



# Thunderbird Flyer

Newsletter of the Northwest Vintage Thunderbird Club

VOLUME 37, ISSUE 11

NOVEMBER, 2016



## SPECIAL POINTS OF INTEREST:

- **Club Christmas party coming up on December 4th. Invitations in the mail soon!**

## INSIDE THIS ISSUE:

- Increasing Ethanol in Gas** 2
- An Attempt at Storytelling** 3
- Vintage Cars- Asset and Hobby** 4
- National Historic Vehicle Register Act** 5
- NWVTC Meeting Minutes** 6
- Calendar of Events** 7
- Passing Lane** 8

## Politics As Usual

**Four years ago I wrote this editorial before the 2012 elections. I still think it is appropriate today.**

**B**eing that the club membership is made up of Oregon and Washington citizens it is a good bet that you have already mailed in your ballot. Now all you can do is sit back, wait for November 6th to end and wave good bye to all those political ads. I am not going to miss those things! Maybe it's just an aging thing, but I seems like the political landscape just keeps getting more partisan each election cycle. Democrat and Republican, conservative and liberal, big versus limited government, there is an unending list of ways you can find yourself categorized in this country.

Fortunately, I don't seem to find that when a bunch of car folks get together. Okay, I'll give you the eternal Ford versus Chevy controversy (let's not even get into those Edsel folks!), but for the most part a car guy or gal gets along with most any other car guy or gal.

When I see a restored vehicle or custom rod pull up in the diner parking lot I'll go over to look. If the owner is close by I'll introduce myself and a conversation starts. Usually I feel the need to qualify myself to him or her by stating that I have a couple of Thunderbirds that I am restoring. Not sure if that is necessary but it sometimes opens them up to show off some of the finer details of their car. Neither of us knows the others political, sociological, or religious feelings and quite frankly it doesn't matter. All that matters is that mass of metal in front of us called a car.

We don't discuss how a levy is going to affect our bottom lines. Nope. Instead they will tell me how the engine is bored "six hundreds over"

and the glass pack they installed makes it sound really mean. I'll admire the custom made spoiler instead of debating a controversial ballot measure. Maybe we'll discuss meeting at an up-coming show rather than finding out that we would be going to vastly different political rallies.

I don't think you'll find "partisanship" over headers, spoilers or ghost flames. Maybe you might think that a great paint job was wasted on an Oldsmobile Toronado but are you going to write a commentary about the waste of taxpayer money (okay it was his own money but he is a taxpayer right!)

So, I'm not really interested in who or what you vote for. That is up to each of you to decide. But if you want to talk to me about what you are doing to your old or classic car I'm all ears.

And if my ballot slips out of the "Drive" magazine, Eastwood catalog or NAPA receipts feel free to look. I don't have anything to hide. Like my cars I'm going old school.

I'm going with Pat Paulson.

*Tom*



# Increasing Ethanol in Gas?

A recent proposal from the Environmental Protection Agency (EPA) would have the agency reclassify different ethanol blends in gasoline to find more widespread use in the U.S. As an owner of vehicles that don't play well with ethanol blended fuel, I am always interested in what direction this fuel is going. Personally, I have taken steps to alleviate problems that others have experienced when using ethanol blended gasoline: overhauling the engine, replacing older rubber fuel lines and using pure gasoline whenever possible. I understand the problems that ethanol can cause when used in older vehicles, lawn and farm equipment and marine engines and fuel tanks. Several articles have been put in this newsletter in the past to inform you about these problems.

So it was with morbid curiosity that I clicked on the link to this 374-page proposal. What new way will the EPA devise to stop me from enjoying driving my 1960's Thunderbird? And you know what I found? I think I'll be able to keep driving my car.

