



Thunderbird Flyer

Newsletter of the Northwest Vintage Thunderbird Club

VOLUME 37, ISSUE 10

OCTOBER, 2016



SPECIAL POINTS OF INTEREST:

- The club will be hosting more cruises next year. Look for a schedule in January.
- The club also needs help during events, opportunities will be coming soon.

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Part of Something Bigger

Too many writers starting too many articles tell you about what the weather is doing as they are writing their story. I have always disliked that kind of introduction. Similar to two people that *kind of* know each other but don't really *know* each other, talk of the weather is a neutral subject and something to break the awkward silence.

Unfortunately, I have to join their ranks today.

For, you see, the rain is coming down and it is dark at an hour that was, up until a few weeks ago, still filled with sunlight. Fall is here definitely here.

But I write this shortly after the club has had their end of summer picnic. Now usually, I would have a recap of the event inside the newsletter with what happened. I could tell you that it was a sunny but cool Sunday morning. I could list all the members that attended the short meeting that we had to discuss some club business. I could describe the wonderful setting in the newly refurbished back yard at Matt and Tammy Truax's house. And how I climbed up onto the roof for a nice shot of the eleven members Thunderbirds that were there (and one Mercury that slipped in there somehow!). Sure, I could do all that.

But what I want to tell you is how I felt being part of this group.

Eleven years ago, I showed up at the Clackamas Elmer's Restaurant on a Tuesday evening. I had recently pulled a heap of a car into my garage and suddenly realized that even though I had changed the oil in all of my daily drivers, I had no idea of how to restore a Thunderbird. I was a little nervous walking into the restaurant since I didn't know what to expect. I thought I would be quickly dismissed as a Thunderbird wannabe.

How wrong I was.

The club members welcomed me and wanted to know all about what I wanted to do. They opened themselves to my questions and made time to assist me with my project. Parts, tools and experience were shared as quickly as I had to ask. I could not have gotten my Thunderbird to the condition it was in without the members of this club.

So, with one eye closed and precariously balanced on Matt and Tammy's roof, I wasn't just looking at a group of Thunderbirds. I was looking at a group of folks that I am honored to call friends. Friends that I hope will last long after any Thunderbird may last.

Now some friends I know well, some I have only recently met. And to you members that have been part of the club for a year or so but I have not met yet, I encourage you to come out and introduce yourselves to me and the other members. Try on the club and see if it fits. I tell you it does not matter if you have any kind of mechanical skills or what condition your Thunderbird is in, I think you will find a great bunch of folks that will be happy to meet you!

It's all part of being something bigger!

Tom

P.S. You may have noticed that the NWVTC is a member chapter of the Vintage Thunderbird Club and International Thunderbird Club. These clubs offer technical forums and information on your Thunderbird as well as meetings, conventions and club magazines for the social aspect of associating with other Thunderbirder's.

Though not a requirement to join the local club, I always encourage you to look into membership with one of the international clubs. They are a way to be a part of something bigger also. Please contact me with any questions you may have.



You Blink, You Pay

A once-fictional technology seemingly used by the likes of James Bond might soon be a feature in a car near you. Biometrics, which refer to the “measurement and analysis of unique physical or behavioral characteristics,” like voice patterns, fingerprints, brainwaves, and retina scanning, may soon be used to monitor driver behavior and even help determine car insurance rates.

New developments in biometrics seek to mirror what usage-based insurance monitoring devices—sometimes called telematics—are already doing, but in increasingly sophisticated ways.

Jaguar Land Rover has done research with monitoring a driver’s brainwaves through a car’s steering wheel to assess his or her level of attention. Now, both automobile manufacturers and insurance companies alike have been filing for monitoring device patents at a furious pace. While most devices are still theoretical (and certainly by no means mainstream), biometric devices and cameras in vehicles could spell big changes for driving—and insurance—as we know them.

Ford recently opened an Automotive Wearables Experience Lab in its Research and Innovation Center, reports Mobile ID World. The automaker’s plan is to use input from wearable devices (like watches) to enhance driver safety by tracking biometrics related to alertness and calibrating its semi-autonomous driving system, says Mobile ID World.

