



Thunderbird Flyer

Newsletter of the Northwest Vintage Thunderbird Club

VOLUME 37, ISSUE 8

AUGUST, 2016



SPECIAL POINTS OF INTEREST:

- Lots of shows and events out there this summer. If you and your T-bird have won an award bring it to the next club meeting and share it with the club!

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Un, Duex, Trois

The trouble started as the temperature got higher and higher outside. It was one of those really hot days that strike the Pacific Northwest occasionally. And I was in the T-bird, the black one, with no air conditioning. And traffic was moving very, very slowly. The temperature gauge was sitting on the "M" in the "TEMP" which corresponded to 180° on the digital temp indicator I have installed under the dash. I tuned the radio to the cool jazz station but it did nothing for me or the car.

The outside temperature was moving faster than the traffic. I watched the gauge going to the "P" which meant the coolant temperature was moving above 200°. From past experience, I know that I either have to start moving faster or stop the car and let it cool down for a while.

The car made the decision for me.

Headed up a small hill in a part of Portland I have never been in, the engine suddenly quit. There was just enough momentum to pull off to the side onto a pathway and off the road. The digital temp gauge read 220°, higher than I have ever seen it. I tried restarting the engine but it didn't start. Thinking that the engine was too hot and that the fuel may be boiling off in the carburetor, I popped the hood and sat there for a while to let things cool down.

While I was waiting I took the air cleaner off and pushed the accelerator rod attempting to push some fuel from the accelerator pump into the throat of the carburetor. Hey, wait. There isn't any fuel coming from the pump. Well, that isn't what I thought should be happening.

That means there was something wrong with the fuel pump. That means I was going to have to get the car trailered back home or to someplace to fix it.

The T-bird and I got home around 11 pm that night and I was up early the next day to remove the pump. When the pump was taken apart, an internal valve was out of place. I replaced the valve and the pump and engine ran well for a few days when the same thing happened again.

This time I had the tools and a new pump in the trunk. A fuel pump-indectomy was accomplished on the side of OR-213 in about 30 minutes. The

engine started right up and I pulled into traffic to head home.

That was when the next problem started.

The high pitch whine was most likely coming from a belt, probably to the power steering pump. But it continued at all engine speeds so I am thinking that it may be the bearing in the pump itself. So back down to Bird Nest I'll go to get a new pump. I could look for a shop to rebuild the old one but that will put the car out of commission too long during the cruise season.

The old saying is that trouble comes in threes so with two down I am waiting for the next one to show up. What will it be? Brakes, exhaust, cracked windshield; the possibilities are endless!

Wait, the plug for the brake lights on the brake master cylinder kept coming off last month. Fixed that with some adhesive. Does that count?

Whew! Now I can relax and enjoy the rest of the summer! Hope you are enjoying the summer.

Tom



What is Top Tier Fuel?

Around the same time that ethanol was being mixed into gasoline a group of eight automobile manufacturers; BMW, General Motors, Fiat Chrysler, Honda, Toyota, Volkswagen, Mercedes-Benz and Audi, questioned whether the EPA's requirements for gasoline additives were enough. These manufacturers found that the minimum standard of detergents added to automotive gasoline was not cleaning the carbon buildup that occurs during regular operation of their internal combustion engines. Carbon is a normal byproduct of gasoline combustion. Carbon can accumulate on intake valves and fuel injectors (if the engine is fuel injected) which can lead to increased emissions and decreased mileage.

It was because of gasoline refiners use of lower quality additives that this group of auto manufacturers collaborated to come up with a better standard. This standard is better known as Top Tier® gasoline. AAA recently surveyed different brands and types of gasoline through an independent lab and found that non-Top Tier® gasoline could have up to 19 times more carbon deposits in the engine after just 4,000 miles of simulated driving. John Nielsen, AAA's managing director of Automotive Engineering and Repair says "When it comes to selecting a gasoline, automakers got it right – TOP TIER gasoline performs best. By selecting a quality gasoline, drivers can minimize engine deposits, increase vehicle performance and improve fuel economy."



You wouldn't let the outside of your car look dirty, why let the inside?

From the toptiergas.com website

Though the answer to the carbon buildup problem is obviously using the higher standard detergent fuel, we are our own worst enemy. AAA found that Americans value convenience and price over quality when it comes to selecting a gas station. The auto club found that three-quarters of U.S. drivers choose a gas station based on location (75 percent) or price (73 percent) and nearly one-third (29 percent) of U.S. drivers choose a gas station based on a rewards program.

Fortunately, some problems arising from using gasoline with a lower detergent content are reversible. After using as few as four or five tanks of a Top Tier® fuel, carbon deposits can be eliminated. Greg Brannon, AAA's director of Automotive Engineering said "After a few thousand miles with Top Tier® gasoline, performance issues like rough idling or hesitation during acceleration can often be resolved."

