



# Thunderbird Flyer

Newsletter of the Northwest Vintage Thunderbird Club

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## SPECIAL POINTS OF INTEREST:

- Flyers for the car show are at Bird Nest. We need members to pick these up and distribute them at events and shows that they attend!

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## A Good Back Man

**M**any books have been written about car restoration. The level of detail that these authors go into about selecting the right car to restore or how to set up the space for working on a project is endless. Tools, techniques, storage...the list goes on and on. I wonder why someone reading a book like this would get involved in restoring an automobile.

If I were to write a book on restoring cars, I guess I would have all the sections you'd usually see but I would have to include one more section that I have never seen before. This section would be a "how to" on selecting a good chiropractor.

Now a certain repartee will develop between you and the folks behind the parts store counter. The phone numbers for the engine and transmission shops will be take priority on your phone's contact list. You may even be invited to the graduation of your painter's daughter after the amount of money you spend there. But what the books and television shows don't tell you is that you will absolutely need to have a chiropractor on call because of what you will put your body through to restore a car.

This first occurs when you start removing pieces of the car, a large chromed bumper or door perhaps. All the bolts come out except one. Now you try to hold the piece with one hand and your knee while twisting and turning to pull down on the wrench and SNAP!

That wasn't the bolt breaking loose.

Nope that was one of your vertebrae finally telling you that you've gone just a little too far in your range of motion. You don't notice you've done something to yourself right away so you finish pulling the piece off the car. It's the next day when the only way to sit in a chair is by leaning to your left while swiveling your back to the right. This is the

first time you'll make the acquaintance of your new best friend, the local chiropractor.

A few months roll by and you are putting pieces back on the car now. You find yourself working under the dash with the wiring harness or a heater core. You've got your back on the car floor, your feet on the seat and trying to move your arms in weird angles to reach...that last...screw... CRACKLE!

After detangling yourself from the inside of the car you find the pinched nerve you just gave yourself makes it uncomfortable to walk. Time to go to the chiropractor again.

At some point the car is restored. All the time, all the effort and all that cash has really paid off. The awards from a show or two are proof of that! And best of all you have enjoyed many months of a pain free back.

Now you can just cruise and enjoy the car, forgetting all of those pesky back aches. Until one day when the flash of polished chrome hits the corner of your eye and you quickly turn your head to see what it is.

POP!

Yep, every restoration book should have a section on finding a good chiropractor.

*Tom*



# What's In Your Trunk?

**W**e're headed into summertime and this is the year you are going to take the Thunderbird on that long road trip you said you would do last year. Or the year before. Who knows, it's been on your list of things to do and, by George, you're going to do it this year! So you start the list of things you'll need for the trip; digital camera, laptop, sunscreen (for the left arm only since it will be outside the window), instruction manual on how to use the camera. You'll give this lots of thought so that you don't forget a thing. But you should also think about what you'll need for the car. Once outside your local area you won't have all the family, friends and connections that you go to if something goes wrong with your Thunderbird. It'll be up to you to ensure that a problem with the car can be taken care of and not hinder your trip.



Many magazine articles and websites have lists of what a classic car owner should take along with them and quite frankly I wonder what forsaken part of the world these writers think we'd be driving to or what kind of repairs we're going to be doing on the side of the road. The amount of tools, parts and supplies they recommend carrying exceed the total that some car owners have in their whole garage! I think this may be overkill while adding unneeded weight. Besides, if I took everything that they recommended, I wouldn't have room for the instruction manual for that camera I bought for this trip. It's quite a manual!

I went through lists of suggestions and compared them to the most common reasons folks had to call AAA for assistance. I came up with what I think should go into a road trip kit that should handle whatever may come up. I will assume that you are doing regular maintenance on your Thunderbird and have thoroughly prepped the car before you leave on the trip.

