

Thunderbird Flyer



News from the Northwest Vintage Thunderbird Club

And Now, Back To Our Regular Scheduled Program

No matter how much I think I have control over my life, the fender less, dusty '68 Thunderbird sitting in the back of the shop reminded me that control is just a figment of my imagination.

The car was purchased back in 2013 and though rough on the outside, it was a driver. The engine and transmission were soon removed, rebuilt and re-mounted on the freshly straightened, cleaned and painted frame. The gas tank was pulled out, cleaned up and adapted for a an in tank electric fuel pump that will feed a Holley EFI unit. For my first attempt at a "serious" modification, I cut a hole in the floor pan in anticipation of replacing the column shift with a floor shift. Since this Thunderbird came from the factory with a bench front seat which I didn't like, I had to track down two bucket seats and a console in Northern California.

Remaking this car into what I wanted is a first for me and I was scared and excited to try this out. So far those few items that I had tried had turned out okay.

Then, in 2019, life grabbed my arm and said "Hey buddy, let me show you what I have behind this door!" Behind that door was kids graduating and moving to college, taking a promotion to the Captain's seat and training on the 747 at work, buying property with a building that would be changed into a home for the Thunderbirds, building a new house and selling the one that we were currently living in and lets throw in a worldwide pandemic for laughs.

Now it is 2023 and I am standing by the passenger side of the '68. Broom in hand, ready to sweep away the cobwebs: literally and figuratively!

Fortunately, the car has been sitting on new tires which have stayed inflated this whole time. But I never got around to getting the steering installed so it takes some effort to move it back onto the lift by myself. With it back in the shop, it is ready for the attention that it has been missing all this time.

My brain tells me that these cars are inanimate objects that can't think or feel. They don't get lonely or sad if I am not around for days at a time. But in my heart I sense a connection to my Thunderbirds. They can understand I won't always have time to treat them like a member of the family but they are all right with that. Restoring or replacing worn parts, giving them a detailed wash and wax or filling up with 92 octane ethanol free fuel is something I don't think any member of my family would appreciate but the cars do. As long as I keep moving to get them or keep them drivable, well, that is good enough for them.

Besides, it is the little things in life that people (and maybe even cars) appreciate. And those things are much easier to control.

Tom



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Putting The ZN In Oil

If you are like me, you learned to drive in a time when cars were, well, different. Pumping a gas pedal before starting the engine or tapping the brake repeatedly were common driver actions before fuel injected engines and anti-lock brakes came to be standard vehicle options. And much like those driving techniques have faded from our thoughts, so has the experience of how to care for an older vehicle. One area of common discussion is the oil that should be used in an older vehicle.

The engine in your early model Thunderbird is quite different from the engine in your late model daily driver. As engine technology increased from the year that your Thunderbird was made, so has the way that these engines operated and the service they require. Moreover, governmental and societal requirements changed regarding how clean and efficient an internal combustion engine had to operate. This meant that vehicle owners had to change the way and the materials used to maintain a vehicle. An important item that changed during this time was the oil used in the engine.

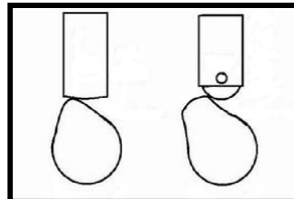
With the myriad of moving parts in an

internal combustion engine, it is obvious why lubrication should be a major concern to the vehicle owner. Since it is impossible to see how oil acts inside an engine it would be easy to think that all engine oil may be the same. But as engine technology improved over the years the oil going into those engines had to change. Unfortunately, that doesn't mean it will be able to do what it needs to do in an older engine.

One of the moving parts in the engine is the cam shaft. The cam shaft is a rod with multiple egg-shaped cams machined into it. Each cam has a spring held tappet lifter riding along its surface. So as the cam rotates, the tappet moves back and forth which opens or closes an intake or exhaust valve in each cylinder. Until the mid 1980's most engines were built with these tappets which are referred to as flat tappet. The flat end of the tappet slides over the face of the cam. As engine technology changed, a different shape of the cam was found to be more effective. But this more oval shape did not allow flat tappets to slide over it as easily and would catch on the sides. So, a move was made to roller tappets; where a small wheel is attached to the end of the tappet allowing it to move smoothly over the steeper surfaces of the cam.



The differences in shape of a cam shaft that uses roller tappet (left) and flat tappet (right) lifters.



