

Thunderbird Flyer



News from the Northwest Vintage Thunderbird Club

Right Of Way Is The Right Way

There are lots of rules that people grow up with. "If you can't say something nice, don't say anything at all" is something that your mom may have said to you. This is good advice but the internet has pretty much negated this rule. How many of you also heard "Don't talk to strangers"? Heck, if I had kept that to heart I wouldn't have a lot of you people out there as my friends today. Car people can be pretty strange...you know who you are. And which one of us can say that the dreaded "Eat everything on your plate or you won't get dessert" was never heard at the dinner table? Right, like the threat of not getting a slice of Bundt cake was going to make me eat those Brussel sprouts! As an aside, dogs don't like Brussel sprouts. At least not the ones I grew up with.

Parents were not the only one setting rules. We did it ourselves as kids also. If someone counted too fast during a game of hide and seek they were told that they had to count one Mississippi, two Mississippi to deliberately provide more time to hide. In the car we set up imaginary barriers that a brother or sister

could not cross which inevitably lead said sibling to place their finger withing an inch of your head and saying "I'm not touching you, I'm not touching you!"

Societal rules allow us to interact with others without conflict and misunderstanding . When automobiles first appeared on the scene they were operated as people did driving horse drawn carriages. As they gained in popularity (and performance), rules and laws were put in place which allowed drivers to understand how they were supposed to operate their vehicles and the expectation that others would do the same. Some of those rules and laws we term Right of Way rules. Perhaps you heard of them? Hopefully, you are not part of the driving population that hasn't.

Case in point. The other day I approached and

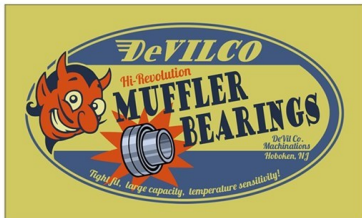
stopped at an intersection. At the same time another car approached from my right and stopped at the intersection. The right of way rules says the car to the others right has the right of way and is allowed to go first. So I waited for them to make their move. As I looked at the driver he motioned with his hand that I could go. Now, if you haven't driven in the Pacific Northwest you may be unfamiliar with how friendly drivers here can be and how they will give up the right of way at the drop of a hat. Call me paranoid but I sat there, not taking the offer.

I could see the other driver frown since I was not accepting his polite offer to go first and was not going to make the first move. After a few seconds he did make his turn but only after giving me the stink eye as he passed me. Hey man, what happened to that polite PNW spirit!

I have had drivers motioning me to make left turns in front of them, stopping in traffic circles while I am waiting at the yield sign to enter and travelling in the passing lanes for miles. This creates problems while driving which can lead to accidents since it creates situations where drivers don't know how to react.

So if we cross paths driving, don't think me rude if I don't accept you being polite by giving up your right of way. And if you invite me over for dinner, well, if you want me to enjoy your award winning dessert, don't serve Brussel sprouts.

Tom



Special Edition RetroBirds

Ford Motor Company was not alone when it came to creating a buzz about its vehicles. Even though the Thunderbird nameplate had been established with the 1955-1957 model years, it became even more popular among auto owners with the introduction of the 1958-1960 models. Available options could be ordered that would make a Thunderbird stand out (1957 models with a supercharger known as "F" code Thunderbirds and 1960 Golde Top Sun Roof Thunderbirds come to mind) but these were customer driven. These options increased the price of the vehicle and were not ordered in large numbers. Consequently, the low production number of these kinds of cars makes them more valuable.

Perhaps the first "special edition" Thunderbird that was produced in limited numbers (and by limited I mean TWO!) was the all stainless steel 1960 Thunderbird produced for Allegheny Ludlum, who provided stainless steel to Ford. Through the years, there would be other special edition, branded, concept and anniversary Thunderbird models but these would be one or two years in a specific generation of the Thunderbird line. The key thing is that they were produced in limited numbers to entice buyers. To play on Fords own advertising of the Thunderbird, these cars would be "uniquely unique in all the world!"

