



Thunderbird Flyer

Newsletter of the Northwest Vintage Thunderbird Club

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SPECIAL POINTS OF INTEREST:

- **Summer Picnic and Fall Cruise are coming up! See back page for details.**

INSIDE THIS ISSUE:

- Sizzlin' Summer 2017** 2
- EPS Underestimates E0 Use In 2016** 3
- Grease Is the Word** 4
- Celebrity Thunderbirds** 5
- NWVTC Meeting Minutes** 6
- Calendar of Events** 7
- Passing Lane** 8

People In Glass Houses...

Being on the road a lot, the usual way to stay up on current events is reading **USA Today**. There are four sections in the paper; NEWS, MONEY, SPORTS and LIFE. The LIFE section usually doesn't hold much interest to me since it is usually filled with a bunch of Hollywood stories but I open this section to get the puzzles (great time killer on an airplane!). I don't know what caught my eye as I flipped the pages to find the crossword but I had to stop to read the article that carried this title.

'Final Girls' offers cheap thrills bogged down by rotten writing

How could I pass reading an article with a lead like that!

The book reviewer compliments the story line but then immediately follows with unfavorable comments of the authors writing style. "It's a page-turner" writes the reviewer, "with an intriguing premise, hampered only by bad writing and a general lack of literary merit." The reviewer says Stephen King touts the novel as "the first great thriller of 2017" but then ends his review saying that the book is a "throwaway thriller" and "unsatisfying".

As I continued reading, I wondered how the author would react to this review. I do not know what it takes to have a book published but I expect the time and effort to be substantial. To have your novel dismissed in five-hundred words, to me, seems very disheartening.

But I'll bet you and I have done the same thing more often than we know.

I did it one day when I saw a '64 Thunderbird with a chromed air scoop on the hood. The first thing that came to mind "WHY?!" And that one little item sends me off to the races! The blue paint is not the shade offered in 1964...the engine bay reveals an aftermarket Holley carb and fifty years of spliced wires...The brushed aluminum dash panels are rattle canned an aluminum color...I could go on and on.

The trouble is, unlike the book reviewer, no one had asked for my opinion. If the aforementioned Thunderbird were being judged as a stock restoration or an unmolested survivor vehicle, then the items not-

ed would be appropriate to bring up. But in this case no one had asked me anything. If I had been standing in front of this car with one of you beside me and had started pointing out these things, I would have been in the wrong.

I bring this up because the Thunderbird I mentioned was one that I wrote about many years ago. A father and his (at the time) fifteen year old son wanted to fix this car up and flip it for another more desirable project, similar to some of the shows on television. Trouble is they bit off more than they could handle and I watched as the project languished for some time. I really thought the car would just be sold off or scrapped.

Then, as I said, I see this blue '64 Thunderbird in town. And what do you know, it's their car! The son uses this car as a daily driver. I see him on the road and also posting items on Facebook about where he takes the Thunderbird. Recently, he showed pictures of the driveshaft dropped from the car. But even with that trouble, he had it repaired in time to receive a third place award at the Forest Grove Concourse this year!

We all have that little voice in our heads when we look at cars that says the paint color or the wheels or the interior fabrics or the gargantuan blower is not what we would have done. And that is the point I want to make today. The opinion is ours but the vehicle isn't. Rather than critiquing what I think is wrong, perhaps it would be better to get to know the owner and understand why they did what they did.

The '68 Thunderbird I am working on will be modified. If I ever get this project done, I wonder what kind of comments I'll receive. Good or bad it won't matter because the car will be what I wanted it to be. The only critique that I'll be listening to is my own.

Tom



Sizzlin' Summer 2017

The club's annual car show almost wasn't this year. Seems like we have been having bad luck with the venues we were holding this event. We had been at the North Plains Garlic Festival since 2007 but moved in 2014 because of decreasing attendance. Though we were successful with our new venue host, Haggen Foods in Oregon City, the same couldn't be said about Haggen. They declared bankruptcy two years ago and we lost that venue. The Fred Meyer just down the street came to our rescue but after our show in 2016 we were informed of plans to build a gas station in the show area. The search to host another show began again.