A cam shaft with gently sloped sides allows the flat tappet to move over the surface without catching. An engine using roller tappets requires the sides of the cam to be steeper. A flat tappet will dig into the steep slope where the roller tappet moves over the surface more smoothly.

While the cost was more, roller tappets did allow manufacturers to meet increasing mileage requirements

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Thunderbird Trivia

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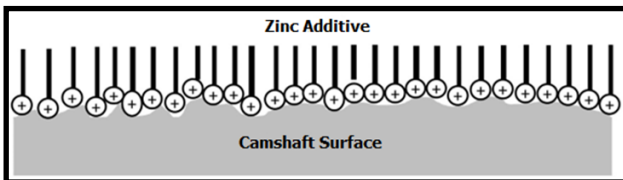
This personality started driving an Austin Healy back in 1962 but moved to a Corvette soon after to maintain the "American" image. The vehicle of choice would change as often as the calendar did with Porches, Mustangs, Jeeps, Volkswagens and even a Rolls Royce carting this personality around. At times the car was the same model but just a different color! What personality finally added a Ford Thunderbird to their dream house garage in 2002?



placed on new vehicle development. At the same time, emissions standards required the use of catalytic converters across the board for gasoline engines. Both of these changes caused the motor oil being used at the time to change. And it would not be good for older vehicles.

Decades previous, the addition of Zinc Dialkyl Dithio Phosphates (ZDDP), commonly referred to as Zinc, in motor oil was found to provide more protection for engine parts than oil alone. Motor oil provides a barrier between metal parts but as temperature and the force increase between the parts the barrier that the oil creates breaks down causing metal parts to contact each other directly. And you know what that means right? Parts wear out faster or fail more often.

ZDDP is an oil additive that contains zinc and phosphorus. These elements react when temperature and pressure increase by forming a microscopic film on the metals in the engine like the cam shaft and tappets. This film acts in conjunction with the oil as an additional barrier to keep metal parts from touching. When the temperature and pressure limits of the oil are exceeded the zinc film becomes the only barrier between the parts and becomes a "sacrificial" surface that wears away. The film is continuously being worn away and replenished from the oil flowing over and around the moving parts. At some point the zinc is depleted and an oil change will be required.



Zinc fills in the microscopic peaks and troughs on the camshaft and provides a sacrificial layer of protection to the metal. This is worn away over the life of the oil which means regular oil changes.

So why do you need to know this information as you grab five quarts of motor oil and a filter from your nearest auto parts store? Because that motor oil may not contain any ZDDP that your early model engine needs to survive!

Just look at what additives are in that quart of oil. As vehicle manufacturers produced more and more engines with roller tappet engines, the need for zinc diminished. It was also determined that the phosphorus did not play well with the metals in the catalytic converter so that was also eliminated. Today, that quart of oil that works so well in the late model vehicle you drove to the parts store will slowly damage the early model engine in your Thunderbird.

The American Petroleum Institute (API) has standards for engine oil and these have changed over the years as the needs of vehicle manufacturers have changed. But these ratings can not be used like the ingredient list on a box of

cereal. API oil ratings are backward compatible meaning that current oils will be as effective as older oils for an older vehicle but that is not the case concerning the amount of ZDDP found in the oil. API rated oil SH from 1992 contained 1000 ppm of ZDDP which the consensus of maintenance professionals agreed was the minimum necessary for flat tappet engines. By 1996 SJ rated oil contained only 800 ppm and problems began to be observed regularly in vehicles with flat tappet engines. Since then, many studies and investigations have determined that ZDDP concentrations of 1200 ppm should be used in flat tappet engines. New or overhauled flat tappet engines are recommended to use a break in oil containing upwards of 1500 ppm but not much higher than that. Over doing the amount of zinc can actually have detrimental effects by creating deposits that can clog oil lines and passages.



Lucas Motor Oil & Motorcycle Oil Typical Zinc Values		
Part #	Description	Zinc (ppm)
10687	SAE 10W-30	2,100
10688	SAE 10W-40	2,100
10689	SAE 20W-50	2,100

Most oils that contain enough ZDDP for classic car engines will tell you right on the bottle. If it isn't listed on the bottle locate the data sheet from the company and it should be listed there.

