V8 that is currently found in the C7 Corvette Stingray producing 460 HP and 465 lb.-ft. of torque. All current 1953-1955 Corvette owners affected by this issue have to do is bring their Corvette's to their Chevrolet dealer where they will be shipped to Detroit to make the swap. When the owners pick their Corvette's up from the dealer, not only will they find a LT1 installed under the hood, the vehicle will also be restored to mint condition.

Owners will be notified starting in May.

<http://www.gminsidenews.com/forums/f19/gm-recalls-1953-1955-chevrolet-corvette-over-lacking-small-block-v8-159409/>



I've always been asked, 'What is my favorite car?' and I've always said 'The next one.'



Carrol Shelby

# NWVTC Meeting Minutes

Attendance: Tom Przedwojewski, Eric Johansson, Matt Truax, Jim Goos, Dave and Barbara Coles, Lowell Weiss, Jim Muir, Joe Engert, Mark Haworth, Lou Williams, Harley Cowan, Tom Maddux, Brad Crawford.

Meeting commenced at 7:00 pm at Flying Pire Pizzeria.

Three potential members attended the meeting. Lou Williams, Brad Crawford and Mark Haworth own Thunderbirds and are interested to see what the club has to offer. Lou owns a 1994 Super Coupe, Brad has a 1966 Town Landau and Mark has a 2002. Lou has some background with the Thunderbird, having been involved in development of the drivetrain with Ford Motor for some time.

Tom informed the members that the majority of the meeting would be taken up with the current events of Hagen's bankruptcy and what it meant for the club's show plans in August.

There were three options that Tom presented to the group to discuss and act on.

1. The manager at Hagen Foods introduced Tom to the director of the Oregon City Fred Meyer, Jason Scott. Jason talked with Tom at the store and they walked the lot looking at where the show could be held. Jason agreed that most everything that was offered at Hagen could be done at Fred Meyer.
2. The club could approach the property owners of the defunct Kmart store in Oregon City. This venue would have great visibility and lots of open space for parking. It also has the benefit of other businesses around the area.
3. Club member (and North Plains City Manager) Blake Boyles approached the club to move the show back to North Plains during the Garlic Festival. The club has done six shows in the past there. We would have some more pull with Bill in the lead but the shows consistently declined in attendance when we were there.

A discussion about the pros and cons of each venue were discussed and it was agreed that the show move to the Oregon City Fred Meyer. Tom will update the show flyers and get them ready to print. They will not be available for the Roadster show but should be available for the Swap Meet in April.

Treasurer's Report: A Treasurer's Report was not available at the time of the meeting.

Meeting adjourned around 8:00 pm

Next meeting will be on April 16th at Sidedraught City for car detailing demonstrations.



# Calendar of Events

## Club Meetings

- **April 16th (Sat) 10-Noon**, Tech Session, Detail Your Car, Sidedraught City, 9125 SE 64th Ave #1, Portland, OR 97206. Please note that this session will replace the Regular Meeting for the month!

## 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>

- **June 3rd - 5th (Fri- Sun)** All Ford Nationals, Carlisle, PA
- **September 6th - 11th (Tue-Sun)** International Convention, Harrisburg, PA

## Car Shows and Events

- **March 31st- Apr 2nd (Thur-Sat)** PIR Auto Swap Meet, Portland, OR  
Further information at [portlandraceway.com](http://portlandraceway.com)
- **April 1st - 3rd (Fri-Sun)** Portland Antique Auto Swap Meet, Portland, OR  
Further information at [portlandswapmeet.com](http://portlandswapmeet.com)
- **April 16th (Sat)** Pacific NW Model Car Fest, Portland, OR  
Further information at [www.sabanw.com](http://www.sabanw.com)
- **April 24th (Sun)** Corvallis Swap Meet, Corvallis, OR  
Further information at [www.corvallishistoricautoclub.com](http://www.corvallishistoricautoclub.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.*



The Northwest Vintage Thunderbird Club is a chapter of both Vintage Thunderbird Club International and International Thunderbird Club. Along with events listed above, both of these internationals produce award winning bi-monthly magazines to assist their



members with all things Thunderbird. VTCl's website has a live forum where members and owners can discuss their Thunderbird ideas while ITC's Facebook page has the largest group of Thunderbird members ready to talk about their cars. Consider joining one of the parent clubs today!







**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](http://www.nwtbirds.org)

Rust and paint removal is getting easier everyday. Several companies such as SurClean, are offering computer controlled laser systems that will remove rust and oxidation.



*No muss, No Fuss, Just a laser system on your back!*

The system is so accurate that it can remove a top coat of paint leaving the primer intact below. Claims are that there is minimal cleanup. The best thing though is that one of the laser systems comes in a backpack configuration so you'll look like a Ghostbuster while you clean that patina off your old car! No prices on the site so it's expensive!

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](http://stitchnembroidery.com/index.html)



## Club Meeting Times

Neil D'Autremont, owner of Sidedraught City has invited the club to visit his new location for a demonstration of automotive detailing. Though he says this will be to concours standards, he assures us that the techniques and products can be used on your daily driver!

We'll meet at Sidedruaght City, located at 9125 SE 64th Ave #1, Portland, OR 97206 on Saturday, April 16th at 10am. Plan on a couple hours for the demo.

**Please note that there will be no regular meeting on the third Tuesday this month!**

## Passing Lane

fun and funny stuff from the road



*Taggers with something to say*