State Farm recently filed four patent applications with the U.S. Patent Office for technologies that would allow the insurance company to monitor its drivers in real time, reports CBS News. These technologies go beyond the vehicle sensors currently used for programs like Progressive’s Snapshot. In fact, the devices State Farm appears to be developing seem downright futuristic. State Farm plans to develop technologies including:

- Optical sensors to monitor eye movement and blinking
- Biometric sensors to record skin conductivity (sweating) and heart rate
- A microphone to record voice modulation (like shouting at other drivers or even cursing to yourself)
- Recording of “gaze direction”

- Infrared and ultrasound sensors

- “Haptic” devices —similar to a Fitbit—to be worn by the drivers

Allstate, for their part, recently received patents for devices that could allow the company to monitor their customers’ vehicles for distractions, monitor what’s going on outside of the car, and collect health data from drivers, reports WTTW Chicago Public Media, and they may even begin selling this customer data in a bid to increase revenue, reports Bloomberg Business. An Allstate spokesperson argued that the company’s plans don’t differ from practices of companies like Google, who also collects and sells its customers’ data. If that makes you uneasy, you’re not alone, but Allstate Chairman and Chief Executive Officer Tom Wilson argues that in reality, if the discount is big enough, past experience predicts that customers won’t actually mind that much.

CBS News reports that many doctors and psychologists don’t believe biometrics like facial tics, high blood pressure, and other unique physical characteristics should be used against drivers for things like increased insurance premiums. Traveling on the road is a highly personalized experience, and while we could all stand to drive more safely, some objectively negative and aggressive behaviors, like cursing at another driver, might actually release tension and make someone less likely to engage in road rage, argues CBS News.

Insurance companies take the stance that because current usage-based monitoring devices encourage safer driving habits—like not driving too fast, not driving during early morning hours (the most dangerous time to be on the road is between 12 a.m. and 5 a.m.), and maintaining a safe following distance (and thereby avoiding hard braking), more sophisticated biometric devices will increase safety even more.

Of course money is a factor, too. Auto insurance is a competitive business with thin margins, and as it’s relatively easy for customers to switch insurers, each company must both beat competitors’ prices by maximizing profits and trying to reduce their risk of payouts. Don Griffin, vice president of Property Casualty Insurers Association of America, told WTTW: “The whole idea behind [monitoring devices] is to get the consumer a better price,” said Grif-

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[Ford’s] plan is to use input from wearable devices (like watches) to enhance driver safety by tracking biometrics...

Elvira's Macabre Mobile

You may not recognize her as Cassandra Peterson but anyone even remotely familiar with Halloween or horror films knows Peterson better in the guise of her sexy alter-ego Elvira, Mistress of the Dark. It's only fitting that the living legend would own an equally sexy ride - what she calls her macabre mobile - a tricked out 1959 Thunderbird convertible she can't imagine life without. Currently the car of her dreams is on exhibit at the Peterson Automotive Museum in Hollywood, where Auto World News caught up with Elvira - er, Peterson - to get the lowdown on her wheels.



For the uninitiated, the Mistress of the Dark got her start in the early 80's, hosting the Movie Macabre television in full Elvira getup. Elvira, along with her ample cleavage thigh-high slit dress, caught the attention of viewers and it wasn't long before she was cast in her own movie, "Elvira, Mistress of the Dark."

By the time the film got green lit, the character was almost fully formed - except that the queen needed a cool car, something that was a natural extension of the character like the Batmobile was to Batman.



"I must have looked at every kind of car, thinking 'What would Elvira drive?' I was walking down Melrose Avenue in Los Angeles one day and I saw this incredible car, black, a '59. I was like, 'Oh my god,' that's it!" Peterson says.

She didn't know it at the moment but Peterson had set her sights on an American classic - a 1959 Ford Thunderbird. The next day she went to the film's prop masters and asked them to find a black 1959 Ford Thunderbird. They found a hard top that didn't even run, but decided to tow the car for the film instead of driving it. They chopped the top off to turn it into a convertible, painted it raven black and then added a ton of custom chrome accessories to give it a Vampire feel.

Peterson was crushed when she couldn't keep the T-Bird after filming. It was just a case of not having a place to store it. So she put the Macabre Mobile up for auction where it was purchased by rock-and-roll photographer Lynn Goldsmith. But Peterson never got over losing it.

Ironically enough, the Thunderbird drove back into her life ten

years later when Goldsmith moved to New York, a city where she no longer needed a car. When Peterson bought it back, it was a disaster. The car had been left out in the rain without the top on and it was in general disrepair.

"We got the car and took it to George Barris - the creator of the original Batmobile - who has worked on or designed basically every famous movie car," Peterson said, "Then - \$35,000 later - it was all back together again."