A function of the EPA has been to maintain air quality. Automotive emissions are a big concern so EPA has been working with automotive manufacturers and gasoline producers for years. Currently the blending of ethanol is a topic of great interest in users of gasoline. The addition of ethanol to gasoline in certain proportions has created the practice of naming these fuels by their blend; E10 means that 10% of the gasoline coming out of a pump is ethanol, E85 is 85% ethanol to 15% gasoline. E10 is pretty much everywhere and every vehicle produced since 2001 can use this fuel without any adverse effects. The difficulty occurs when vehicles made before 2001, those not designed to have this ethanol in them, use E10 regularly. But as this blended gasoline became the only option available at more and more gas stations, people felt this was being forced on them. When problems occurred associated with ethanol they complained. Oh, by the way, Portland was the first city in the U.S. in 2007 to mandate that E10 be the only fuel sold within city limits.

The EPA now says that they can't meet their congressionally mandated volumes of ethanol because of limited acceptance of stations to blend higher levels of ethanol into gasoline. The EPA proposes that an E15 replace the E10 fuel which most cars produced since 2011 can handle. The uproar from the classic car folks is that if E10 was bad for our cars now, then E15 is going to be worse. I would agree with this.

Hundreds of opinions, for and against ethanol blended fuel are out there. I am sure that you have your own. The fact is

though, that you and I own vehicles that were not designed to run on this fuel. We have really cool pieces of history. Obsolete and outdated yeah but, old technology. I don't think we have a right to complain that we are being left out. I am sure that folks that purchased vacuum tube electronics or Betamax movies were upset when new technology made their investment obsolete. They were probably even madder when parts to repair their investments were no longer made.

This doesn't mean it is time to get rid of our cars though!

You can still obtain ethanol free gas at over 11,000 stations across the country. The locations can be found on a web site called Pure-Gas.org. They even have a mobile app so you can use it on the road. Members of this and other auto clubs have made changes in their cars fuel system to limit or eliminate the effect ethanol creates. They can provide advice about what



fuel system parts can be affected by ethanol, where to get the parts or how to change them. Feel free to ask around. Very seldom have I found that I was the first person to experience a problem. Usually it has occurred before so the answer is out there.

As I read the EPA proposal, I guess my mind changed on ethanol. Is it the liquid evil that I have considered it to be? In the Thunderbird, yes. But in my late model daily driver, absolutely not. Is it another conspiratorial plot; decreasing the national food supply while lining the pockets of Big Farming and their lobbyists? Maybe....but that is not the impression I got reading this proposal. I would suggest that you read through it since it discusses the use of higher blends of ethanol and new areas to obtain raw materials so that corn use is reduced (some materials being investigated are grown right here in the Pacific Northwest!).

Everything is created for a purpose. Use it in another way and the results may not be what you like.

**Tom Przedwojewski writes from Washington State where his old cars still enjoy a diet of ethanol free 92 octane gasoline. For now. See the EPA proposal at**

<https://www.epa.gov/renewable-fuel-standard-program/proposed-renewables-enhancement-and-growth-support-regs-rule>

# An Attempt at Storytelling

*I always enjoyed listening to Paul Harvey's "And now you know ... the rest of the story" stories. I was saddened when he passed away a few years ago, realizing that these stories would be no more. While researching information for this story though, I kept hearing Mr. Harvey's voice coming through the words that I was typing. So I put it in his old storytelling format. I hope I have stayed close enough to his form so that you too will hear his voice in this story.*

The War of 1812, the second conflict between England and the United States, was over. For three years the newly established United States military had battled against England, its North American colonies (or what is Canada today) and Indian allies. This time though both countries were anxious to start peaceful relations. With this peace, the English abandoned an Indian Midwest buffer state that they had planned to restrict American movement westward. Federal surveyors moved about in this new part of America, now called the Territory of Michigan.

What they saw didn't impress them. The retreat of glaciers many centuries before had left millions of acres of swamp and marshland. Impassable for much of the year, they deemed the land as uninhabitable. Settlers moving westward kept moving onward to Illinois and Missouri where better farmland was known to exist.

But when Alonzo Sibley stepped off a sidewheel steamer coming from New York to the Michigan Territory, he must have seen something better in that marshy land. Alonzo was twenty years old in 1831 when he settled on eighty acres in what is today the southeast part of the State of Michigan. President Andrew Jackson signed the deed for the land, purchased for \$100. Alonzo continued to increase his acreage over the next several years, eventually growing to 350 acres.