First off, tools. Let's get a 3/8 and 1/4 ratchet along with a few sockets and an extension. It doesn't need to be the whole set. Or new. Grab them cheap at a garage sale. An adjustable wrench along with box/open end wrenches should be enough. A ratcheting screwdriver with a variety of Phillips, blade and Allen points saves space over individual drivers. A set of pliers or a utility tool from Leatherman or Swiss Army should round out your "tool box". And while we're talking tools, why not place a scissors jack in there. The scissors jack is easier to use and won't run the risk of damaging the chrome on your Thunderbird or ruining the paint on the jack that you painstakingly restored when you did the car. Let's include jumper cables in with the tools also.

Second, supplies (other than the detailing kit). You may find that running the car for longer periods uses more oil. So put a quart or two in the kit just so you don't get price gouged at a highway gas

station. You can always pick up more at larger stores along the way. Sometimes it may be hard to find Type F Transmission fluid so put a bottle in there. It can also be used in the power steering system if you're low. The last item would be a gallon jug of water to refill a radiator if a hose breaks. Antifreeze would work but, after all, this is summer and if you are thirsty you can't drink antifreeze. A roll of duct tape can temporarily seal a radiator hose leak or prevent electrical wire chafing. A can of fix-a-flat just in case whatever took out one of your tires was nasty enough to take out another tire.

Third, parts. Fortunately, many of the parts that may fail on a Thunderbird can be obtained from auto parts stores. Many lists that I looked at talk about having wheel bearings and brake shoes! Sorry, I don't think that I'll be changing out a wheel bearing on the side of the road! I think the things that could fail and are unique to the engine are the items you want to take. Upper and lower radiator hoses would be something that may take a parts store a day to get in. Fan belt for a quick repair on the road. And for the ignition system; a coil, a set of points, distributor cap and a spark plug wire (as long as the number 4 wire since it is the longest). Again, if you keep your car in good repair and you did a good check before hand, you are only want to take items that can be easily repaired on the road or would take a day or more to obtain wherever you may be.

Lastly, nice to have items. Several companies are making portable jump start devices. The ones the size of a bowling ball bag have an air compressor, lights and can recharge your electronics. But if you want to limit size and weight of this kit there are ones that will fit in your glove box that can jump the battery just as well. A throw away poncho can be used to keep dry (somewhat) or to place on the ground to stay clean (again somewhat). A set of work gloves and if you plan to be on the road at night a headband light or light with a magnetic attachment is a necessity.

There you have it. My idea of a road trip kit. If I run into a problem with the car, I just want to be able to take care of an easy fix to get me to someplace where I can accomplish a correct repair. I am not looking to do major repairs on the side of the road. If that is the case, I'd rather have the car towed to a garage or place away from other vehicles. I also don't want to take up too much space in the trunk and keep the weight to a minimum.

These cars carried families all across the country on vacations and holidays in their days. Properly maintained, they can do the same for us today. A little forethought before you go means you'll have an enjoyable road trip with your Thunderbird.

*Tom Przedwojewski writes from Washington State where he does not have to worry about his long distance trip yet since the car is still on the lift.*

*Once outside your local area you won't have all the family, friends and connections that you go to if something goes wrong with your Thunderbird.*

# Everybody Sues the EPA

**W**ith the release of long-awaited ethanol-blending target numbers late last year, the Environmental Protection Agency managed to draw ire from both renewable fuels supporters and renewable fuels opponents. Now, almost predictably, both sides have filed lawsuits against the EPA accusing the agency of failing to do its job right.

The finalized numbers mandated a total of 18.11 billion gallons of renewable fuels for 2016 – including ethanol and biodiesel – falling short of the 22.25 billion gallons that the Renewable Fuel Standard (RFS) initially envisioned, but surpassing the 17.4 billion gallons that the EPA proposed earlier in the year. The numbers also came about two years later than expected and set finalized numbers for 2014 and 2015 in retrospect.

Ethanol backers struck first, filing a lawsuit January 8, claiming that the EPA erroneously set the numbers based on demand rather than supply and that the EPA overreached in its interpretation of the RFS.