Barris and his team really made the T-Bird shine and sculpted it into a car befitting the Mistress of the Dark. They added in an Elvira bat hood ornament, a spider web grill and skull-and-crossbones hubcaps. About 12 years after Barris first worked on the car, Peterson had the car spruced up by Danny Koker of television's "Counting Cars."

This time Peterson wanted to concentrate on the interior, so Koker installed a leopard print interior and decked out the trunk. At Peterson's request, Koker and his design team made it look like a coffin, complete with plush red velvet tufting.

"We really did a lot of work to the car and then I had it in my garage for many, many years. I drove it every week or so to keep it running and then we finally put it in the Peterson Automotive Museum in Hollywood," she said of the classic car, which will remain in the museum for a while before she reclaims it.



"The whole thing is shaped like a spider web with a big spider on it on one side. So I

think that is one of the coolest parts of the car," she said. "The hub caps are pretty awesome too. I also really like the trunk because if I am around it I can just lay down and take a nap in there, it's fantastic!"

Even though Elvira's 1959 Thunderbird is resting in a museum in Los Angeles, Peterson said it will not stay there forever.

"The battery has been disconnected and all the fuel has been taken out, basically everything that you need to do to keep a car inside a building, Peterson said. "I plan to get it back at some point and then it will be drivable."

"But I'll let the fans enjoy it for a while longer," she said with a smile.

This article was written by Kaitlin Thorpe and appeared on the Auto World News website on October 27, 2015. The original article along with more pictures can be viewed by [clicking here](#).

Expensive Brake Fluid

The folks at Master Power Brakes produce drum to disc brake conversion for many models of classic cars. They are always ready to help out with brake conversion questions. This article is a reminder that brake fluid needs to be occasionally changed just like other fluids.

Let's be clear up front – if your brake fluid has not been changed in over a year, you are past-due to replace it. Brake fluid is hygroscopic- it naturally absorbs water from humidity present in the air. Therefore, it requires regular maintenance.

This article is meant to help you make an informed choice when you hit the parts store.

A lot of technical innovations in automotive chemicals have been linked to better performance, increased engine or component life or a less toxic, more earth-friendly disposal for spent fluids. Brake fluid – the hydraulic liquid that is used to “push” your brakes when pressure is applied – has similarly gone through evolutionary development.

Very much like engine oil or power steering fluid, there are dozens of brake fluid choices at your local parts store. They carry everything from the store brand DOT 3 fluid costing a buck, to very high end synthetic fluids that may cost twenty dollars per can. Keep in mind, the same rules that apply to selecting engine oil apply to brake fluid: the more expensive option is not always the best option.

Some of the brake fluids available for racing applications might perform well when used in those conditions but might not be right for the street. So, what is the difference between DOT 3, DOT4, DOT5 and most recently DOT5.1?

The US Department of Transportation (that's what the DOT stands for) established specifications defining a number of PROPERTIES to which brake fluid must adhere without defining chemical composition. Those specifications relate to boiling point of the fluid, (both dry and wet) how viscous (flowable) the fluid is, and stability of the fluid at high temperatures among other properties. Succeeding generations of DOT fluid standards have raised the minimum boiling point. By the way, “DRY” designates new, unused brake fluid with 0% water. “WET” fluid as measured for the boiling point standard has absorbed up to 3.7% water.

While we make efforts to keep brake systems impervious and “dry” over time, even a buttoned up brake system with tight seals and new lines absorbs some moisture. The key here is what happens to that moisture after it enters the system.

Absorption of water from humidity over time lowers the boiling point, making it more likely the fluid will boil. Picture summer driving in the city. The constant stop/start in traffic gets your calipers extra hot. This allows the fluid to boil as it reaches hot calipers. Gas or vapor

formed when liquid reaches its boiling point allows the fluid to “compress” making for longer travel when you apply the brakes. Typically, people describe this as having a “soft” brake pedal. In the worst of these situations you may need to “pump” the brakes to have them take action.

The most common brake fluids – DOT 3 fluids are primarily glycol ether; DOT 4 fluids are also glycol ether based, but have borate esters added to increase the boiling points. DOT 5 fluid was manufactured using silicone which does not absorb water.