As time went on, Alonzo married, had a family and became a successful farmer. He was also a philanthropist who donated land for the local church and cemetery. He was active in that church and the community that was developing around his land. Alonzo would hold several offices such as justice of the peace, county assessor and highway commissioner. With such prominence in the locale it is easy to see why the community that developed around his land would eventually take on the name of Sibley's Corner.

A year later, in 1832, Ahijah and Lucy found themselves in Sibley's Corner, eventually building their home and farm there. Ahijah would be involved in the community, working on the association that administered the cemetery that Alonzo Sibley had donated. And a son born to them there would be named Willard.

Willard was raised in Sibley's Corner and prospered. As an adult, Willard would be widely recognized as a breeder of short

horn cattle. But more than his success with his cattle, he envisioned Sibley's Corner as a hub of commerce. Willard would partner with Alonzo Sibley's son, Judson, to create a grain, produce and lumber business. This association would build a large mill and storage depot in 1871 that took advantage of the resources in and around Sibley's Corner. They soon came to realize that a better way to move these products had to be obtained. Willard granted a right of way through his family property to the Holly, Wayne and Monroe Railroad. By 1883 a junction was created when the Michigan Airline Railroad laid track through the now bustling station. Willard's vision had put the town on the map.

With so much activity going on in his life, it would not be hard to imagine folks seeing Willard busily moving from one concern to another in town. Even around 10 pm on Christmas Eve of 1901, Willard was driving his horse and wagon through town. Whether it was thoughts of festivities for the holiday or business matters that would not wait that were on his mind that evening we'll never know. For as he was crossing the tracks by the station that was now bore the family name, a fast moving express train struck both driver and horse, throwing them sixty feet from the tracks, killing them instantly.

The town was taken aback. It was a hard blow to lose the person who had contributed so much in taking this undesired Southeast Michigan swampland to the area of commerce it was now. Because, by the time of Willard's death, the town was no longer known after its founding citizen, Alonzo Sibley.

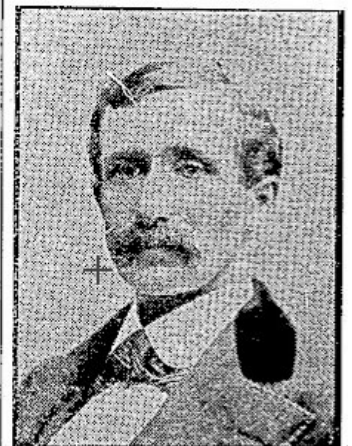
You see, there would never be a Sibley's Corner stop on a railroad timetable. No, the name placed on the station would be that of the man that had marketed the lumber and produce of Michigan, the man that had raised cattle that was known throughout the country, the man that established local businesses and brought the railroads to the community. The name placed on the station that would eventually become the town and, in the 20th century, become synonymous with the cars that we own and a few other ones.

And the name emblazoned on that station?

"WIXOM".

And now you know....the rest of the story!

*This picture of Willard accompanied his obituary in the December 28th, 1901 edition of The Milford Times from Milford, MI*



Story by Thomas Przedwojewski

# Vintage Cars-Asset and Hobby

*The author of this article, Gavin Valle, wrote this special to CNBC.com.*

**T**here's an unusual market in the throes of a raging bull run — one that's not afraid of Federal Reserve rate hikes.

Autumn normally sees a rush of new cars sales, as dealers look to shed current inventory to make room for next year's models. With that in mind, vintage automobiles have emerged as a highly profitable asset class, yielding 8 percent on an annualized basis in the second quarter of this year, according to the Knight Frank Luxury Investment Index, which closely tracks so-called "passion" investments.

It's a hot market indeed: Data from the Historic Automobile Group International show rare collectible cars have actually outperformed the S&P 500 Index by nearly eight times from 2005 to 2015. Last year, total classic car sales in North America topped \$1.45 billion, according to the Hagerty Group, which sells classic car insurance.