The buzz created about limited number runs of vehicles was not lost to Ford when they reintroduced the Thunderbird in 2001. It should be no surprise that the automaker turned to this sales tactic to sell their RetroBird during every year of RetroBird production. How many of these cars have you seen?

2002 Neiman Marcus Edition: In 2000, Ford introduced the Neiman Marcus edition in the company's Christmas catalog. With a production of 200 and MSRP of US\$41,99, the edition featured two-tone black exterior paint color with silver hard top roof; logo etched into the circular hardtop glazing; scooped hood; twenty-one spoke chrome aluminum-alloy wheels; silver-accented steering wheel and transmission gear selector lever; aluminum dash inserts; perforated black leather-trimmed interior with silver wing-embroidered seat inserts; 'Neiman Marcus' embroidered floor mats and an available 1/18-scale die cast model.



2003 James Bond 007 Edition: Ford introduced the James Bond Edition as a co-branding promotion for the James Bond *Die Another Day* movie. With a production of 700, the edition featured coral paint with a white hardtop; twenty-one spoke chrome aluminum-alloy wheels, white perforated leather-trimmed interior, engine-turned interior trim panels with "007" emblem, engine horsepower increased from 250 to 280, five-speed automatic transmission with manual gear selection; MSRP of US\$43,995, and an available die cast scale model.



2004 Pacific Coast Roadster Edition: The Pacific Coast Roadster edition, with 1,000 examples produced, featured Monterey Mist green paint with an ash metallic hard top roof and light ash soft top roof, paired with light ash and dark ash interior and suede trimmed seating, aluminum-alloy wheels, color-keyed interior accents, patterned dash trim, and a numbered dashboard plaque.



2005 50th Anniversary Cashmere Special Edition: In 2005, Ford celebrated the 50th anniversary of the Ford Thunderbird. All 2005 Thunderbirds received a "50th Anniversary" badge. The Cashmere edition, with a production run of 1,500, featured a commemorative dashboard plaque, cashmere exterior paint and medium gray soft top convertible roof; hard top; 50th Anniversary front fender emblems; teal-accented third rear brake lamp with illuminated "Thunderbird" script; two-tone gray and dark gray interior with Cashmere perforated leather-trimmed seating; color-keyed instrument cluster with turquoise gauge needles and "Ford Thunderbird" door sill plates. 🚗



Words by Tom Przedwojewski and Wikipedia

Thunderbird Trivia

The 1962 Thunderbird Sports Roadster had a few options that differentiated it from the convertible model. Passenger grab bar and tonneau cover are readily identifiable features of the Sports Roadster. But Ford advertised the Roadster as 101 lbs. more than the convertible. What gave the Roadster this little weight problem.



Good Grounds Are Key To Reliable Electrical Systems

Nothing is more frustrating, confusing or time consuming than troubleshooting electrical problems. People often think a component is the root of the problem. They replace it, but the electrical issue remains...leading to even more frustration.

Generally, an electrical issue can be traced to a bad ground connection. Poor grounds can cause a multitude of issues, ranging from the very simple to the very complex. A poor ground can overheat electrical components, cause a hum in your audio system, dim your headlights, or even make the left turn signal light up solid when you turn your headlights on! A loose ground can also make it appear that your headlights are bad. When these problems occur, it seems like your whole car is wired wrong... when, in fact, the culprit is just a bad ground.

The number one issue with grounds is a common misconception about how they work: many people think that as long as the ground wire is touching some part of the vehicle, it's grounded. This is simply not true. When making ground connections, you must make certain that the point of the ground connection is free of paint, primer, rust or other contaminants. These contaminants act as an insulator, resulting in a poor ground connection.



With a broken wire and corroded connection this ground won't allow this electrical connection to work properly.