Then last week, the American Fuel and Petrochemical Manufacturers also claimed the EPA used flawed methodologies in setting the most recent numbers. “Despite the agency’s best efforts, certain aspects of the final RFS rule still run afoul of the Clean Air Act,” said Chet Thompson, president of the AFPM. “This rule further confirms that the RFS program is dysfunctional and that the only real solution is full repeal by Congress.”

According to Ethanol Producer Magazine, the U.S. Court of Appeals hearing the two lawsuits has since consolidated the cases, along with suits brought by several other groups.

Lawsuits are just one legal means that some people are using in their opposition to the RFS, however. Two proposed amendments to a pending Senate energy bill propose either a modification or a complete abolition of the RFS. An amendment proposed by Senators Pat Toomey of Pennsylvania and Dianne Feinstein of California, similar to a bill that they introduced last February, would keep the RFS intact, but eliminate corn as a source of the nation’s ethanol supply.

“It makes driving your car more expensive, it makes our food prices considerably more expensive, and it is actually harmful to the environment,” Toomey told the Pittsburgh Tribune-Review.

Another amendment proposed by Louisiana Senator Bill Cassidy – again, similar to a bill he introduced last year – would do away with the Renewable Fuel Standard altogether. Neither amendment to the Energy Policy Modernization Act of 2015 – which is currently stalled in debate on the Senate floor – has been accepted into the text of the bill.

The Specialty Equipment Marketing Association, along with the Antique Automobile Club of America and the American Motorcyclists Association, have all gone on record to oppose blending any amount of ethanol into the nation’s fuel supply.

In the meantime, the EPA’s Office of Inspector General has been conducting a review of the RFS, specifically to look into the life-cycle impact of biofuels such as ethanol. No timeline for that review has been announced.

*This article was written by Daniel Strohl for the Hemmings website on Feb 18th, 2016 and can be found at*

<http://blog.hemmings.com/index.php/2016/02/18/everybody-sues-the-epa-over-ethanol-requirements/?refer=news>

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the original install-it-yourself kit  
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You can air condition your own car and save up to \$85. Easy step-by-step instruction manual – plus tools (\$8.00 refundable deposit) if you want them. Fits all standard U.S. cars – 12 month, 12,000 mile warranty. Can be transferred. You don't have to be a mechanic. Send \$1 for complete instruction package applicable against purchase price. Better yet send \$153 or \$143 for immediate delivery. State- Unit model, size of engine, make, model and year of car.

use lay-away plan  
buy now accept delivery may 1st

**On May 17th, the website *Ford Authority* reported that Ford Motor Company filed an application to register “Thunderbird” as a trademark with the United States Patent and Trademark Office (USPTO). The automaker’s May 11th, 2016 application is assigned serial number 87032503 and specifies that the mark will be used for “Motor vehicles and parts and accessories therefor”.**

**The *Ford Authority* take is that the filing suggests that Ford is either planning or considering relaunching the Thunderbird name. The most important question now is what kind of a vehicle a modern-day Thunderbird could be.**

**W**hile many folks may stop to admire your Thunderbird, there are a few folks that have other thoughts in mind. Thunderbirds and other classic cars have been targets of car thieves for a long time because:

1. They are typically easier to break into than newer cars
2. They are harder to track down or identify by licensing authorities
3. They have desirable (read valuable) parts



So what can you do? Here are ideas that a classic car owner can do to protect their ride.

**LOCK THE DOOR AND TAKE THE KEYS**

Okay, this seems so obvious. But if you don't have power windows in the car, it takes time to roll up two or more windows! So while you hurry off to get that goody bag filled with valuable pens and note pads someone rolls off with your car. Take the time to roll up the windows and lock the doors at least until you get back to the car. And let's not even talk about putting the keys behind the visor or in the ash tray. Do you think no one is going to look for them in there!?

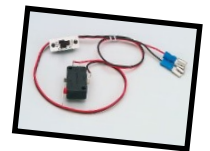
**PLACE AN ALARM STICKER ON THE CAR**

This is probably the least effective but the cheapest way to go. And who knows, maybe it will work! Of course these stickers try to look "official" with tracking numbers or bar codes but they probably won't fool the experienced thief. Search for "auto alarm stickers" and you'll find them for around a couple of dollars.