Experts have mixed feelings about whether cars are a legitimate investment. Yet judging by the enthusiastic buying at vintage auctions like Barrett-Jackson — which moved more than \$32 million in collectibles amid a record number of bidders — and Russo and Steele, the payoff can be sizable for some investors, many of which are baby boomers.



**Everyone is buying everything!**

Tom Rossiter, owner of The Stable, a vintage car dealership in New Jersey, described the market for vintage cars as either feast or famine, and sometimes contingent on economic conditions.

"When the stock market crashed in 1987, the collectible car market went up, and were really busy for the next three years. But after the 2008 [financial crisis], our phones were quiet for almost two years," Rossiter told CNBC in a recent interview. "It got so bad that we asked the phone company to check our lines. After two years, it went up again, and it's been fairly steady ever since."

Boomers grew up in an era when American cars symbolized the vitality of the nation's culture and economy, and foreign car manufacturers like Ferrari were producing some of their most iconic models. Vintage car dealers like Rossiter actively court this crucial market segment.

"Our mainstay customers use to be men in their 30s and 40s, but in the last few years we've sold a lot of cars to older men in their 70s and 80s," Rossiter said, adding that he has a good number of female clients as well.

Hagerty's data show that the most torrid segment of the vintage car market are models constructed from 1980 through the early 2000s, with Porsches, Aston Martins and Ferraris among the most sought-after brands showing double to triple-digit percentage price appreciation. Although boomers are the biggest buyers, younger buyers are gravitating to the market.

"The market is still growing, but at a slower rate than we have witnessed in the past three years," said McKeel Hagerty, CEO of Hagerty.

"The notable exception is rapid growth among younger buyers who have entered the market and are exercising their buying power by spending on the poster cars of their youth," Hagerty said. "A new era of later-model performance cars from instantly recognizable brands have irrefutably proven that the term 'collector car' is not synonymous with 'old car.'"

Passion and aspiration are common traits among vintage car buyers. "For some, that passion represents a chance to recapture their lost youth. As Rossiter describes, "We've had a lot of guys come in here over the years and say, 'I've wanted that car since I was a kid!' The difference is that now they can afford it."

Still, others are enthusiasts whose passion resides in the craftsmanship and joy of owning and driving vintage cars.

Clark Lance, an executive at luxury car maker Lexus, falls into that category.

Lance, who owns vintage brands like a 1964 Lotus Elan and a 1948 MG, inherited his love of cars from his father, who began to buy and race cars after returning home from World War II.

"In the 1950s, there was a resurgence of interest in European sports cars," the New Jersey resident said, "and this fueled the growth of European automakers because the war wiped out the European market, and it hadn't really recovered. So European companies like Ferrari, Porsche, Lotus and Jaguar began to aggressively market and sell cars in the USA."

For some buyers, however, passion also means investing. These buyers may represent a small percentage of actual customers — Rossiter estimated they account for around 10 percent of his customer base — but they can have a sizable influence on the market due to the type and costs of cars they purchase.

*Continued on page 8*

*"Very few people buy vintage cars to stash them away in a vault"*

**Leather likes the heat. Heat opens up the pores in leather and this access to the hide means that cleaning and conditioning will be more effective. So before treating leather put the car in the sun or turn up the heater. When the pores of the leather are open, the cleaning and moisturizing solutions can penetrate deeper into the grain. Take this opportunity to really work these products into the leather. You will enjoy a deeper clean and a rich suppleness that you can see, feel and smell.**

From your friends at Griot's Garage



**188 Michigan**  
(continued)

Turning out more than one car a minute keeps these inspectors on their toes during the final step on an assembly line in Detroit, Michigan.

A. D'Arzino - Detroit Association

Club member Jim Goos was going through an old zip code directory when he saw this picture of Thunderbirds and Lincolns receiving a final inspection.

Last month, some automotive history was made on the U.S. Senate floor when Michigan's Gary Peters detailed the need for federal recognition for America's most historically significant automobiles, much like the protected historic buildings and places recognized by the National Register of Historic Places.

"The history of the automobile is really the history of American innovators, engineers and developers" he said. "This legislation will ensure records of the historic vehicles will be available to inspire the next generation of automotive engineers and celebrate the accomplishments of the automotive industry that continues to be a vital part of our economy in Michigan and across the United States."

