



Thunderbird Flyer

Newsletter of the Northwest Vintage Thunderbird Club

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SPECIAL POINTS OF INTEREST:

- **Going to the PTW Spring Classic on the 7th? Let's cruise in there as a group!**

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No Respect

So how do you treat your daily driver? The club just went to a "how to" detailing session that you'll read about on the meeting minutes page. But I suspect that most folks attended that with the intent of using these techniques on their Thunderbird, not the daily driver that is sitting in the driveway right now. Let's face it, when the time comes to make our cars really shine the Thunderbirds most likely receive the lions share of our detailing skills. The family vehicle only gets cleaned so kids don't put smiley faces or the all so cool "WASH ME" into the film of road grime and dirt. It's probably even worse for a pickup truck, which by nature is a work vehicle.

Little sidebar here; living in Southern California for fifteen years I saw many customized pickups that were lifted five feet and had most everything on its underside chromed within an inch of its life. Those I do not consider pickups anymore since they will never come within a mile of a dirt road let alone carry anything in its bed.

Anyway, back to the useful pickup truck that we know in the Northwest. People use their trucks here to do work. Loading the bed with bark dust or to tow a trailer with rock for landscaping the home (or to carry the odd front left fender and bucket seats for a '68 T-bird!), a pickup is a work vehicle.

Consequently, the lowly pickup truck, at least in my house, does not get the attention to cleanliness that the other vehicles get.

Well, that all ended yesterday when I finally could not stand the layer of mildew and pollen that had discolored my silver '03 Ranger to a dull yellowish gray color. The interior was no better with a layer of pine needles on the floor and dust thick enough to write your name in. Also, whatever my daughter had spilt in the cup holder that held a bunch of change was reacting to metal coins to create some sort of new biological agent that I'm sure the FDA and OSHA would not approve humans to be around. So it was off to the self serve car wash.

Five dollars in quarters later (what do you know, the car wash machine took those tainted quarters!) I had most of the dirt, grime, mildew and pollen off the truck. Looking better already.

Back at home, I vacuumed out the interior, scrubbed a few spills on the carpet until they blended with the rest of the carpet and treated the seats with some cleaner and conditioner. Some window cleaner took care of the film on the inside and the few missed spots on the outside.

I stepped back to look it over and noticed that the mud flap that had fallen off a couple of years ago should go back on so I looked through the garage, found it and reattached it. The black plastic fender trim is faded and could be touched up with a spray dye but that was a little too much for today. All in all though, the truck was looking much improved.

So today I am looing forward to heading out in my freshly cleaned truck. I climb in, buckle up and start the engine. As I look out the passenger window to check traffic as I back up is when I see it.

Bird Poop! Are you kidding me!

This truck has sat outside for months since it was last washed. MONTHS! When I went to clean it there was not a spot of bird poop on it anywhere. And now, hours after cleaning it, some foul fowl has decided to drop a load right on the window of my clean truck.

Later, when I was cleaning the dooty off the window I channeled Rodney Dangerfield's famous line from his stand up routine....No Respect!

Keep the shiny side up, the oily side down... And watch out for those birds!

Tom



Should have waited one more day!

It's Not That Easy to Get Rid of Your Car

Do you treat your car like one of the family? Do people feel an attraction to their car? You bet they do and author Laura Bliss offers her thoughts on why.

I was dragging some boxes out to the garage when I found my mom in the driveway, gently dabbing at the windshield of my Prius with a soapy rag. "You don't have to do that," I said, embarrassed that she'd take it upon herself to wash my grimy property. "I know," she replied. "I guess it's my way of saying goodbye."

Hugging her, I interpreted this as a slightly odd farewell to me, since I was about to drive cross country for a new start in D.C. There I'd sell Evelyn, my trodden though trusty 2004 hybrid, and skip through city life unencumbered. My mom would miss me, I supposed.