Fortunately, this problem is well known today. Folks around the world still use flat tappet engines, enough that multiple manufacturers produce motor oil containing enough ZDDP to keep your engine happy. You should see this indicated on the label. If your favorite motor oil does not indicate this, it may be worth your time to find out if it does. It may mean a few more dollars for your next oil change which beats several thousand dollars to overhaul a damaged motor.

Words by Tom Przedwojewski



Just Because You Can, Should You?

From the “where is it now” file comes this, uh, Thunderbird LX. Advertised back in 2021 in Seal Rock, OR (about 130 miles southwest of Portland on the coast) it is described a 1997 model but appears to be wearing 1995 40th anniversary badges on the fender. But, so much has been done to this Thunderbird that I’m sure this small detail is not what you are asking questions about.



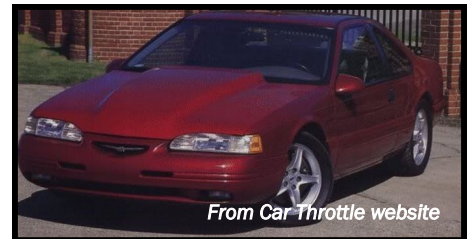
Although a supercharged 3.8 liter V6 was an option, this Thunderbird is powered by Ford’s 4.6-liter single-overhead-cam modular V8 making 205 hp and 265 lb-ft of torque. You may have noticed though that the engine has received a few, well tweaks.

Two turbochargers have been bolted to the engine and the cherry-bomb-style mufflers and pipes expel exhaust alarmingly close to the front windows. If you don’t lose some brain cells from the carbon monoxide the least it will do is ruin the paint on the rear view mirrors.



The reasoning behind the cow-catcher-style bumper is lost to only to the fabricator..

Ford did attempt a supercharged 4.6 liter V8. Similar to the SN95 Mustang Cobra, this model was built by Ford Special Vehicle Engineering and was called a Thunderbird SVE. It did not go beyond the prototype stage though.



From Car Throttle website

The owner of this Thunderbird originally was asking \$5000 and then lowered the price to \$4000. There is no indication it sold or if it is still rolling around the Oregon coastal roadways.

If you see it in your travels, give the driver a thumbs up and a wave of the hand. With that bumper, I don’t think you would want to make them mad! 🚗

Words by Tom Przedwojewski Photos from carscoops website unless noted



The USAF Thunderbirds aerial demonstration team formed in 1953 just before Ford started design on the Thunderbird.

It was only natural then for someone to put the two Thunderbirds together. Artist Stan Stokes paints a 1955 model alongside a T-33 Shooting Star. To the left, the teams second jet, F-100 Super Sabers, are painted behind a 1957 Thunderbird.



T-Bird Talk

Meeting Minutes and Club Information

NEXT MEETING WILL BE THE SUMMER CLUB PICNIC ON JULY 8TH

If you did not receive the invitation contact Tom as soon as possible at 360-513-6923 to RSVP!

Members of Northwest Vintage Thunderbird Club are some of the first to be offered the opportunity of owning a soon to be released history of the Ford Motor Company and some of the most iconic vehicles produced. Please take a look at what this book offers and take note of the discount being awarded to you as a member of NWTC. Editor.

We are excited to introduce you to "The Ford Collector's Edition" – a stunning book that offers an immersive experience into the remarkable history of the Ford Motor Company. With its meticulously researched content, captivating stories, and lifelike memorabilia, this collector's item is a must-have for any Ford enthusiast.

John Clor and Mike Rey, renowned Ford experts, have personally project managed this collector's item to ensure completion and high quality. Iconic Global Sports proudly brings you "The Ford Collector's Edition," which offers a unique glimpse into the rich history of the Ford Motor Company.

"The Ford Collector's Edition" features 410 pages of breathtaking visuals and insider information, taking you on a journey from Ford's origins to its iconic product lines, contributions to war efforts, motorsport achievements, and much more. The book also includes 10 finely crafted replica Ford Badges and a superb presentation case.

To learn more about this extraordinary collectible and secure your limited first print edition, go to:

<https://iconicglobalsports.com>

Don't miss out on the opportunity to own a piece of Ford history. Place your pre-order now and get ready to experience the beauty and excitement of Ford's legacy.



As an introduction, please use this coupon code for \$20 off: carclub20



Finally, Oregon Will Let You Pump Your Own Gas

On June 22, the Oregon Senate took the final action to pass House Bill 2426. If you own a classic car in the greater Oregon area, you should be celebrating.