We had settled to host the show at the Oregon City O'Reilly's and plans were being made when a wrench was thrown into the works; a marijuana shop was going to open next to O'Reilly. Make-A-Wish Oregon, which receives the bulk of the monies taken in from our shows, was not happy that their banner would be close to the already existing bar and now a marijuana store. They asked if we could find another location if possible.

This is where club member Blake Boyles comes in. As North Plains City Manager, Blake had approached the club with the idea to host a show in North Plains earlier in the year. Eric and I were apprehensive about returning to the place where the club had not had luck in drawing cars. But, with Blake able to assist in the planning, we decided to give it a try.

On July 1st, the club returned to North Plains, OR. With an abbreviated time frame, club members gave all their time and talents and in the end, created THE best summer car show that this club has put together!

There were over 30 pre-registered vehicles by the day of the show. A dozen club members showed up starting around 6:30 to set up the show and, as usual, folks showed early. By the opening at 9am there were 120 more vehicles added to those pre-registered. As promised, Blake had many items like signage and restroom facilities ready to go. Folks were able to register, grab a bite to eat at the Senior Center and get settled in for a few hours of automotive enjoyment.

Eric Johansson had his group of judges ready to go and they looked at all the vehicles there. Then it was up to Vicky Wimsatt, Stephanie

Boyles and Bob Peters to tally all the sheets and determine the winners. The unique trophies that Chris Truax custom builds for us were handed out to the winners around 2pm.

The show committee met recently to discuss the good and bad things that happened at the show and some ideas are in the works to improve the show next year. Because of the hard work from all the members that assisted that day, we are able to send Make-A-Wish Oregon a \$1126 check this year.

A special "Thank you" to all those members that helped make this show a success but have not been mentioned by name.

Way to go ladies and gentlemen! You have made the club proud!

Tom Przedwojewski



Photos by Steve Wimsatt

Top: The show field held 148 vehicles and filled the whole of Commercial St. and adjoining streets

Below: Trophies and show sponsors



EPA Underestimates E0 Use In 2016...

The Environmental Protection Agency (EPA) continues to underestimate the use of ethanol free fuel, or E0 as reported by Daniel Stroh on the Hemmings News website. In 2015 an estimated 700 million gallons of E0 was sold. That number dropped to 500 million gallons in 2016 but it still exceeded the EPA's estimate of 200 million gallons. A number that they continue to project for use by the marine segment.



Stroh writes that "As it did last year, the EPA attributed 200 million gallons of ethanol-free fuel demand to recreational boaters and either ignored or dismissed ethanol-free demand from owners of older vehicles ill-equipped to run ethanol-blended fuels. Instead, agency officials appeared to explain the persistent non-

boater demand for non-ethanol fuels as a result of increased usage of biodiesel."

The EPA report concerning the Renewable Fuel Standard (RFS) says "We continue to believe that the market is capable of reaching a point wherein all but about 200 million gallons contains some amount of ethanol," according to the proposal. The EPA has pledged to better account for usage of ethanol-free fuel when setting annual ethanol requirements in the future.

The EPA also suggested reducing the overall requirement for ethanol-blended fuels in 2018 to 19.24 billion gallons (about 10.62 percent of the nation's fuel supply) from 2017's 19.28 billion gallons (about 10.7 percent). The 2018 proposal calls for maintaining the 15 billion gallons of conventional corn-based ethanol from the 2017 standards, so the reduction would come entirely from advanced biofuels, including cellulosic biofuels.

EPA will finalize the estimates for 2018 by November 30, 2017.

At least three bills at the federal level aim to limit the amount of ethanol in gasoline to 10 percent or eliminate the Renewable Fuel Standard altogether. All three remain in committee.



...While Court Rejects EPA's Decisions

The Court of Appeals for the District of Columbia ruled on July 28th, 2017 that the EPA was in error when the agency waived some biofuel blending requirements set by Congress in the Renewable Fuel Standard (RFS) law. In 2015, EPA required refiners to blend 18.11 billion gallons of biofuels for 2016. This amount was below the goal set by Congress. EPA said the waiver was based on demand pressures which limited their ability to increase renewable fuel levels as quickly as the law required.