It was only two months later, as I sped away from a Virginia dealership appraisal so low it felt like an insult to both me and Prius, swearing bitterly I'd keep my baby till I'd found an owner who saw through its crappy repaint and 108K mileage, who really saw Evelyn for Evelyn, that I realized my mom's send-off had not, in fact, been for me. It was for the car, which, as it became clear, we both had deep feelings for. After all, it had originally been hers.

Let me get a few things out of the way: cars are a key culprit in our global environmental disaster. They engender unsustainable cities. They make us fat. And that's just one thin pass at the societal ills attended by automobiles.

But cars are also socially and economically significant. To many of us, they are beloved, person-like companions. More than 70 percent of respondents to a recent AutoTrader survey were at least "somewhat" if not "very attached" to their cars, with 36 percent describing their vehicle as "an old friend." In another study, nearly half of all drivers assigned a gender to their cars, and about one-third actually name them.

For many car-owners, emotional attachment can also come hand-in-hand with socio-economic mobility. For example, there's research that suggests for certain low-income families, owning a car is linked to the ability to live in neighborhoods with lower poverty rates and lower health risks, as well as higher neighborhood satisfaction and stronger chances of employment.

Car-owners often assign human-like attributes to our cars, too. A 2006 study found significant differ-

ences between how participants understood their own personality and how they described their cars'. And in that same AutoTrader report, more than a quarter said they felt "sad" when they thought about parting ways with their internally combusting pal.

More than 70 percent of respondents were at least "somewhat" if not "very attached" to their cars.

Before I left L.A., when I'd mention to friends that I planned on listing my car once I got to D.C. many were surprised and even a bit melancholy. Evelyn had been the vehicle (ha) for plenty of adventures my friends and I had shared. "I'd be so sad to sell my car!" they'd say. "Aren't you going to miss it?" Maybe, I'd reply, but then would paint a portrait of Washington, D.C., transit options optimistic enough to drag a "I guess you don't need it," out of the listener.

Sure, my car had a name. But would I "miss" it? I didn't think so. With a touch of superiority, I felt great about the idea of letting go.

It wasn't until I actually got the estimate that I felt the sting of separation. "SELL NOW" flashed on the monitors at CarMax, in the manner of a "ENGINE FIRE" light bleating in a cockpit. All those happy memories of road trips with Evelyn to Big Sur—somehow they'd be further away once she was gone. Then there was the fear I'd never have something so reliable as her, if caught in a pinch. And what if she went to a "bad home"? The sales process was all so anonymous; there was no way to know.

Never had I felt so "close" to my car, so irrationally sure that she was a little bit of a person, and a good one at that. For now she was being sold, an implicitly dehumanizing act.

Turns out the more we personify our cars on a day-to-day basis, the more likely we are to dread saying goodbye. In a 2010 study, researchers at the University of Michigan asked one group of participants to describe their cars in technical terms (such as "unresponsive" or "versatile") and other participants to describe their cars in personality terms (such as "enthusiastic" or "quarrelsome"). Afterwards, both groups were asked about their willingness to replace their cars. Those in the personality group were far less keen to do so than those in the technical group, and were also much less likely to take into account the quality and functionality of the car in context of replacing it.

So even when our cars are in crappy shape, the emotional attachment we have to it can trump material demands, encouraging us to overspend in maintaining it or preventing us from selling the thing when



Laura Bliss says goodbye to her Prius.

More than 70 percent of respondents were at least "somewhat" if not "very attached" to their cars.

it's time.

And for more and more of us, it is indeed becoming time. By all accounts the U.S. has already passed 'peak car'. The number of Americans giving up car ownership in favor of a fleeter-of-foot lifestyle has been rising since before the recession. So given how common it is to feel emotionally attached to cars—even among people like me, who are selling off their vehicles for highfalutin urban-y reasons—perhaps there's a need for a new kind of coping strategy for car-shedders to adopt. Here's the advice I can offer.

Even when our car is in crappy shape, the emotional attachment we have to it can trump material demands.