Another potential issue is the length of the ground. Many people tend to run the ground wire too long. Grounding should be performed as close to the accessory as possible. Running longer grounds builds resistance, which builds up heat. This can stress switches and other connections, leading to additional issues.

When grounding under the hood, find a place on the engine block and sand off the paint and any corrosion. Use an external locking star washer to make a tight connection. The star washer helps make a good connection, and it makes certain that it won't come loose.



If you've checked all of your connections, and you're still having issues with an accessory, you will need to trace the wiring. I use a multimeter. Set the meter to read ohms, and then check the reading at the battery's negative terminal and at the ground terminal on the accessory. A reading of less than 5 ohms tells you the ground is okay. If you get a higher reading, make a better ground connection.

Next, set the voltmeter to DC current (voltage). Turn on the accessory and trace the grounding path just like before. The voltage should be no greater than .05 volts under load. If there are any points where voltage is present, you'll need to find a better grounding location, or add a ground strap. The goal is to have no voltage at any of the grounding points.

If the voltage reading exceeds .05 volts under load, you'll need to trace the grounding path between the accessory and the battery. Start at the battery. Run the voltmeter from the battery to the first grounding point (usually a radiator core support or fender on older vehicles). Next, trace from the ground connection to the fender/core support connection, and then to the fender to body connection. If you find resistance over 5 ohms, a ground or bonding strap should be installed between the body parts.



Grounding the engine to the chassis is a must. Place a second ground strap for guaranteed connection.

Finally, you'll also want to make sure that your battery ground cable is the proper gauge to handle all of your accessories. Today, we add a lot of accessories to our cars, and the factory ground straps may be too small of a gauge. When in doubt, upgrade your chassis grounds.

At Capp's Hot Rods, we always recommend changing (or adding) engine to chassis grounds. And we carry assorted grounds to do just that. One in particular is a braided stainless ground that is the proper size for most hot rods, muscle cars and trucks. Remember, you can never have too many grounds on a vehicle. The real problem occurs when they're not installed properly.

Oh, and fiberglass cars require even more attention when wiring. Again, more properly installed grounds means less chance of any issues.

Good luck with your project!

This article comes from our friends at Capps Hot Rods via the Pomona Swap Meet website. Read the original article [here](#).



Thunderbirds Wanted for Forest Grove Concours d'Elegance

If you received an email from the Forest Grove Concours d'Elegance committee recently notifying you that registration was now open, you may have noticed that the Thunderbird Display Class was not listed. Our club as well as other Thunderbird owners were invited by the committee earlier in the year to display their vehicles at this prestigious event in July.

I reached out to the folks at Forest Grove and found that Thunderbirds were accidentally omitted from the list and this oversight is being corrected.

Several club members from NW Vintage Thunderbird Club and Rose City Thunderbird Club have indicated they would like to participate. More cars are always welcome.

The event is asking that displayed Thunderbirds be above average in appearance (no daily drivers) and require the owner to register and pay the fees associated with the event. You do not have to have your car judged if you do not want to.

If you have any questions please direct them to Tom at 64skibird@gmail.com

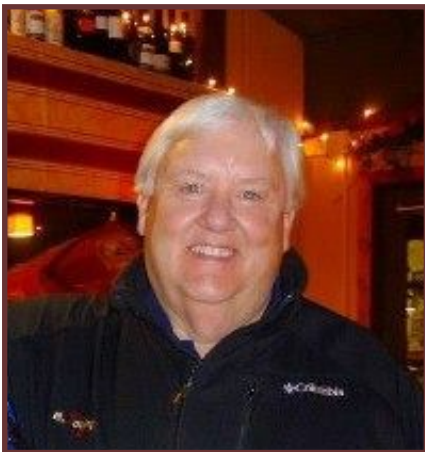


Take care of your car during National Car Care Month

Northwest Vintage Thunderbird Club is celebrating National Car Care Month with a *Wash Away Winter* automotive detailing event on Sunday April 24th, 2022 at 10am.