The court ruled that the EPA wasn't allowed to make that determination. They said "We hold that the 'inadequate domestic supply' provision authorizes EPA to consider supply-side factors affecting the volume of renewable fuel that is available to refiners, blenders, and importers to meet the statutory volume requirements. It does not allow EPA to consider the volume of renewable fuel that is available to ultimate consumers or the demand-side constraints that affect the consumption of renewable fuel by consumers."

,Renewable Fuels Association President Bob Dinneen said "We are still reviewing the decision, but the fact the court has affirmed our position that EPA abused its general waiver authority by including factors such as demand and infrastructure in a waiver intended to be based solely on available supply is a great victory for consumers and the RFS program."

The American Petroleum Institute Downstream Group Director Frank Macchirola said "The outdated goals of the ethanol mandate have led to implementation challenges for EPA and the refining industry." The group has asked that Congress "revisit and significantly reform the broken RFS program."

Grease Is the Word



In the song “Grease”, Frankie Valli sings that “There ain’t no danger we can go to far”. Although I doubt he was referring to the paste-like substance shown to the left, grease is necessary to keep your car moving far down the road. Without lubrication from grease, machine parts begin to move against each other creating wear and excessive heat. People have realized that moving parts needed lubrication since the invention of the wheel and axle. There are accounts of Swedes using the slime of the black slug on wooden axles in the 19th century. Up until the 1970’s, oil from Sperm whales was the best lubrication for automotive transmissions. Today, the lubricating greases you find on the automotive shelf are petroleum based products. But did you know there are several types of grease? Not knowing what the types are or how they are used could be no better than if you had used some ground up slugs.

At its heart, grease is oil. If oil was applied to moving parts though, the movement of those parts would quickly throw off the oil and lose lubrication. So, oil is mixed with other stuff like soaps (thickens the oil to make a semi-solid and gives it some water resistance) and additives like graphite (for high pressure applications) and copper (provides corrosion protection) for specific applications.

The National Lubricating Grease Institute (NLGI) developed a standard classification for lubricants in 1987. Lettering on a product will provide guidance on what the grease is best suited for. An “L” designates a “Chassis” application with an “A” or “B” following indicating whether it is for mild or severe duty. A “G” designates use on wheel bearings which could be followed by an “A”, “B”, or “C” indicating either mild, moderate or severe duty respectively.

While these letter combinations are the best way to determine what applications a grease should be used for, you may also find some other indicators used to describe grease.

The viscosity of the grease can be graded from 000 to 6, where 000 is the softest (almost liquid-like) to 6 (like firm cheese). Most grease used in automotive applications is rated at 2 which gives it a consistency of peanut butter at room temperature.

Automotive greases labeled Multi Purpose (MP) are typically lithium based and have higher drop points, good resistance to water washout and provide excellent protection against rusting and corrosion. MP greases can be applied to water pumps, wheel bearings (on vehicles with drum brakes), chassis fittings or universal joints. Calcium-sulfonate MP greases perform much better than lithium ones but are more expensive and less easy to use (hard to pump).

Extreme Pressure (EP) grease maintains its lubricating properties under high pressure or shear forces. Additional materials like graphite or molybdenum disulfide are combined to the grease that bond onto the metal surfaces and provide another barrier to part on part contact. This type of grease is ideal for wheel bearings since they experience high temps and high forces. In most cases an EP grease may be used where MP grease is called for but not vice-versa.

A specialty grease used in automotive applications is known as “anti-seize” and is used where corrosion could prevent components disassembly later in their service life. These greases have an extra element of copper added. Use of this grease reduces the chance of electrolytic corrosion that literally binds different metals that come into contact.

Finally, it is a good practice when lubricating parts to remove all traces of old grease on the part(s). Mixing old and new or different types of grease may cause undesirable reactions between the additives. The grease



The letters at the bottom of this NLGI label indicate that this grease is for severe duty chassis and wheel bearing applications

may break down and fall apart. The grease loses its ability to stay where it is needed and do its job. So remember to clean those parts and remove as much of the old grease as possible.

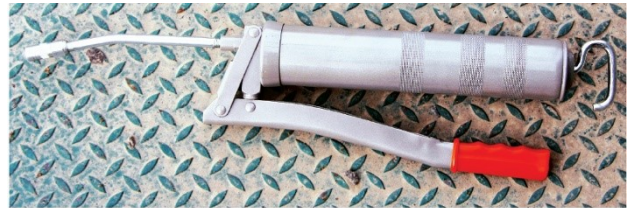


Mixing different types of grease caused this bearing to lose the lubricant and fail from excessive heat build-up from friction.