First, don't belittle yourself for experiencing feelings about your car. If there's anything the research on this subject reveals, it's that to anthropomorphize is human. Anthropomorphism pervades our judgement because, as many argue, we're wired to care about other people. "Guessing the world is humanlike is a good bet," writes anthropologist Stewart Guthrie in *Faces in the Clouds*. "It is a good bet because the most valuable interpretations usually are those that disclose the presence of whatever is most important to us. That usually is other humans." This is not to suggest most of us actually mistake our cars as people, but to point out that when we feel sad about our car, it's a reflection of our emotional bandwidth for other living beings.

Second, there's research that shows attachment to objects might be related to uncertainty and unreliability in human relationships. Objects, says the study, "are perceived as exceptionally *reliable*. Because objects lack agency, they can be completely controlled, summoned when needed and discarded when not." That responsiveness can be attractive to someone who's experiencing unreliability in their personal lives. (In my case, I wonder if the unfamiliarity of a new city was contributing to my difficulty letting go of the Prius.)

Third, perhaps it's worth using your car's personal attributes to help you step away. Would bright, cheery, eco-friendly, economical Evelyn want me to continue taking up room in jam-packed D.C.? No. Would she encourage me to keep paying insurance and registration fees? No. Would she want me to rely on her next time I want to take a day trip to Delaware? Well, maybe she would. Sigh.

But I'll take solace in the fact that I've got a ZipCar parking spot behind my new apartment, where a car named "Pagoda" quietly dwells (it's no accident that ZipCar names its fleet: the company says this mode of personification leads customers to take better care of the cars). I think P. and I will get along fine.

And I also feel good knowing I ended up selling Evelyn not to some anonymous buyer at CarMax, but to a family of five in Leesburg, Virginia. Initially the dad, Igor, had wanted to buy a used Prius for his freshly 16-year-old son. But by the end of the transaction, Igor had decided he enjoyed driving Evelyn so much, he planned to keep it for himself and give his own used (though much newer than Evelyn) sedan to the kid.

"It's weird," Igor said as he pulled the Prius out of my alleyway. "I just really like this car."

Laura is a staff writer at CityLab. She writes about the environment, infrastructure, and cartography, among other topics.

None of us have enough time or space for our old car projects, so we need the workspace needs to be as efficient as possible. The goal is to make everything convenient and accessible. Since "Spring Cleaning" started yesterday, here are some ideas to make working in the garage workshop effective and easier.



Everything On Wheels

Having everything on wheels (air compressor, welder, tool boxes, etc.) gives you the option of rearranging your workspace for different needs. If an item didn't come on wheels, a simple roller stand can be made that the item can be placed on.



Lighting Is Essential

Good lighting reduces eye strain and is essential to quality work. Natural light from windows is nice but varies too much for consistent work. And what will you do at night! For automotive bodywork, install enough light fixtures so that you can see everywhere without shadows. Painting the interior walls white will make a big difference in brightness.

Make Use of High Ceilings

If your garage happens to have a high ceiling, use that to your advantage (high ceilings come with high walls). Install tall shelves, even if you need a ladder to reach them. Store things in them that you don't need to get to often, like old parts or rarely-used tools.



Have Enough Electrical Outlets

Extension cords take up storage space and present a catching or tripping hazard. 110v power outlets every ten feet or so may be placed along walls in conduit. It may not look clean but you won't have to tear apart the walls to install. Large air compressors and welding machines will need a dedicated 220v circuit. You may have to call an electrician to install this.



Have Storage Space Other Than The Garage

A shed is the best place to house all yard-related tools. Having shovels, hoes and rakes leaning on the wall next to car is just begging for trouble! Space under a deck or crawl space under the house can also be used for storage when the stored items are protected properly.

Have A Place To Move Your Project Car To

If you block up the garage with your project, you'll have no room for minor maintenance on other vehicles. RV pads are great if you have them. A simple car awning can be obtained from Harbor Freight to temporarily protect your project. Worse case is throwing a blue tarp on it while sitting in the lawn. This type of storage hurts the car and also your neighbor relations.