By now you may be thinking that only select stations carry this Top Tier® fuel, right? Well, would it surprise you to know that you are probably already pumping Top Tier® gasoline into your vehicle. To be eligible to advertise as a seller of Top Tier® gasoline, companies must be able to produce evaluations done by independent laboratories that

their gasoline meets demonstrated requirements. These tests must show that all grades of gasoline the company sells across the country meet the Top Tier® standard. When these companies are certified they are listed on the Top Tier site which you may find [here](http://toptiergas.com).



Very interesting to note that even Arco, the least liked gasoline on the west coast, meets Top Tier standards

Of course many name brand sellers are on the list like 76, Chevron and Shell but would you be surprised to know that every time you fill up at Costco you are putting Top Tier® gasoline into the tank? I was. Though the companies may use the icon shown in the middle of the page, the best way to know if a certain type of gasoline meets the standard is by looking at the list of retailers on the website.

AAA found in their survey that Top Tier® gasoline was on average three cents more than other gasoline so do your engine a favor and try using one of these fuels. You may just find your car performing better.

"...Americans value convenience and price over quality..."

FordPass



Ford CEO Mark Fields announced a new program/app at the North American International Automotive Show in Detroit earlier this year called FordPass, a program tying the manufacturer to its customers. Fields said that this was “perhaps the most revolutionary” platform yet to emerge from Dearborn.



nectivity and payment simplicity that would inspire loyalty in a new generation.

Throughout Ford’s Detroit Auto Show presentation, Fields and other executives repeatedly defined mobility programs as having one goal: “Making people’s lives better.” FordPass’ appeal has the chance to be as wide-ranging as its ambitions, and the automaker said it wanted to do for car owners “what iTunes did for music fans.”

The FordPass app, which can be found for Apple and Android platforms, is free to join and consists of four components: *Marketplace*, which ties together your select Ford vehicles, Ford dealerships, payment options and items that you may use for your car like parking, service centers or being able to lock your vehicle or start it up using your phone; *FordGuides*, live operators helping members move within and between cities; *Perks*, experiences and merchandise from partner companies as a “thank you”; and *FordHubs*, places where you can experience Ford innovations, products and events.



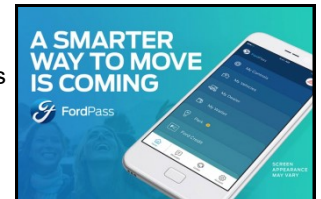
Ford CEO Mark Fields announcing the FordPass app at the Detroit Auto Show in 2016.

The app came out in the spring of 2016 and will work with 2017 Escape and Fusion models and then only if these vehicles have the *Sync Connect* option. This may explain why the app has only been downloaded between 10,000 and 50,000 times. 41% of reviewers have rated the app 3 or less stars on Google Play while 69% gave it 3 or less in the iTunes Store .

The first FordHub is to open this year in New York followed by London. San Francisco and Shanghai will open in 2017. Beyond the Marketplace, FordPass looks to offer 24/7 con-

Some reviewers see the potential for the app and it looks like Ford wants the program to work, so it may be too early to

say this app/program is bad. Perhaps once the teething problems have been corrected and it works with more models in more countries we’ll see better responses.



Meet-A-Member

Laura Donaca has always been an Oregonian. Growing up in Hillsboro, moving into Lake Oswego after getting married and now residing in Beaverton, her roots have long been watered by the Oregon rain. But that doesn’t mean that she is a homebody. Sure she likes spending time out in her yard, but it wouldn’t be as good as her trips to the coast, up the road to Seattle or over the Pacific to Maui for a round of golf or scuba diving!

Laura Donaca



But Laura is not all play and no work. She spent 37 years at Intel with her last two as the Executive Assistant in Corporate Finance. Now retired from Intel she started her own interior design business which is “doing quite well” she says.



Laura joined the club last year with her 2003 Thunderbird which she named Lilou. Lilou replaced a 1991 Miata that Laura had owned for 17 years. Ragtops are not the only cars she has had experience with though. She and her ex-husband had owned a ‘30 Ford Roadster, ‘32 Ford Coupe and ‘66 Panel truck.

Laura has already enjoyed meeting many members while displaying her Retrobird at Forest Grove last July and joining the covered bridge tour that the club experienced last August.

Stamps We'll Never See

On July 15th, the US Postal Service began selling its series of commemorative pickup truck stamps. BestRide.com got together with their friends at Car Talk to develop a series of automotive stamps you'll never see on a letter.

Thousands of Car Talk and BestRide.com Facebook fans were asked what cars they thought would never be honored with a stamp and the requests poured in. In typical Car Talk fashion, they picked the best jokes, and BestRide.com commissioned their resident artist Kurt Hanss to develop a set of alternative stamps they hope the Post Office will put on the wall next to the "Wanted" posters.

