



Thunderbird Flyer

Newsletter of the Northwest Vintage Thunderbird Club

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The Tool Man

We were finally finished with a year and a half of electronics school in the Marines. My friend Todd and I were stationed at Camp Pendleton in Southern California. A sprawling base that is nestled in between San Diego and Los Angeles. Now that our wives were with us, we were no longer living on base and opted to live out in the surrounding communities. My wife and I rented a two bedroom apartment while Todd and Cindy rented part of a duplex in a quite country setting.

Even though Marines are known to be self sufficient, many things were taken care of when living on base. If the plumbing or electricity had problems, you called base maintenance. Hungry? Head to the mess hall. Laundry? Take your linens to a room and turn them in for freshly laundered ones. Easy Peasy.

So having our own places was a new experience. If something didn't work, it was your responsibility to take care of it. It was because of this that Todd and I began our tool collections.

I'm not quite sure how tool collections are supposed to start. I've heard of folks receiving tools from their dad or maybe inheriting a tool box full of items after their grandfather had passed on. We pretty much headed out to Sears or the local hardware stores to pick up what ever we needed. And since we had none we were always needing to pick stuff up. I do believe that we were issued some brand new tool kits for our jobs with the Marines in the late 80's and some of the older tools that were going to be tossed became our personal tools. Shhh...maybe I shouldn't have said that.

One day Todd's parents come out to visit them at their "new" home. What his dad did when he walked into their home was priceless. Without saying a word to his son, he walks into the home and turns on every light he can find. He walked into the kitchen, grabbed something out of the fridge and walked away without closing the door. He then proceeded to the garage where he opened up Todd's tool box, grabbed a handful of tools, walked to the driveway and then tossed each one through out the yard!

"I've been wanting to do that for a long time!" he stated. He then went in and said hello to his son and daughter in law.

We always take better care of things when they are our own. Tools included. I was reminded of this when my wife and I moved our daughter into her first apartment in college recently. I needed tools to put her bed together and had not thought of bringing any with me. She reminded me that I had given her a small tool set. The kit is one of those generic ones, not from Craftsman or Snap-On but adequate to handle any chore that may pop up around an apartment. She seemed protective of that set, making sure that I put everything back into its proper spot when I was finished. Then she placed it away for future use.

Every person needs some tools around the house even if you don't consider yourself mechanically inclined. Owning stuff means having to replace or repair it at some time. And I guarantee you it is always better to find that tool in a box or chest. Not in the middle of your front lawn, where your dad threw it. You know, payback for how you treated his tools.

Tom



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Disc Brakes: What Took So Long?

If you look back at the muscle car era, you'll notice an emphasis on bigger engines, more horsepower, and the need for speed. And while Detroit engineers did an admirable job designing faster cars in the late 50's and 60's, much less thought was given to bringing these cars to a safe stop. Being in the brake business, this got us thinking—why did it take Detroit so long to offer disc brake technology as a standard option?

British automotive pioneer Frederick William Lanchester patented the first caliper-style automobile disc brake in 1902. Lanchester's design used copper braking medium, but the poor state of roads during this era caused the copper to wear quickly. It would be another 50 years before early disc brake technology made its initial appearance on commercially manufactured vehicles here in the US.

The post-World War II saw two notable vehicles with standard disc brake technology—the 1949 Chrysler Crown Imperial and the 1950 Crosley Hot Shot, which borrowed from WWII aircraft braking design. Despite their early introduction and ground-breaking design, neither of these systems could replace tried-and-true drum brake technology, and in an ironic twist of fate, Hot Shot drum brake conversions were quite common. Over the next 20 years, disc brake technology would become more available as an expensive upgrade, but not until the tail end of the muscle car era would drums give way to disc brakes as standard equipment.