Hydrostatic Lock

Although a person usually doesn't drive through deep standing water with a classic car, Charles Roberts informs us how hydrostatic lock occurs with any type of water ingestion into a cylinder.

A specific type of automotive engine damage occurs when water enters the engine and is compressed in one or more cylinders. Figure 1 illustrates the damage sequence often called hydrostatic lock. The left drawing in Figure 1 shows water entering a typical automotive engine cylinder during the intake stroke. Water, unlike the fuel/air mixture, is incompressible and during the compression stroke, locks the piston in place as shown in the drawing at the right of Figure 1.

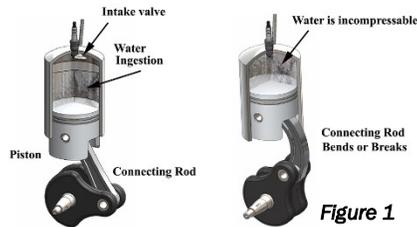


Figure 1

This condition tends to overload the connecting rod, causing a bending failure of the rod and severe engine damage. A common way for water to enter the engine is driving through water sufficiently deep to allow injecting into the air intake system of the vehicle, such as crossing flooded roads.



Figure 2



Figure 3

Figure 2 shows a failed connecting rod that sustained hydrostatic lock. After stalling in a flooded street, the vehicle operator started the engine, which suddenly failed. In this case, the connecting rod bending failure resulted in a fracture through the cross-section of the connecting rod. Figure 3 is a view of a connecting rod that sustained a hydrostatic lock bending failure without a fracture.

Figure 4 shows an engine that operated poorly after the owner drove through a flooded street. The lower piston in the photo (red arrow) should be at the same height as the upper piston (green arrow), but is not. The lower piston is displaced downward relative to the upper piston, suggesting that the connecting rod is shorter or bent as a result of hydrostatic lock brought on by water inges-

tion into the engine.

Other evidence of water ingestion into the engine may exist in the form of mud and water debris patterns. Figure 5 shows a water damaged air filter, which is often damp and crumbles when handled. Water marks on upholstery and carpeting in the occupant compartment are additional clues that corroborate the assessment that water may have entered the engine. Finally, an oil analysis may add further information regarding the condition of the engine.

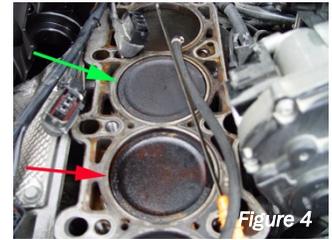


Figure 4



Figure 5

Water, unlike the fuel/air mixture, is incompressible and during the compression stroke, locks the piston in place

(Editor Note) Remember the beginning of the article when I said that any water ingestion can create a hydrostatic lock? Well a leaking head gasket can create just such a problem. The following symptoms may be apparent when a head gasket is the cause of a coolant leak into the engine

- Coolant leaking externally from below the exhaust manifold
- White smoke from the exhaust pipe
- Overheating engine
- Bubbles in the radiator or coolant overflow tank
- White milky oil
- Significant loss of coolant with no visible leaks

Charles C. Roberts is President of C. Roberts Consulting Engineers which provide accident reconstruction and failure analysis and has granted permission to reprint this information.