This event will feature detailing demonstrations by Neil d'Autremont from Sidedraught City using Griots car care products. As a club member benefit all products ordered or purchased that day receive a 10% club discount!

See more details about this event on page 7.



Marilyn Kemi plans to have a Celebration of Life for Andy on Saturday, May 14 at 2 PM at their house (8540 SE Strawberry Lane, Milwaukie, OR). This will be an informal open house, but there will be a prayer by their Pastor and a Eulogy beginning at 2 PM. Light snacks and dessert will be served.

Andy had spent the last year on a large home project by redoing landscaping, building retaining walls and building new decks. Marilyn knew that Andy was proud of his work and that an open house to show it off would be nice.

Marilyn wants to invite all who knew Andy. If you can attend, please bring your Thunderbird as Andy would have appreciated this gesture.

So that she knows roughly how many people to plan for, please RSVP as soon as possible to Bob Peters (bob@cafent.com or 503-318-5869).



T-Bird Talk

Meeting Minutes and Club Information

Attendance: Bob & Fran Peters, Bruce & Terry Barton, Dave & Barbara Coles, Carol Garnet, Matt Truax, Lyle Daugherty, Kevin Siegrist, Chuck Campbell, Al Menashe.

Old Business: Discussion around the possibility of a car show this summer. If Ilani comes through, then perhaps we can do it. Ilani can do publicity so that we could get enough attendees to make it worthwhile. If Ilani falls through, then we probably are better off picking a date and location for 2023. Enthusiasm for doing something this summer was not high.

The Poker Run in Salem on April 16th had a number of people interested in going. Tom will email the membership a reminder during the week before the event.

The Portland Swap Meet is likely to draw a few of our members. Club members who may not be able to attend did not have any parts request.

Thunderbird Appreciation Day flyer was presented to the members. Most folks indicated an interest in attending whatever kind of event is planned.

The car detailing session and the fire extinguisher event were both also well received.

Forest Grove Concours. Several people want to go. Bob stressed that people need to get registered and pay the fee so that Forest Grove knows how many TBirds are coming.

New Business: Matt talked about the All Ford Show in Hillsboro the first Saturday in June. \$10 to park in the county lot, but no gate admission fee. Bird Nest is sponsoring the outdoor swap stalls. Up to 2 free outdoor spaces are available courtesy of the Bird Nest.

Next meeting will be 10:00 am Sunday April 24th, 2022 at ProTek Automotive at 1625 NE Sandy Blvd. Unit C Portland, OR 97232. More details about this event on page 7.



One of life's little nuisances is when the nozzles on cans of spray paint become plugged up with dried paint, rendering them useless. To revive a clogged nozzle, try this trick: First, pull off the nozzle and soak it overnight in a can of mineral spirits or paint thinner. Use a sewing needle or wire from a twist tie to clear away softened paint from the tiny tube at the nozzle bottom; be careful not to enlarge or distort the tube.

Then, place the nozzle onto the end of a spray tube from a can of aerosol lubricant. Squirt a short blast of lubricant into the nozzle. Repeat, until the nozzle is cleared.

To prevent the nozzle from becoming clogged in the future, always clear it of paint after each use by turning the can upside down and pressing the nozzle until the mist that comes out is clear.



TOOL
TIPS

NHTSA Site Reveals Over 50 Years Of Recall Notices

Tens of millions of vehicles are recalled annually in the United States. Numbers like that make it obvious that car safety is a bigger issue than most of us realize. Many car recalls are innocuous, ranging from malfunctioning turn signals to glitchy infotainment systems. But there also are extremely troubling problems, such as engines catching fire and wheels falling off.

How did car safety recalls come to be?