There are a number of reasons that it took so long for disc brakes to overtake the older drum technology. For starters, you need to look at Detroit's mindset in the 50's and 60's. Engineers from the Big 3 have catered to a market that wanted faster cars with sticker prices that didn't break the bank—safety features like improved brakes were not a hot button. Detroit has also been famous for a “keeping up with the Joneses” mentality. Until one of the major auto manufacturers started pushing improved disc brake technology as a standard feature, most of the improvements to brake systems reflected a “bigger is better” approach. Most automotive engineers questioned the need to develop new braking technology when they could simply make existing brake systems bigger. The flaw in this approach seems obvious today—regardless of size, drum brakes are always more susceptible to heat build-up than disc brakes. Built up heat inside drums causes brake fade—and

even with a power booster, you'll experience a loss of braking power with excessive heat build-up.

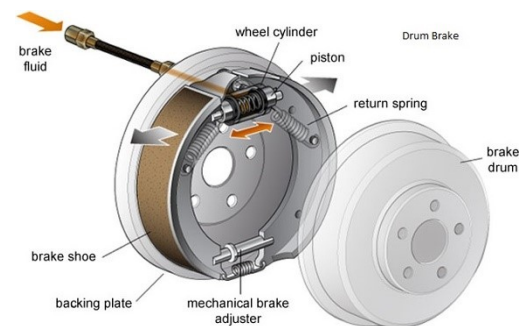
In the end, even though many of the muscle cars from the 60's and early 70's never came with standard disc brake technology, the increased speed and power associated with these cars led to an eventual emphasis on improved safety, including brakes. There are many old car enthusiasts who pine for the good old days—the classic lines, the raw power, and the distinctive sound of a V8 or a Hemi firing up. We still have a slice of that tradition alive and well today—and with the addition of a new disc brake conversion kit, you can preserve what was great about the past while driving a safer car.

This article was reproduced from Master Power Brakes; a supplier of model specific disc brake conversions for classic cars. You can find more information and this article specifically at

http://www.mpbrakes.com/techtalk/car-history/detroit-automakers-and-standard-disc-brake-offerings-what-took-so-long?_ctcoderef=vert

Drum brakes, like most other brakes, convert kinetic energy into heat by friction. This heat should dissipate into the surrounding air, but can just as easily transfer to other braking system components like the brake drums. Brake drums must be large to cope with the massive forces involved, and must be able to absorb and dissipate a lot of heat. When the drums are heated by hard braking, the diameter of the drum increases slightly due to thermal expansion, so the shoes must move farther and the driver must press the brake pedal farther.

This is commonly referred to as brake fade.



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Many cities in America started to develop Civil Defense programs after WWII. Portland was no exception. In 1955, Portland was ready to demonstrate the effectiveness to evacuate the downtown area. This demonstration was called Operation Green Light.

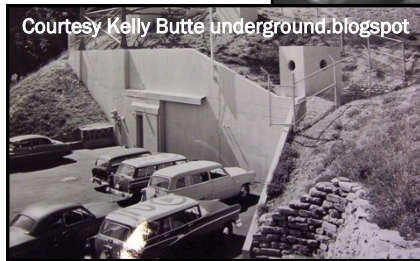
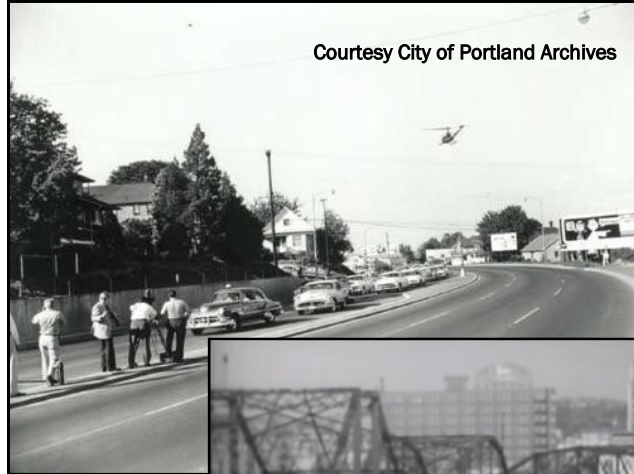
The name referred to a new traffic signal pattern traffic engineers developed. Green lights on main exit routes and red lights at intersections prevented cars from crossing exit routes; cars approaching a red light were only allowed to proceed with the traffic; and amber lights flashed in all four directions as a visual supplement to the sirens.