**INSTALL A HIDDEN KILL SWITCH**

If you have found that the only way your car will start is with the radio on and the heater fan set to low, then you already have a kill switch. For those who would like a simpler solution, look into an inexpensive kill switch. These can be installed by an owner with or without mechanical experience for around \$30. A hidden kill switch, though not foolproof, will make car theft more complicated.

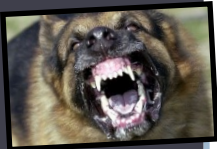


**PROFESSIONALLY INSTALLED ALARMS AND SYSTEMS**

Everyone should know about systems like LoJack that alert law enforcement agencies when you report your car stolen. For a one time cost of \$700-1000 the system can be installed in any car. Other systems, like that from Ravelco, provide an advanced "kill switch" which can boast a 100% theft prevention rate at about half the cost of LoJack. With an etching kit you can also serialize the glass on your car making it less attractive since those windows will have to be replaced before a stolen car can be resold.

**A DOG**

Who doesn't like dogs? How about car thieves! Sure you are going to have food and vet bills, find time for several walks every day and maybe replace torn seat covers from teeth and claw marks but what better anti-theft deterrent are you going to find! AHHHH....Who'sh a cute widdle puppy!?



**AND WHILE YOU'RE AT IT**

The car isn't the only thing that could be taken from you. Everyone is travelling around with phones, laptops, tablets and cameras. Left out in the open, these items entice a petty crook to reach in the lowered window or open that unlocked door to snatch and grab. Don't invite this opportunity. Take valuables with you or secure it in the trunk.

Don't get taken this summer. Be smart with your car and your belongings and enjoy another season of cruising with your classic Thunderbird.



# Mods Don't Increase Your Car's Value

I've decided to devote today's column to that dreaded Craigslist ad. You know the one I'm talking about.

**FOR SALE**, it starts off, innocently enough. Drawing you in. Enticing you, the 2 a.m. car shopper, as you browse Craigslist in your underwear. 2008 MAZDASPEED3. Now you're really excited. You pause for a second. You stop chewing your Pringles. "Imagine the possibilities!", you think. Stick shift. 263 horsepower. Hatchback. That cool hood bulge. It's everything you could possibly want. And then you see those dreaded words: **OVER \$20,000 INVESTED**.

The owner then meticulously lists every single part he's ever added to the car, sort of like this:

- CUSTOM HOPELBARK AIR FILTER
- STAINLESS STEEL POOVELFLAUST EXHAUST (sounds like a RACE CAR, or at least a NORMAL CAR with an exhaust leak!!!)
- STAGE 4 POWER KIT
- STAGE 5 INTERIOR KIT
- STAGE 6 EXTERIOR KIT
- STAGE 7 LIGHTWEIGHT OWNER'S MANUAL
- CUSTOM AARDVARK RACING LOWERING SPRINGS (don't worry, car will clear most road hazards such as toothpicks and leaves)
- VERY EXPENSIVE WHEELS THAT ACTUALLY WEIGH MORE THAN THE STOCK ONES BUT I BOUGHT THEM BECAUSE THEY'RE TEAL
- LIGHTWEIGHT KEY (I lost the remote and I only have the valet key)
- FAMILY OF RARE BRAZILLIAN SPIDERS ADDED TO CRANK CASE TO SUCK OUT THE SLOW

By then, you already know what's coming, but you scroll down to the bottom anyway, just to see it. **I know a 2008 MazdaSpeed3 is only worth \$13,000**, says the seller, talking about those normal ones; the ones that don't have cool racing seats ("Seat belts not currently installed, but I have them in a box somewhere in my basement"). **But with all my mods, this one is a STEAL at \$29,500.**

And then you click away, dejected, knowing that maybe you would've bought this car, if only the seller wasn't currently pushing a 7 on the highly scientific "One to John Hinckley Jr. Scale of Crazy."