You don't have to wait for a car recall notice to come in the mail anymore | Education Images/Universal Images Group via Getty Images

In the 1960s, vehicle-related deaths made up over 40% of unintentional deaths in the United States. It wasn't until 1965 that a young, bright-eyed attorney named Ralph Nader published the book *Unsafe at Any Speed: The Designed-In Dangers of the American Automobile*.

Nader's core purpose behind the book was to point out how carmakers long refused to incorporate safety features into their vehicles. For the most part, it boiled down to them not wanting to spend money on features most buyers didn't care about yet.

Using numerous references and evidentiary materials, Nader revealed that auto manufacturers were well aware of the increasing deaths. In short, *Unsafe at Any Speed* played a significant role in spurring systematic motor vehicle safety efforts in America.

According to The American Presidency Project, after 614 vehicle occupants died in a single weekend, President Lyndon B. Johnson signed the Highway Safety Act into law. This bill gave the National Highway Traffic Safety Administration the power to issue recalls for specified reasons.

Today, those reasons have grown in number and can vary in severity, from "windshield wiper assemblies that fail to operate properly to critical vehicle components that break, fall apart, or separate from the vehicle, causing potential loss of vehicle control or injury to people inside or outside the vehicle," the NHTSA explains.

Note that those are only two of 12 examples of defects considered safety-related. Examples of defects not considered safety-related range from malfunctioning air conditioners and radios to excessive oil consumption.

Now you can view more than 50 years of data with the NHTSA's new online tool

The NHTSA recently launched a tool that allows you to view 50 years' worth of car recalls. This "new open data tool ... makes it easy to look up vehicle recalls issued in the U.S. since 1966, something automakers absolutely hate because recalls are

embarrassing and expensive for them to issue," Vice reported.

This online tool, which NHTSA announced in late June, 2021 allows users to delve into nearly 25,000 NHTSA-issued car recalls dating as far back as 1966. Previously, anyone wanting to review such data would have to download the entire dataset and use software like Microsoft Access to evaluate it, Vice explained.

The new cloud-based dashboard makes looking up recalls by manufacturers, recall type, recall year, and more much easier. For example, it provides easy-to-read and understandable graphics, all available with a few clicks.

For example, you can make a pie chart showing that Tesla received four recalls that affected 148,621 vehicles in 2021. You can then compare that to General Motors' 23 recalls involving 6,985,682 vehicles.

One of the most dangerous problems involving massive car recalls

The Takata airbag recall is a perfect example of a massive vehicle recall with potentially injurious and even deadly consequences. The first recall began in November 2008 and included 4,000 2001 Honda Accord and Civic models. In May 2009, the first fatality occurred involving a teenager in a 2001 Honda Accord. Horrifically, the Takata airbag exploded and sent metal fragments into the victim's neck.

Many other automakers have been forced to recall their vehicles because of faulty Takata airbags. In June, Audi announced it would recall 62,000 vehicles from the 2000 through 2002 model years. According to Consumer Reports, Audi will "replace faulty Takata driver's side airbags that could cause serious or fatal injuries to occupants."

Since the first fatality, Takata airbags have been directly linked to 17 additional deaths and about 250 injuries in the United States alone. Sadly, those numbers continue to rise because many people don't know about this critical recall.

This is why the NHTSA's interactive database is such a helpful tool for American consumers. But there should also be more online education about car recalls because automakers sometimes try to suppress them for obvious reasons.

Read this article from Motor Biscuit website [here](#)



"Unsafe at Any Speed played a significant role in spurring systematic motor vehicle safety"

Taking Wing

Things to do and places to go with your T-bird

Club Activities

April 24th (Sun) "Wash Away Winter" Club Meeting/Detailing Session with Neil d'Autremont, 10:00am, ProTek automotive 1625 NE Sandy Blvd. Unit C, Portland, OR 97232. Coffee and pastries will be served.

VTCI Regionals and International

August 10th-14th 2022 VTCI International, Kansas City, MO. More details in VTCI Scoop

Local Activities

April 16th (Sat) 93rd Annual Cherry Blossom Drive & Poker Run, Salem, OR.