The test was held on September 27, 1955 at 3:05 pm. By 4pm, 29,423 vehicles and 101,074 people had evacuated the test area and all city operations were handled from an underground bunker at Kelly Butte which, at the time, was six miles from downtown between Powell and Division and just east of what is I-205 today.

Operation Green Light was the largest evacuation in the nation to date and Portland's plan received national attention because of its efficiency. CBS filmed a documentary in 1957 highlighting Portland's program. The thirty minute film, narrated by Actor Glen Ford, features Portland Mayor Terry Schunk, city officials and other local people and places around Portland including the city command bunker located on Kelly Butte.

You can watch A Day Called X on YouTube by clicking the link.

<https://www.youtube.com/watch?v=ueEI7A7KaHA>



Top and Middle: CBS camera's shoot scenes from A Day Called X in unidentified Portland areas.

Bottom: Kelly Butte bunker in 1955 and 2006. The city has covered this entrance with tons of dirt now to prevent homeless and vandals from entering.

Driving for Pleasure a Thing of the Past?

A recent article from the London Telegraph reports that driving for pleasure may be a thing of the past. Statistics from the Department of Transport in England show that folks there took on average 914 drives in 2015. This is about 180 fewer than the high of 1,094 in the mid-nineties.

The long held ideal of "freedom of the road" has become a thing of the past. The AA (Britain's version of AAA) says that "The figures demonstrate that people see the car as a means to an end, rather than a way of spending leisure time".

AA research among tens of thousands of its members finds many fret that if they drive off in the car they will lose their parking space outside their home. Another study found that slightly more than one in seven who drive to work turn up an hour early so that they can park - in effect giving their employers an unpaid half day each week.

Luke Bosdet, from the motoring organization, said: "For many, the car is a workhorse that gets them to and from work and carries out errands, and that's it."

Perhaps a trip in an older car or convertible could change that. With no other purpose for the drive then to enjoy a burger and fries or an ice cream cone somewhere down the road.



Driving involves actually moving, which this isn't!

SEMA Custom Car Camp

The first-ever SEMA Custom Car Camp was hosted at the SEMA Garage in Diamond Bar, California, from July 18–22. The camp was designed to introduce kids ages 10–13 to the possibilities of the automotive industry and give them hands-on experience in the custom car hobby.

“The car camp demonstrates how you can start with RC cars and use them as a stepping stone to an actual car,” said Nathan Ridnouer, SEMA vice president of councils and membership.

Inspired by another car camp called Nitro X Camp in St. Cloud, Minnesota, the SEMA Board of Directors established the first of its kind here in Southern California. The board hoped to focus on how to infect kids with the car bug. With smartphones, new transportation options and affordability of car ownership serving as deterrents, there has been a perception that fewer young people are discovering a passion for cars. SEMA hoped to diminish that perception with this program.

“Through this summer camp pilot program, we test drive one of many ways that the industry can reach and influence the next generation,” said Ridnouer.

The Custom Car Camp taught campers basic vehicle mechanics by giving them a chance to assemble and disassemble Traxxas RC cars. Campers saw the possibilities of 3D printing, as SEMA staff engineers and members used CAD software to print out parts the campers designed and customized for their model cars. Students could visualize their ideas in CAD files onscreen.

“[Seeing] the ideas they had and to be able to watch them on a projector, that stuff just blew the kids away,” said lead camp counselor and Nitro X Camp leader Byron Byker.

Teen mentors were available to introduce campers to real-life cars with custom tires and paint jobs.

“The counselors are involved in the industry,” said Ridnouer. “Some have custom cars of their own.” Campers individually customized their RC cars in

preparation for the final race at the end of the week and also took turns using real tools, such as an impact drill, to work on an actual car. The experience truly opened their eyes to the industry as they were encouraged to pursue any budding interests in cars.

“When they go home, they’re watching the cars go by. They’re starting to identify cars, and now they want to go to a race. They go back to school and tell their friends, and it goes from there. One little moment is going to affect them for life,” said Byker.