OLD
PORTLAND

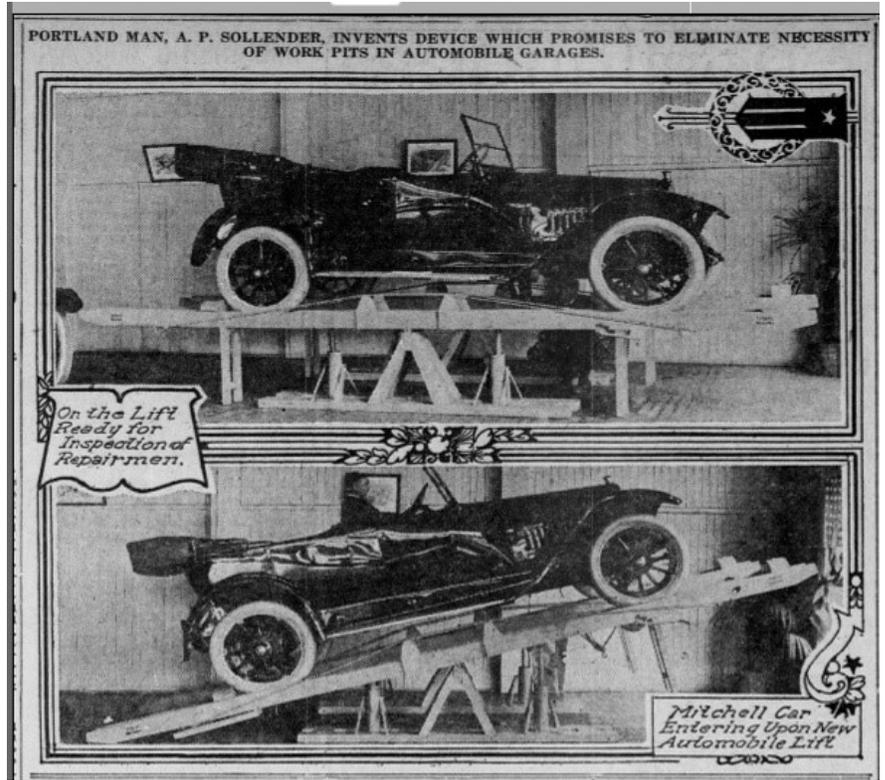
One of my time wasters is looking for articles for the newsletter. Not that I consider searching a waste of time, rather it is how threads about one subject lead to other discoveries. I stumbled on this "Old Portland" article while searching past issues of The Oregonian newspaper.

Seems the car lift that we are so reliant on was an invention of a Portland resident! On Sunday April 15th, 1917 The Oregonian printed an article about Albert P. Sollender (no family history on him) and the demonstration of his new automobile lift in a Portland shop.

The article describes the invention and how it will eliminate the "pits" that were currently in garages to allow working on automobiles. The invention would be more safe than the supports that held an end of a car up to allow access to the bottom of the vehicle as seen in the lower right photo.

"...all that inspected the device pronounce it a probable success" writes the reporter. I think it is easy to say that the device was a success.

Sollender was granted a patent for his Auto Lift device in 1918.



(Right) The Sunday Oregonian April 15, 1917. Read this article, or the whole paper at this address. <http://oregonnews.uoregon.edu/lccn/sn83045782/1917-04-15/ed-1/seq-58/>

AUTO LIFT INVENTED

Portland Man's Contrivance
Said to Be Valuable.

MODEL WINS ATTENTION

Albert P. Sollender Has Lift Designed for Use in Shops Where Repairs Are Made to Under-Parts of Automobiles.

Mechanics who work in automobile repair shops, the shop owners who employ them and automobile dealers and owners of all rank will welcome the results that are expected of a new automobile lift invented by a Portland man, Albert P. Sollender. During last week a model of Mr. Sollender's invention was displayed in the store windows of the Mitchell, Lewis & Staver Company, on East Morrison street, and all who inspected the device pronounce it a probable success.

Briefly, the automobile lift is meant for use in shops where repairs are made on the underneath parts of automobiles. If found thoroughly practical, it will undoubtedly do away with the work pits that are now cut in the floors of repair shops in order to give workmen a chance to tinker with cars without planking themselves flat on their backs.

Tired of getting wore out at a long summer car show. Well that won't happen any more with these two gadgets that will keep you cool and relaxed until you and your Thunderbird are called to pick up that Best of Show trophy!



The Coolest Cooler not only keeps your drinks and snacks cold but can also keep your electronics powered and make a great margarita with its built in blender. The Sportbrella Chair shades you from the hot sun with an adjustable umbrella and gives you a chance to lean back and rest your feet after walking the show line. The cooler will set you back about \$400 while the chair can be found as low as \$60.