Further information at 503-930-8976

May 7th (Sat) Portland Transmission Warehouse Spring Classic, Portland, OR. 7:30-11:30

No further information

Every Saturday in April Portland Cars & Coffee, 8am-11am, Langer's Fun Center

Sherwood, OR. Further information at portlandcarsandcoffee.com

Every Sunday in April Orchard Cars & Coffee, 8am-11am, Pied Piper Pizza, 12300 NE Fourth Plain Blvd Vancouver, WA 98682



Set of five, 46 spoke Tru-Spoke wire wheels. Never used. Center caps come with wheels. \$1000 for all.
Contact Lyle Daugherty (360) 574-8244 (member)



I have a set of wheel covers for a 1964. This was the last set that Bird Nest had. Asking \$600.00 for them. They are in GREAT condition. Look like new. I also have 4 wheels, asking \$500.00. Chuck Campbell (503) 640-8496 (member)








Northwest Vintage Thunderbird Club Officers

Tom Przedwojewski 360-513-6923 cl
President 64skibird@gmail.com

Bob Peters bob@cafent.com
Vice President

Vacant
Secretary

Vicky Wimsatt wwwwimsatt@gmail.com
Treasurer

Email: administrator@nwtbirds.org

Find us on the web at
www.nwtbirds.org

Club Gear

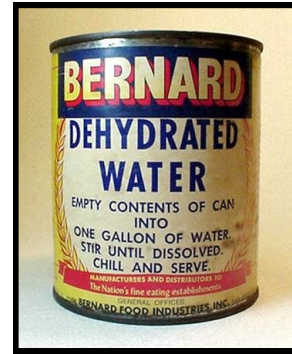
We have contracted with **Stitch 'n Embroidery in Oregon City** for club members to have most anything they could use to have the club logo embroidered on it; shirts, sweats, hoodies and jackets or backpacks. Check out their [site](#) and then call to see if it can be produced!



Northwest Vintage Thunderbird Club has been a proud chapter of Vintage Thunderbird Club International for over 30 years. VTCI supports every model year of the Ford Thunderbird through national events, The Scoop club member magazine and on-line forums.



The club encourages its members to join [VTCI's support](#) in "Thunderbirding" around the world!



Thunderbird Trivia Answer

Lack of a hardtop causes convertibles to flex more during operation. Engineers must install added bracing to prevent this flex which increases weight. During the design of the Sports Roadster the car was thought to flex/vibrate/shimmy more than usual. To counteract this undesirable aspect, Ford engineers placed weights in the corner of the vehicle. Over the years, many of these weights (front corner weight shown) were removed as the problem they were designed to eliminate was not noticeable by owners.

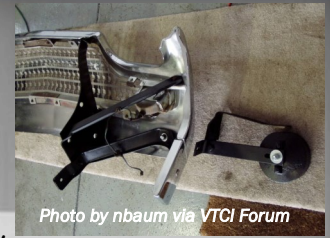
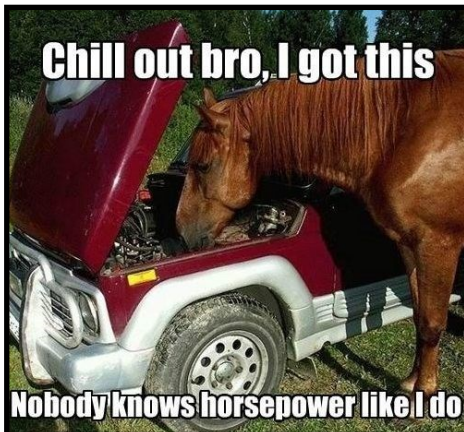


Photo by nbaum via VTCI Forum

Passing Lane

Fun stuff from along the road



"It looks like you're gonna need a new meowffler and cat-alytic converter"