The Car Talk/BestRide Honorary U.S. Automobile Stamp Collection features eight stamps you won't see on the USPS list:

2001 Pontiac Aztek – Pilloried by the media and the general public alike as the single most hideous vehicle in the annals of automotive



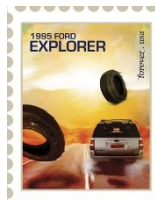
design, the Aztek has recently experienced a surge in popularity thanks to a meth-dealing high school science teacher Walter White, of AMC Network's Breaking Bad.



1971 Chevrolet Vega – The 1971 Chevrolet Vega featured an advanced aluminum engine that unfortunately didn't have sleeves in the cylinders, causing the engine to erode like a sand castle at high tide. If you didn't hate

the engine, it was the car's propensity to rust on the showroom floor.

1995 Ford Explorer – The first-generation Ford Explorer featured the perilous combination of a high center of gravity and tires prone to exploding at random. Add in drivers not inclined to



check tire pressure, and the results usually involved a high-speed visit with a highway ditch.

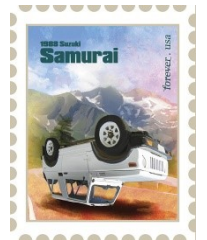
1960 Chevrolet Corvair – A name synonymous with "automotive scandal," the Corvair singlehandedly shook America's faith in its automotive manufacturers, and gave birth to finger-wagging consumer advocates nationwide.



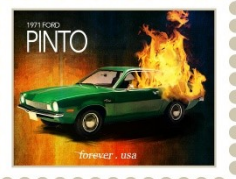
1986 Audi 5000 – The Audi 5000 was at the cutting edge of design in 1986, when CBS's 60 Minutes ran a scathing expose on the car's willingness to take off on its own, cementing the term "unintended acceleration" in our lexicon.



1988 Suzuki Samurai – If the topless, doorless Jeep CJ-7 seemed like too safe a choice, there was always the Suzuki Samurai, which looked like a third generation Xerox copy of the Jeep, with the added ability to flip upside-down at the worst possible moment.



1971 Ford Pinto – One of the most infamous and conflagration-prone vehicles ever manufactured, the Pinto seemed to explode when the rear bumper came in contact with other cars, leaves, or a light breeze.



"This is what people really think about when they think about cars," says Car Talk's Ray Magliozzi. "Cars in need of repair, on fire, scratched, dented, ugly, with Cheerios stomped into the carpet. These are America's real cars."

Says Ray Magliozzi: "If the cars are any indication, putting one of these stamps on a letter would virtually assure it would never reach its destination."

Adapted from an article originally posted by Craig Fitzgerald on the BestRide.com website on July 14th, 2016. The original article may be viewed at

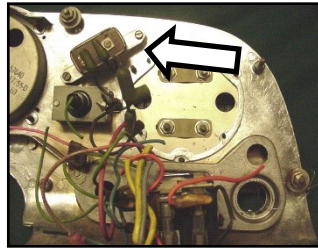
bestride.com/news/cartalk-bestride-stamps

"...putting one of these stamps on a letter would virtually assure it would never reach its destination."

Calibrating Gauges on Squarebirds

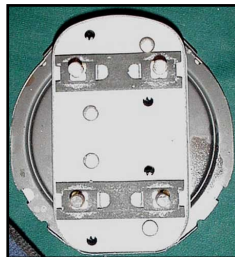
Frustrated that your fuel gauge does not read full when the tank is full or it does not read empty when the tank is near empty? The fuel gauge can be adjusted and the temperature gauge can be similarly adjusted. I found out about this empirically by disassembling the gauges. You won't find these instructions in a shop manual.

First see if your gauge voltage regulator is working. It is located between the speedometer and the fuel/temperature gauge. It cuts the voltage to the gauges to 6 volts. If your fuel gauge is reading full and then suddenly drops to empty when the tank is nearly empty, the voltage regulator is probably blown and is delivering 12 volts to gauges. A volt meter connected from the output from the voltage regulator will show a fluctuating voltage if the voltage regulator is working properly. The voltage regulator is a simple bimetallic device.



If the voltage regulator is working properly, you can then try calibrating the gauges.

On the back of the gauge, you will see four speed nuts which hold on two cardboard insulators and a round metal backing plate. Remove the four speed nuts, cardboard insulators and the backing plate.



There are two sets of gear-like teeth in access holes for fuel gauge. The needles rest on two pivots that are adjusted by these gears.