If passed, the legislation would federally recognize the National Historic Vehicle Register, which was established by the Historic Vehicle Association in 2014 as a joint program with the Department of Interior. Peters argued the need to build on the efforts already undertaken by the HVA to help document and preserve the legacy of some of our country's most historically significant vehicles. The National Historic Vehicle Register Act would afford the official recognition such work deserves, Peters added.



**Michigan Senator Gary Peters (D-Michigan) introduces the National Historic Vehicle Register Act. If passed, this legislation would officially recognize on the federal level the National Historic Vehicle Register.**

"Few engineering innovations have had the same impact on American society as the automobile, and it is important for us to preserve the stories of vehicles that have played a critical role in American history," he said.

Echoing this sentiment, HVA President Mark Gessler stated that, "Cars, motorcycles and trucks chronicle our past and help us understand who we are, where we have been and where we may be headed, and the Historic Vehicle Association is focused on ensuring this history is carefully preserved for future generations."

<https://www.historicvehicle.org/national-historic-vehicle-register-act-introduced/>

# NWVTC Meeting Minutes

**Attendance:** Tom Przedwojewski, Eric Johansson, Vicky Wimsatt, Matt Truax Griff Truax, Cody Burch, Judson Potter, Joe Engert, Mark Haworth, Steve Wimsatt, Mike Connor, Lyman Houk, Lyle Daugherty,

**Old Business:** The topic of club events for 2017 was brought to the members in attendance. First were small cruise events for the Spring and Fall. Joe Engert and Laura Donaca have offered to put these cruises together. Details will be worked on in the early part of 2017. Second concerned the Summer car show. Tom reported that Fred Meyer had not returned any information as to their plans for the parking lot used for the show in 2016. So he has talked with O'Reilly's in Oregon City and was told that the auto parts store would happily offer to help with the show. Again, details will be worked on in early 2017. Third and final topic was about hosting a VTCI International for 2018. Members in attendance thought that it was a possibility. Tom will send out an email looking to create a show committee of six to seven folks. This group would then develop a plan of event categories and how many members would need to work that category. There should be more on this in the November meeting.

**New Business:** Plans for the club's Christmas Party were discussed with a primary date of December 4th and a backup of the 11th.

Tom showed several videos of how *not* to use a tow strap that were a holdover from a summer article in the newsletter.

The meeting was adjourned around 8:20.

**Next Meeting:** 7:00 pm, November 15th, 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

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

## VTCl Events

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

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

## 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

- **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](http://www.nwtbirds.org)

*Continued from page 4*

"Very few people buy vintage cars to stash them away in a vault," Rossiter said. "Most people want to display them, show them to their friends, and enjoy them." As a result, and depending on the perceived value, some of his cars sell for a hefty profit while others barely break even.

"A car doesn't have to be old to be considered 'vintage,' and it certainly doesn't have to be expensive," he said. "People buy cars for all kinds of reasons. One guy might want a 1955 Ferrari, while the next guy is looking for a 1974 AMC Gremlin, and the price-point between the two is huge. What they have in common is the feeling they give to the buyer. And that's where we come in."

The most desired brands run the gamut, from Mercedes-Benzes, Rolls-Royces and Bentleys, according to Frank Knight figures, and experts say it's largely in the eye of the beholder.

"Owning, buying, even selling vintage cars is a labor of love," Rossiter told CNBC. "And so far, that love has been pretty good for business."

*This article can be viewed in its original form at*

<http://www.cnbc.com/2016/10/21/vintage-cars-double-as-both-asset-class-and-passion-hobby.html>

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

A regular meeting will be held on Tuesday, November 15th at 7:00 pm.  
Location will be Bird Nest at 1091 Willamette Falls Dr., West Linn, OR  
97608

## Passing Lane

fun and funny stuff from the road



*My wife isn't very bright. The other day she was at the store, and just as she was heading for our car, someone stole it! I said, "Did you see the guy that did it?" She said, "No, but I got the license plate."*

**Rodney Dangerfield**