And this leads me to the point I'm trying to make today, which is: modifications don't add value to your car. The idea for this column came from a Jalopnik reader, who posted an Oppositelock article about a 2004 Land Rover Discovery he found on Craigslist. Now, this was a nice Discovery. It was a clean Discovery. It was a well-modified Discovery, with a lift kit, and a snorkel, and a Kenwood KDC-BT948HD and a Cobra 75WXST, and a Schumacher 1-12S-CA, all of which might be completely made up, for all I know.

But then the owner made a grievous error: after listing all of his modifications, he then threw out a sixteen thousand dollar asking price, perhaps forgetting that – somewhere, lurking underneath

the awesome 1-12S-CA, and the gorgeous KDC-BT948HD, and the excellent 75WXST – there was still a 2004 Land Rover Discovery. And the last time I checked, the going rate on a 2004 Land Rover Discovery was: whatever the guy at the local scrapyards offers ya.

(AUTHOR'S NOTE: Land Rover Discovery fanatics will undoubtedly see this and get incredibly upset. For this, I apologize. In my defense, however, I must say that you will never be able to hunt me down and maim me, because your head gaskets will never last that long. So neener neener neener!)

So anyway, back to the topic at hand, which was... uh... oh, that's right, modifications.

If you're a regular Craigslist browser, you probably see this all the time: guys who think they can get money out of their modifications when the time comes to sell their cars. This is tremendously unlikely, though I admit there is the occasional modification that will get you a few dollars back.

For instance: if you spend \$800 on a 1992 Geo Tracker with a torn soft top, and then you modify it with duct tape and string so that it doesn't leak anymore, you might be able to list it on Craigslist and get \$900. Of course, you might also be stabbed to death in a robbery attempt gone wrong. So we see here that this strategy doesn't always work perfectly.

But for the most part, modifications – as an investment – are a terrible idea. There are two reasons for this: number one, nobody wants their car set up like you had it. Those teal wheels you bought? The guy at cars and coffee wasn't taking their picture so he could frame it and put it next to his bed. He took the picture so he could show all his buddies back at work that some guy is driving around in a lowered MazdaSpeed3 with wheels that look like they're color-matched to a 1956 Volkswagen Bus.

And the second reason modifications won't get you more money? Because no one has any idea how they were installed, or who installed them. When a seller says "PROFESSIONALLY MODIFIED!!!!" all I can think about is two sweaty guys who have a motor lying around, and a car lying around, and one night, over a series of beers, they decide to do the obvious: rob some guy who's selling a 1992 Geo Tracker on Craigslist.

So sellers, what we've learned today is that modifications won't get you extra money when it's time to sell. Maybe you'll get a couple grand. But the return will be cents on the dollar. In other words: you modified that car for your own benefit, not the next owner's. So don't be ridiculous with your asking price. Even if you have a lightweight owner's manual.

*Doug DeMuro is the author of [Plays With Cars](#). He owned an E63 AMG wagon and once tried to evade police at the Tail of the Dragon using a pontoon boat. (It didn't work.) He worked as a manager for Porsche Cars North America before quitting to become a writer, largely because it meant he no longer had to wear pants. Also, he wrote this entire bio himself in the third person.*

# NWVTC Meeting Minutes

Attendance: Tom Przedwojewski, Erick Johansson, Matt Truax, Judson Potter, Lowell Weis, Louis Williams, Lyle Daugherty, Bob Brooks, Lyman Houk.

Sizzlin' Summer Car Show: We have Flyers! There will be extra flyers at Bird Nest for everyone to pick up and take along to shows and events or to take into stores for advertising. Other advertising has been put in place through Northwest Classic Auto Mall and updated with Northwest Car Events.

There are already two on line registrations. And they are not club members! Tom believes this is a good sign that folks will follow our show.