Fill up the fuel tank. Hook up the fuel gauge to the wires in the dash via jumper wires. Rotate a screwdriver in the access hole to adjust the pivot for max (if I remember right, it is the right one). When the tank is low you adjust the other side of the pivot (the left one). Alternatively, you can pull out the sending unit and manually move the float of the fuel sender and then adjust the pivots on the gauge.

The temperature gauge can be similarly adjusted.

This article was adapted by one written by Alexander Sosiak and can be found on the Squarebirds.org website



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Radio and Television Division, Batavia, New York

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NWVTC Meeting Minutes

Attendance: Tom Przedwojewski Eric Johansson, Vicky Wimsatt, Matt Truax, Steve Wimsatt, Bob Peters, Lyle Daugherty, Bob Brooks, Lou Williams, Dave Coles, Blake and Stephanie Boyles, Jim Goos, Lowell Weiss, Brian Cone, Joe Engert, Mark Haworth

Car Show: Club members present put together the 100 goody bags for the car show. Eric talked to the group about judges, criteria for judging vehicles and the scoring sheets. Tom discussed some of the set up and activities that need to occur before the show, the general flow of traffic into the show and who will be available to clean up after the show.

We had a lot of folks volunteer to help out, we even have nonmembers coming the day of the show to help out. If you weren't able to attend the meeting, please let Tom know if you can help out.

New Business: Matt has offered his house for an end of summer picnic for the club. We will look into this after the show is completed. We may combine it with a short distance cruise for a Sunday afternoon.

Next meeting is to be announced after the show has been completed on August 6th. Please look for an email or on the website.



We are days away from the Sizzlin' Summer Hot Rod & Car Show! There has been great response from preregistrations and over half of the trophy sponsors have been spoken for.

We can take raffle items up to Friday for the show so please ask businesses and individuals if they would support our show!

Calendar of Events

Club Meetings

- **Aug 6th (Sat)**, NWVTC Sizzlin' Summer Hot Rod & Car Show, All Hands On Deck!

VTCI Events

vintagethunderbirdclub.net/events.htm

- **August 10th-14th (Wed-Sun)** 2016 International Convention, Kansas City, MO

ITC Events

intl-thunderbirdclub.com/index.html

- **September 6th - 11th (Tue-Sun)** International Convention, Harrisburg, PA

Car Shows and Events

- **Aug 3rd (Wed)** Stro's Wednesday Night Cruise In, Stayton, OR.
Further information at stros.biz
- **Aug 5th (Fri)** Silverton First Friday Cruise-In, Silverton, OR
Further information at silvertonflywheels.org
- **Aug 7th (Sun)** 5th Annual Kyron's Car Show, Hillsboro, OR
Further information at kyronscarhow.org
- **Aug 13th (Sat)** 14th Annual Mid Valley Cruise-In, Albany, OR
Further information at teenchallengepnw.com
- **Aug 13th (Sat)** OPVA Show & Shine, Salem, OR
Further information at 503-362-7998
- **Aug 14th (Sun)** S45th Annual Oregon All Ford Picnic, St Paul, OR
Further information at 503-472-6556
- **Aug 20th (Sat)** Central Lions Club 5th Annual Cruise In, Independence, OR
Further information at 503-881-9567
- **Aug 20th (Sat)** Thot Dog-ust Day, Oregon City, OR
Further information at cascadepacificplymouth.org
- **Aug 27th (Sat)** Ford Fever, Woodburn, OR
Further information at woodburndragstrip.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. VTCI'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

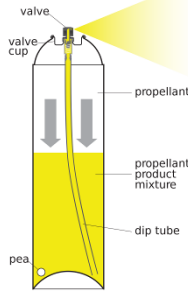
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64skibird@gmail.com
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ericlj66@gmail.com
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- Treasurer** Vicky Wimsatt
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Find us on the web at



www.nwtbirds.org

When using spray paint cans there is usually a dot or mark at the top of the can. The bottom of the can is convex which forces the dip tube to a point on the bottom. By aligning the spray nozzle orifice with the mark at the top you'll be placing the dip tube at the lowest part of the can as you hold it to spray. You should be able to use all of the product in the can that way. Also, after using the can, turn the can upside down and spray for a second or two. This allows propellant only to go through the tube pushing out any residual paint and preventing a clogged nozzle.



Did you know that the spray can has only been around since 1949? Ed Seymour of Sycamore, IL wanted an easier way to demonstrate his aluminized paint formula. Although people liked the paint, they were more interested in the spray can. Seymour continued working with paint in spray cans and the his company is still around today. Seymour of Sycamore offers all types of paints for industrial, automotive and consumer uses.

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

We are concentrating our efforts on the show and will have details of the meeting for August at a later date. We will be trying to put together a short cruise to an interesting site and then lunch at one of the members houses.

Please watch the website or your email inbox for further details.

Passing Lane

fun and funny stuff from the road



What a Deal!