The point behind creating a silicone based fluid was to avoid water absorption. Unfortunately, as we described in this article cautioning against using DOT 5 Brake Fluid in a new Master Power Brakes' disc brake kit, water still gets into the brake system, pooling or puddling rather than being absorbed into the fluid. That leads to corrosion in the system.

Most folks know they aren't supposed to top off DOT 3 or 4 brake fluids with DOT 5, but don't know why. The answer goes back to the chemistry. Combining even trace amounts of a glycol-based brake fluid with DOT 5 can cause the two incompatible fluids to gel, resulting in poor braking. Converting to DOT 5 also requires thorough flushing and removing ALL traces of the old fluid to avoid seal damage. For all of these reasons, we do not recommend using DOT 5 brake fluid with our brake kits.

Let's review: Brakes get wicked hot especially under extreme conditions. When the calipers (and the fluid reaching them) get hot that fluid can – and will – boil. Boiling produces gas which is more compressible than the fluid leading to soft, spongy brake pedal feel and a longer travel time when applying the brakes. As water enters the over time, hygroscopic brake fluid begins absorbing water from the atmosphere. Brake fluid containing water boils with less heat.

Our recommendation to customers buying our drum to disc brake conversion kit is to go with a high quality DOT 4 fluid such as the Pentosin Super DOT 4 Synthetic fluid. The higher quality fluids offer a chemical makeup that is more resistant to moisture and contain the proper rust inhibitors we need for our classic cars.

Now, to wrap up, let's talk frequency of changing out your old brake fluid. Put it on your once yearly maintenance list and you are likely pretty well covered. A cautionary note here- you should change DOT 4 fluid more frequently than a DOT 3 fluid, because water will be absorbed more quickly in the DOT 4 fluid.

You can reach MPB techs at 800-472-4181

...even a buttoned up brake system with tight seals and new lines absorbs some moisture...

Driving this Winter?

There are some folks that will want to be use their classic car as much as possible. Will you use it when the summer ends and the weather turns nasty? There are items to consider when making this choice so let's look at some of the main ones.



Winter is cold. That might sound obvious but classic cars do not have the same heating and ventilation as modern cars and driving with a misted up windscreen is not much fun.

Winter is also usually wet. Hydraulic or vacuum wipers may handle a summer shower well, but the spray from a passing truck may leave you blinded.

Then there is the damage. You love your classic and you love to keep it polished and looking its best. Every time you take it out in the wet cold winter chances are it will come back dirty. "That's ok", I hear you shout "I will clean it". This gets very old very fast when it's cold and raining and you have to go out and wash road salt off the underside of your car. So what of that road salt? Well it will eat your classic car faster than termites eat a house. It is terrible stuff and gets in every nook and cranny under your pride and joy. If you are driving your old classic car in these conditions you simply must get underneath and rinse it off as often as possible.

So does all this mean you have to tuck your car away wrapped in a blanket all winter? For many yes but it doesn't need to be that way. Using your classic car during the winter is not impossible as long as you take some items into consideration. Here are some ideas on how to winterize your classic car.

Tires You may have gotten away with worn tread on the tires during the summer but tires have to have good tread to remove the snow and rain you'll be driving through. Also check the age of the tire by looking up the date code on the outside of the tire. The actual compound in the rubber degrades over time and although they might look fine they can be very dangerous.



Battery Cold engines take much more effort to get go-

ing and a poor condition battery will leave you stranded somewhere.

Coolant Make sure it has a 1:1 mix of water and antifreeze. It should be flushed once a year anyway so do this maintenance item before the winter comes.

Wiper Blades As mentioned before, the wipers on your classic car may not be able to handle highway traffic spray. Old wiper blades won't make this any better. These are easy and cheap to replace so go ahead and change them.



Windshield washer reservoir You will use a lot of fluid in bad weather trying to keep your windscreen clear. Keep the reservoir filled with fluid that will not freeze and maybe even keep extra fluid in your car.

The Driver Your driving style and skill is just as important as all the other checks. Take your time. Read the conditions and do not travel if it conditions look too bad. Remember, your classic does not have all the modern devices like anti-lock brakes and all-wheel drive like other cars on the road.

Winterizing your classic car is not the only thing you have to do to as bad weather approaches. Your driving habits will have to change also with more time allowed for driving, greater distances between other vehicles and the ability to know when you to stop when conditions are just too bac for man or machine. Your classic car was designed to go through winter conditions when it was new. Taking these things into consideration and you'll be able to keep enjoying it season after season.