Joe Engert has received some on line donations but **ALL CLUB MEMBERS NEED TO FIND DONATIONS AND TROPHY SPONSORS!**

Fred Meyer Director, Scott Jacobs is working on free food similar to Hagen.

Old Business: No old business to discuss

New Business: A local member of the ITC, Cody Burch, is involved with the Thunderbird Registry. He could not attend the meeting but will come in the future to discuss the Registry and why each Thunderbird owner should have their car in the Registry.

Tom would like to create a list of all members T-birds with information for the Registry. We may be able to bring attention to the club by having all the club cars in there.

Treasurer's Report: No report submitted.

Next Meeting will be a Tech Session at Bird Nest 1091 Willamette Falls Dr. West Linn, OR on Tuesday, June 21st at 7 pm. We will be covering some of the steps to tune up your Thunderbird engine.

*"With each replacement of parts, a car slowly becomes Chinese."*

— Mr. Kuniyasu

Chinese thunderbird



Dad, can I take the car out tonight?

No. But feel free to use the lawnmower anytime!



# Calendar of Events

## Club Meetings

- **June 21st (Tue)**, Tech Session and Meeting. Bird Nest, West Linn, OR

## VTCl Events

[vintagethunderbirdclub.net/events.htm](http://vintagethunderbirdclub.net/events.htm)

- **June 2nd-5th (Thur-Sun)** SC Regional, Norman, OK
- **August 10th-14th (Wed-Sun)** 2016 International Convention, Kansas City, MO

## ITC Events

[intl-thunderbirdclub.com/index.html](http://intl-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

- **June 4th (Sat)** 34th Annual All Ford Show & Swap Meet, Hillsboro, OR  
Further information at [mustang-club.com](http://mustang-club.com) or 503 319-0925
- **June 8th (Wed) and each Wednesday in June** Astro's Wednesday Night Cruise-In, Stayton, OR  
Further information at [stros.biz](http://stros.biz) or 503 930-8976
- **June 11th (Sat)** Warbirds Over the West, Salem, OR  
Further information at [B17AllianceGroup.org](http://B17AllianceGroup.org) or 503 654-6491
- **June 17th (Fri)** 29th Annual Sunshine Cruz  
Further information at [tricknrcycars.org](http://tricknrcycars.org) or 503 703-1482
- **June 19th (Sun)** 44th Annual Willamette Valley A's Auto Swap Meet, Salem, OR  
Further information at [willamettevalleymodel-a.org](http://willamettevalleymodel-a.org) or 503 856-9675
- **June 19th (Sun)** Woodland Planter Days Show & Shine, Woodland, WA  
Further information at [planters-days.com](http://planters-days.com) or 360 600-5473
- **June 25th (Sat)** Clatskanie Cruisers Heritage Days Car Show, Clatskanie, OR  
Further information at 503 556-4251

*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)

Your good ol' Mark III calibrated eyeballs may be able to quickly tell the difference between a 3/4 and 7/8 socket but they probably have a hard time spotting a tire that is shy a few pounds of pressure. The Department of Energy has found that a one psi drop of pressure in a tire lowers gas mileage by .4%. So two to three psi lower in all four tires will decrease your mileage by around 5%! That equals about a half mile or more in your Thunderbird.

Slime, Fix-A-Flat and Quick Pressure have specific pressure caps that fit on the valve stem of the tire and give a

visual indication of tire pressure. They all have a similar operation with proper inflation showing a black or green color and under inflation showing red. Prices range from \$8 to \$25 for a set of four at your auto parts store.



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

**The meeting for June will be at Bird Nest on June 21st, 2016 at 7:00 pm.**

We will be doing a Tech Session about tuning up a typical FE engine that is in your Thunderbird. We'll also need to cover some of the current happenings with the car show in August. There will be pizza and drinks available but if you would like to bring a dessert that would be appreciated!

There are 1000 flyers for the car show at Bird Nest for members to pick up and distribute at other local events and shows. These won't do us any good sitting around so grab some today and GET THEM OUT THERE!

## Passing Lane

fun and funny stuff from the road



*I see what you did there!*