In case you haven't been keeping track of the 82nd Oregon Legislative Assembly, H.B. 2426 amends a 1951 law (ORS 480.315) that forbids drivers to pump their own fuel by requiring an attendant to pump fuel into the customer's vehicle.

cut jobs for gas-station attendants; but there have long been staffing troubles that left pumps idle and customers waiting. Add in the fact that, according to a 2021 survey, roughly 60 percent of Oregonians were in favor of self-serve pump options, and it is easy to see why H.B. 2426 is headed for the Oregon governor's desk.

Once passed by the Oregon House, the bill moved



In Oregon you may see less of this...



...and more of this!

The prohibition on self-serve fuel has long confused out-of-town drivers, and some locals don't always abide by it: When expensive-looking vehicles appear at the pump, attendants sometimes ignore the law and let the driver take care of things. If H.B. 2426 becomes law, at least half of the pumps at any given station in Oregon must be self-service.

The push for this change came from a lot of different fronts, including fuel station owners and managers. Some objected, such as Northwest Grocery Association, which stated concerns that allowing self-service would

relatively quickly through the Senate thanks to bipartisan support: Introduced on January 9 of this year, it was passed on June 22. It's not the first time legislators have considered such a move: in recent history, Oregon has been making incremental steps towards this near-complete lift of the self-service prohibition. In 2015, 2017, and 2020 bills were passed that enabled limited self-service during night hours, in rural areas, and under emergency situations like heat waves and wildfires.

Words and by Kyle Smith on the [Hagerty website](#)

Shriners in Mini T-birds! What is more July 4th than that!



Taking Wing

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

Club Activities

July 8th (Sat) NWVTC Summer Picnic, Tom and Diane's house, Washougal, WA. 12pm-3pm.
Details were sent via evite. Look in your spam folder if you did not see it.

VTCl Regionals and International

August 16th-19th (Wed-Sat) VTCl International, Cartersville, GA. Further information can be found on the [VTCl website](#) or Thunderbird Scoop.

Local Activities

Every Saturday in July Portland Cars & Coffee, 8am-11am, Langer's Fun Center
Sherwood, OR. Further information at portlandcarsandcoffee.com

July 1st-4th (Sat-Tue) Historical Re-enactments & Vintage Trailer Show, 9am - 4pm, Salem, OR.
Further information at antiquepowerland.com

July 2nd (Sun) Northwest Rod & Classic, 10am - 4pm, Independence, OR
Further information at heritageautoandagshows.com

July 2nd (Sun) 2nd Annual Advanced Auto Parts Car Show, 11am-1pm, Vancouver, WA.
No further information available

July 5th (Wed) Cruzin' Historic Downtown Gresham, 4pm - 8pm, Gresham, OR.
Further information at (503) 860-8041

July 9th (Sun) Spring Hill North Albany Car Show, 9am - 3pm, Albany, OR.
Further information at (541) 619-7319

July 13th (Thu) Cruise-In at LeMay ACM, 5pm - 7pm, Tacoma, WA.
Further information at americascarmuseum.org

July 14th-16th (Fri-Sun) Lewis and Clark Classic Rally, Lebanon, OR.
Further information lewisandclarkclassicrally.org.

July 15th (Sat) St Helens Elks Cruise-In, 8am-2pm, St Helens, OR.
Further information at sthelenselks.org

July 16th (Sun) Forest Grove Concourse d'Elegance, 8:30am - 4:30pm, Forest Grove, OR.
Further information at forestgroveconcours.org

July 27th (Thu) SAAC NW Shelby Club Track Day at PIR, 8am - 4pm, Portland, OR.
Further information at saacnw.org



Northwest Vintage Thunderbird Club Officers

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Secretary

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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!

VTCI 2023 International August 16th -19th Cartersville, GA

Make your reservations to join fellow Thunderbirders with fun tours, scrumptious food and great friendship! You won't be disappointed! Follow the link [here](#) to find out more and register.

Thunderbird Trivia Answer

That would be Barbara Millicent Roberts. You might know her better as Barbie!

Ford product promotions in the early 2000's attempted to get Ford items in front of children. The idea was that if kids enjoyed playing with these vehicles, favorable impressions would be created. Then, when the child was grown, they would be more inclined to purchase an actual Ford product.

I could not find any data that this product placement produced the desired results.



Passing Lane

Fun stuff from along the road



This guy's Homeowners Association said he couldn't fly a flag in his front yard. Merica.