By Tom Przedwojewski

Don't Try This At Home!

Material in this newsletter is usually kept at a "G" rating but I couldn't leave this weird story out. While I was searching for information about grease I came across this story in the English medical journal PMC from 2002. They reported on a case concerning a 31 year old male who injected his penis with a high pressure grease gun in an attempt to expand its girth. Needless to say it did not go well as the man expected; he suffered erectile dysfunction and physical deformities. **AFTER SEVEN YEARS (editors emphasis) he sought medical attention to have the problem corrected!** Doctors were able to surgically remove the hardened globs of grease that were in his penis over three operations.



How this simple tool can make all the difference – if handled correctly.

The journal goes on to report that although other accidental injections with high pressure grease guns have occurred (usually to the hands), no other incident of this type had ever been reported. Please guys, don't be number 2!

Celebrity Thunderbirds



Frank Sinatra was a "car guy" and his Thunderbird has been shown in this section in a past issue. Sinatra passed along his automotive admiration to his daughter Nancy also. As a birthday present for her 17th birthday she received a 1957 Thunderbird. She would keep this car for several decades, adding some custom and performance items and giving it a role in one of her television appearances.

Originally finished in Dusk Rose, Nancy's T-Bird was later repainted in Candy Apple Red. Performance enhancements included oversize tires on American mag wheels, traction bars, a four-speed transmission and a McCulloch supercharger. She says "I took great pleasure in beating Corvettes away from red lights in my innocent looking little T-Bird. Eat my dust!"

In 1967, Nancy Sinatra received a one-of-kind "Pink Mist" Pontiac Firebird, specially built for a tv special titled *Movin' With Nancy* (<https://youtu.be/PI3iP4-srms>). Because of sponsor conflicts, the Firebird could not be used and her Thunderbird is used throughout the program. She comment about the picture to the right that..."As it turned out, I was not permitted to use (the Pontiac) because it was a current product and they were not sponsoring the show. So that beautiful car sits in my garage as I walk to my '57 T-Bird in the first scene."



Photos courtesy of nancysinatra.com website

Famed customizer George Barris recalls in 1970..."Her husband, Hugh (Lambert), brought her '57 Thunderbird to us for a Lincoln V-8 transplant, along with a customization and repainting...We shaved some of the trim, reshaped the wheel openings, and added a set of Ansen Slot Mag wheels and repainted the T-Bird a bright sunflower yellow to match the new upholstery. She loved it!"



Left: Hugh Lambert (left), George Barris (center) and Nancy Sinatra (right) with her modified 1957 Thunderbird. Inset shows the car in 2013.

Top Right: Sinatra's Thunderbird was featured in her tv special.

NWVTC Meeting Minutes

The July meeting was canceled due to scheduling conflicts.

The summer club picnic will be held August 27th. Details on page 8.



The Portland Expo Center is pairing two of America’s great passions this summer – the automobile and the silver screen. If you grew up going to drive-in movies, you know what a treat it is to travel with your family or date to see a movie in your car. Many think those days are long since gone, but worry not! The Portland Expo Center is creating an authentic drive-in movie experience to be played on a giant screen this summer on Expo’s 53 acre campus. The PDX Drive-In Movie Spectacular! is an all-ages event that has all the familiar fun with a modern twist. Unlike the traditional drive-ins of days gone by, The PDX Drive-In Movie Spectacular! allows families and friends to enjoy watching clear digital projection from inside the comfort of their own car or outside in lawn chairs. In place of the rustic speaker box, sound will be accessible via outdoor speakers.

Presale tickets for cars are available online and are \$13.00 (plus service charge) for carloads up to six people. Tickets day-of event are \$15 per carload. Tickets on sale now! Visit TicketsWest to purchase.