The Custom Car Camp was developed out of a love for cars and can serve as the backbone to get kids interested in the automotive industry.

“While they may not be at the same level of understanding as some of our members, the kids have the same interest in finding out the impact of any change to the vehicle, which we think is really cool,” said Ridnouer.

The SEMA Custom Car Camp was a successful first run, as it provided a safe and fully equipped space for kids to pursue any ideas they may have had, whether it be designing, constructing or assembling something related to the auto-



The SEMA Custom Car Camp taught campers basic vehicle mechanics by giving them a chance to assemble and disassemble Traxxas RC cars.

motive world.

As Byker said, “There’s never a bad idea, and man, do the kids shine.”

This article was written by Kenalyn Ang on September 1st, 2016 and reproduced from the SEMA website. You may find the original article here

<https://www.sema.org/sema-eneews/2016/35/sema-custom-car-camp-introduces-kids-to-the-industry>

A love for cars, trucks and SUVs is the motivating force behind the Specialty Equipment Market Association (SEMA). This trade association consists of a diverse group of manufacturers, distributors, retailers, publishing companies, auto restorers, street rod builders, restylers, car clubs, race teams and more.

Eastwood Metal Blackening Kit

We've been waiting for a chance to test Eastwood's Metal Blackener on a meaningful project. We've had the solutions for several months and resisted testing them because the only objects we could come up with were some miscellaneous bolts and washers. In our opinion that's not very exciting nor useful, so we waited...

Anyway, the opportunity revealed itself to us recently in the form of our project T-Bird's distributor. The housing is aluminum, of course, and while rebuilding the assembly we polished it to a nice shine. In doing so we removed the two spring-steel clips that hold the distributor cap on. These clips were rusty but otherwise in very good condition and were originally blackened. (Hey! We have a blackening kit!)



We got out the plastic bottles of blackening liquid and sealer and read the instructions (yeah, we sometimes have to read instructions too). The kit includes two bottles of sealer and one of the blackening agent, plus two screw-cap plastic dipping canisters, gloves, goggles and detailed instructions.

The process seemed quite straightforward, so we prepared the clips for blackening. According to instructions the metal pieces must be free from dirt, grease and rust, so we wire-brushed and sanded away the oxides and dirt and cleaned everything up. Next, we washed the clips with distilled water (according to instructions) and dried them with a paper towel, being careful not to touch them with our fingers. Then we dipped each clip into the blackening solution (we made a little holder for them out of a paper clip) and left them in for the required 20-60 seconds.

We didn't feel the need to transfer the solution to the plastic tank, since the pieces were small.



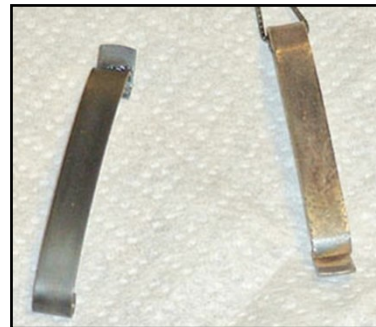
We pulled them out and observed that the solution had deposited a gray-black finish to the metal sur-

face, then rinsed the clips in distilled water. Once rinsed, the clips were immersed in the sealant solution for three minutes. After that we hung them to dry, again following instructions.



After rinsing, the clips were immersed in the sealant solution for three minutes and then hung to dry.

The results are very good! After the clips dried we gently wiped them with a paper towel and saw that the finish turned out to be a low-gloss black, very much like the clips would have looked when new. They give the distributor a nice, finished look and the whole process took less than ten minutes, not counting drying time



Our "SCG Wrench Rating": 5 out of 5

This product works exactly as advertised and requires no special skills. It's perfect for doing parts like our clips. Other applications would be springs, fasteners,

hinges or anything else that "shows" but wouldn't have been plated originally. We can't wait to use it again!

What is it?

For the junior/senior chemists among you, the blackening agent is a mixture of selenious acid, phosphoric acid, copper and nickel. The sealant is composed of Stoddard Solvent (whatever that is) and barium compound. These materials are obviously toxic and/or caustic and the instructions provide lots of detail about safety.