NWVTC Meeting Minutes

Our club meeting and presentation at the new location of Sidedraught City was quite informative for those who attended, and the weather was great. I believe we had about 10 members show. As well, one of our members, Lloyd, brought two friends to learn a bit more about auto detailing and finishing. Even though we did not have a car to demonstrate on, Neil d'Autremont, owner of Sidedraught City, was well prepared with both a full dash for interior treatments and a hood to demonstrate and understand different exterior treatments. We all thought we were just going to sit back and watch; but, instead, Neil wrote down a list of questions that we wanted answers to. We had about 20 questions, with everything covering treatments for car show prep, as well as questions on how this is different than treatments for a daily driver like Joe Engert's beautiful '66 Town Hardtop that is back on the road (Bottom).

Neil always provides some good tips on auto detailing as well as a variety of great products by Griots that will keep your ride looking great! A few members took advantage of additional discounts that Neil provides during these seminars on all of the Griots products. This new site, is what Neil calls, Sidedraught City Phase 2. He is providing more of a club atmosphere to draw not only individuals but automotive clubs who will continue to seek him out as valuable resource for our hobby. He promised that down the road "Phase 3" be worth the wait.



Top Right: Members and guests seated in Sidedraught City's new location.

Middle Right: Owner Neil d'Autremont goes over detailing question in detail!

Right: NWVTC members taking notes on keeping their T-birds looking their best.

Bottom: NWVTC member Joe Engert's '66. First time the club has seen it since he had it painted. Nice!



Calendar of Events

Club Meetings

- **May 17th (Tue), Regular Meeting.** Bird Nest, 1091 Willamette Falls Dr. West Linn, OR.

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

- **May 6th (Fri) Silverton First Friday Cruise In,** Silverton, OR
Further information at www.silvertonflywheels.org
- **May 7th (Sat) PTW Spring Classic,** Portland, OR
Further information at portlandtrans.com
- **May 26th-28th (Thur-Sat) ATHS National Convention & Truck Show,** Salem, OR
Further information at www.ATHS.org

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

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Find us on the web at

www.nwtbirds.org

The U.S. Environmental Protection Agency (EPA) announced that it will withdraw a proposed rule that threatened the future of racing and modification equipment. However, the agency continues to assert newfound authority under the Clean Air Act to regulate street cars modified exclusively for the track. The future of the industry remains under a cloud of risk—the risk of future enforcement.

“The agency continues to assert a new interpretation of the Clean Air Act conveying authority to regulate vehicles modified for use in competition,” said SEMA President and CEO Chris Kersting. “This means that those converting and racing competition vehicles, and the parts and services industries that support them, do so under new EPA policy that considers the activity illegal. Only clarifying legislation, provided under the RPM Act, will confirm that such activity is legal and beyond the reach of future EPA regulations. The racing industry and public need a long-term solution to eliminate any uncertainty regarding how the Clean Air Act is interpreted.”

The bipartisan Recognizing the Protection of Motorsports (RPM) Act makes clear that the Clean Air Act does not ban the modification of street vehicles for use in automotive competition. The bill addresses any doubts regarding regulation of racecars and equipment, and gives the public and racing industry much-needed certainty regarding how the Clean Air Act is applied.

SEMA urges you to contact your representatives in Congress to pass the RPM Act. Visit www.sema.org/rpm and give 30 seconds to send your letter today!

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

There will be a regular monthly meeting on Tuesday May 17th at Bird Nest, 1091 Willamette Falls Dr. West Linn, OR. Usual time at 7 pm.

Plan on discussing some of the preparation for the upcoming Sizzlin' Summer Hot Rod & Car Show. An agenda will be emailed to all members before the meeting.

There are several members that attend the Portland Transmission Warehouse's Spring Classic which will be on Saturday, May 7th this year. For those attending, let's get together for breakfast and then drive over and join the show. It would be great to get a group of T-birds from the club there.

Passing Lane

fun and funny stuff from the road