This article was adapted from the original 10 Tips for Running a Classic Car During the Winter by Tim Johnson written for the WeAreClassicCars.com website.

NWVTC Meeting Minutes

Attendance: Tom Przedwojewski, Eric Johansson, Vicky Wimsatt, Jim and Paula Goos, Dave and Barbara Coles, Lou and Millie Williams, Chuck Davis and Deb Green, Mike and Yan Connor, Griff Truax, Fred Truax, Tom Maddux, Kevin Seigrist, Mike and Nancy Hinsch, Joe and Paune Engert

Old Business: Tom discussed the proceeds from the summer car show and other contributions to Make-A-Wish Oregon came to a total of \$1600. This money was hand delivered to the Make-A-Wish offices.

The Fred Meyer store that offered their lot for the summer show will be building a new gas station in that area. Tom informed the club that Fred Meyer has not provided a time frame when this will happen. Consequently, yet another venue area was presented for the show in 2017. Tom and Eric looked at the O'Reilly's lot across the street from the Fred Meyer store. This will be looked at more by the show committee soon. A decision will be made by October so that the correct location can be submitted to show calendars.

New Business: A suggestion has been made that the club present more cruise events for club members. Tom will approach some of the members to locate members willing to put together short cruises for the Spring and Fall.

Another suggestion was made about the club hosting another International show for the VTCI. This would occur in 2018. Tom recommended that if this is something the club would like to take on that the CTCI and ITC be approached to combine their membership in a wide ranging Thunderbird event. Tom will talk with Ana Johansson about what kind of planning and manpower will be needed to take this on.

The meeting was adjourned to take a large group picture of the Thunderbirds in attendance and to proceed to cruise to Hagen Farms for the club summer picnic.



Next Meeting: 7:00 pm, October 18th, 2016 at Bird Nest, 1091 Willamette Falls Dr, West Linn, OR 97608.



The NWVTC is a chapter club of both the International Thunderbird Club and the Vintage Thunderbird Club International. Membership in one of the international clubs is highly recommended. Both clubs provide a bi-monthly magazine full of material of interest to Thunderbird owners. The website address can be found on the next page where you will find more information about each club.



Calendar of Events

Club Meetings

- **October 18th (Tue)** Regular Club Meeting, Bird Nest, West Linn, OR
- **November 15th (Tue)** Regular Club Meeting, Bird Nest, West Linn, OR

VTCl Events

<http://vintagethunderbirdclub.net/events.htm>

- **No Events Scheduled At This Time**

ITC Events

<http://www.iintl-thunderbirdclub.com/index.html>

- **January 27th-29th (Fri-Sun)** The Classic Auto Show, Los Angeles, CA

Car Shows and Events

- **October 14th-15th (Fri-Sat)** PIR Fall Auto Swap Meet, Portland, OR
Further information at portlandraceway.com
- **November 19th (Sat)** Albany Swap Meet Enduring A's, Albany, OR
Further information at 541-928-1218
- **December 3rd (Sat)** 25th Annual Santa Cruise-In and Breakfast, Stayton, OR
Further information at stros.biz

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.



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

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fin. "Get them to pay what they think they should for the risk that they present to the insurance company."

Insurance experts predict that within four to six years monitoring devices will be all but mandatory, and those opting out will have to pay a premium. The director of insurance for the Consumer Federation of America, J Robert Hunter, told me (writing for Edmunds) that he believes tracking drivers' behavior behind the wheel will lead to safer driving habits, but customers should ensure they know exactly what data the insurer is collecting at all times, and how it's being used.

But while usage-based insurance programs are available through auto insurers now on a voluntary basis, automakers and insurers developing biometric technologies have only just begun.

Julia Eddington is a writer living in New York City. She's written hundreds of articles about the auto industry, from demystifying car insurance to exploring the latest vehicle technologies. This article has been edited for space. The original article can be found here.

quoted.thezebra.com/2813/biometrics-in-insurance/

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

Our next meeting will be at Bird nest on October 18th, 2017 at 7:00 pm.

We'll have food available around 6:30 for those who would like to come early.

Look for an agenda to come out before the meeting.

See you there!

Passing Lane

fun and funny stuff from the road

**John dear,
what are you
weeping
about?**



**I--I--just looked through
this auto supplies cata-
logue and find there are
2,500 accessories our car
hasn't got."**

From a book entitled *Automobile Jokes, Jestes and Joshes*, originally printed in 1913!