This article was reproduced with permission from Second Chance Garage. The original article can be found at

www.secondchancegarage.com/public/271.cfm

Sizzlin' Summer Hot Rod & Car Show 2016

At the beginning of the year, it did not look too good for our annual car show. When Hagen Foods declared bankruptcy in February, we lost our venue for the show. Fortunately the managers of Hagen and Fred Meyer in Oregon City knew each other and helped us move the show to an empty section of parking lot at Fred Meyer. Still, we didn't know how this was going to affect the show. Quick changes to the flyers that were going to be handed out at various shows may have helped overcome the original advertisements that were put in place late last year.

Well, the folks that preregistered actually went up! Over a dozen let us know they would be coming which was a good indicator.



Mark, Joe and Eric take a break for lunch



Some of the 80+ vehicles at the



The Beemer's took Best of Show with their 1955 Ford F-100 Panel Truck

Many of the club members came out early in the morning on the 6th to help set up and start parking the early bird folks that always want to be there before a show starts. By 9am, the coverings were up, the traffic flow into the show area was established and we started taking folks in.

By noon there were around eighty cars there along with a dozen or so club cars. We even took in two new members because of the show!

There were some problems because of a new area that we have not worked in before. But overall, it looked like folks had a great time and they are looking forward to seeing us again next year.

Between our raffle items, donations and entry fees, we were able to take Make-A-Wish Oregon checks totaling \$1600!

We'll be setting up the planning for next years show in January, so consider helping out soon!

Calendar of Events

Club Meetings

- **Sept 25th (Sun)**, NWVTC End of Summer Picnic 10-2, Details on back page

VTCI Events

vintagethunderbirdclub.net/events.htm

- No events scheduled for the remainder of 2016 at this time

ITC Events

intl-thunderbirdclub.com/index.html

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

Car Shows and Events

- **Sept 3rd-4th (Sat-Sun)** Columbia River Classic, Portland, OR.
Further information at sovrenracing.org
- **Sept 17th (Sat)** International Model A Day & Cruise at the WAAAM, Hood River, OR
Further information at <http://wscommunitypartners.org/event/international-model-a-day-at-waaam/>
- **Sept 17th (Sat)** Rollin' Oldies Fifties in the Fall Car Show, Lebanon, OR
Further information at rollinoldies.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. 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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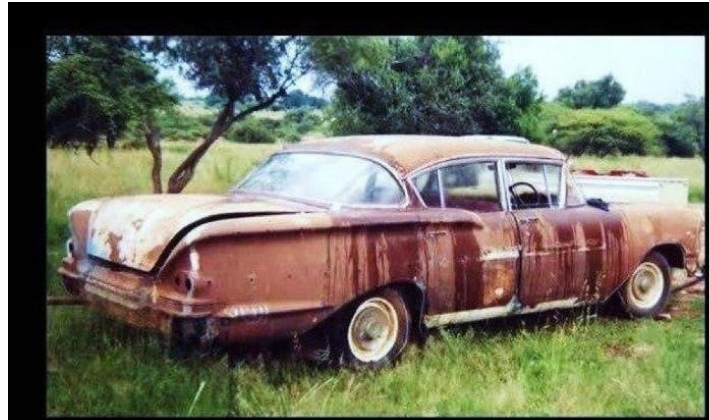
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Treasurer Vicky Wimsatt

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Find us on the web at
www.nwtbirds.org



PROJECT CARS

Because clean fingernails, free weekends, intact knuckles and financial stability are totally overrated.

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

The end of summer has arrived and with it will be the Club's last outing. We'll be gathering at Matt and Tammy Truax's house on Sunday September 25th at 10:00 am for coffee, juice, donuts and hopefully a group shot with all the Thunderbirds.

Then, Matt has scheduled us to see a local gentleman's private collection that is not far from his house.

After touring the collection, there is an area there to picnic. The club will host the main course but we'll be asking members to bring a dish to pass. More details will follow soon.

Passing Lane

fun and funny stuff from the road



Shops with a sense of humor