Each night there will be different activities, car clubs, entertainment, short films and more – plus a beer garden, plenty of food vendors, and music. In order to provide the best sight-lines possible, large vehicles will be placed accordingly.

expocenter.org/content/pdx-drive-movie-spectacular

SEE YOUR FAVORITE MOVIES ON THE BIG SCREEN



Date	Main Feature	Music Entertainment
Aug 09	The Shining	Evening Star Orchestra
Aug 10	Raiders of the Lost Ark	Hammerhead
Aug 11	Harry Potter/Sorcerer's Stone	Groovy Wallpaper
Aug 12	Grease	The Groove
Aug 13	Caddyshack	Catherine Loyer and Strawberry Roan

Calendar of Events

Club Meetings

- **August 27th (Sun)** Club picnic and Regular monthly meeting, details on page 8 of the newsletter

VTCI Events

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

- **September 14th-17th (Thur-Sun)** VTCI International, Atlanta, GA

ITC Events

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

- **August 29th - September 3rd (Tue-Sun)** ITC Convention, Fort Wayne, IN

Car Shows and Events

- **Aug 4th (Fri)** Silverton Flywheels First Friday Cruise-in, Silverton, OR
Further information at (503) 302-3240
- **Aug 5th (Sat)** 34th Annual Milwaukie Cruise-In, Milwaukie, OR
Further information at pharaohsstreetrodders.com
- **Aug 5th (Sat)** 12th Annual Old Time Cruise to Estacada, Estacada, OR
Further information at www.route26cruisers.com
- **Aug 5th (Sat)** 3 C's Classic Car Show & Cruz-In, McMinnville, OR
Further information at (800) 223-5099
- **Aug 5th (Sat)** Silverton Flywheels Homer Davenport Cruise-In, Silverton, OR
Further information at (503) 302-3471
- **Aug 5th (Sat)** Kings Kruz-In, Vancouver, WA
Further information at www.glenwoodcc.org
- **Aug 5th-6th (Sat-Sun)** FNWVC&MM Steam-Up Vehicle Show, Brooks, OR
Further information at www.carandcycle.com
- **Aug 6th (Sun)** Kyron's Car Show, Hillsboro, OR
Further information at www.kyronscarshow.org
- **Aug 6th (Sun)** Gladstone Community Festival, Gladstone, OR
Further information at (503) 653-4030
- **Aug 12th (Sat)** Hot Dog-ust Day, Oregon City, OR
Further information at www.cascadepacificplymouth.org
- **Aug 12nd (Sat)** Oregon Paralyzed Veterans Show & Shine Car Show, Salem, OR
Further information at www.oregonpva.org
- **Aug 12th (Sat)** Cruise the Gorge, The Dalles, OR
Further information at www.midcolumbiacarclub.org
- **Aug 19th (Sat)** Uptown Village Show and Shine, Vancouver, WA
Further information at www.slopoks.blogspot.com
- **Aug 20th (Sun)** 21st Annual Untouchables Car Show
Further information at (360) 423-0125
- **Aug 26th (Sat)** 8th Annual All Ford Car Show
Further information at (503) 508-1219
- **Aug 27th (Sun)** Ford Fever Classic, Woodburn, OR
Further information at www.woodburndragstrip.com

These are not all the events in the area. If I have missed any that you think 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.



2017 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

NWVTC Summer Picnic

Our annual end of summer picnic will be hosted at Matt and Tammy Truax's house (location below in Club Meeting Times section) on Sunday August, 27th from 11:30 to 2:00. The club will provide the main course meats and drinks and we are asking the members to bring a dish to pass.

Let's change it up a bit from last time. If your last name begins with A-M, please bring a dessert. For members in the N-Z part of the alphabet, bring a side dish.

There will also be a regular club meeting at this time with a recap of the car show and what we will be doing for the Fall Cruise in September!

Last year we parked all the club cars on the lawn and were able to take a nice overhead picture of the members and their cars. I think there were around a dozen cars last year and there is lots of room so plan on bringing your T-bird to the picnic!

Please let Tom or Eric know how many in your family are coming and what you are bringing so we can plan accordingly.

<--Their email addresses are to the left.

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 next meeting will occur during the annual Club Picnic on Sunday August 27th, 2017 at 11:30am.

Matt and Tammy Truax will be hosting the club at their house

23995 S Beaver Creek Rd, Beaver Creek, OR 97004. (Look for a sign by the drive since GPS mapping takes you to a neighbors house)

Hope to see you all there!

Passing Lane

fun and funny stuff from the road



Where did
that come
from?

