



The Wing



Official Journal of the
Northern California Vintage Thunderbird Club

Volume 40, Issue 1

Jan/Feb 2016



Current Events

Board Meeting/ Concord
Saturday Jan 23rd

Sweetheart Tour /Blackhawk
Saturday Feb 13th

March
Day at the Races

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Board of Directors

Founded on September 26, 1976, the Northern California Vintage Thunderbird Club of America, Inc. (NORCAL VTCA) unites owners and enthusiasts of ALL Ford Thunderbirds built in 1956 through 2005 in a common effort to enjoy and preserve these fine cars.

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The above officers are here to serve the members of this club

Our website is at
<http://norcal-vtca.org/> and
the facebook location is
www.facebook.com/norcalvtca?ref=stream

President's Message

Happy New Year one and all! I sincerely hope that all of you had a wonderful and restful holiday season and we wish you could have joined us for the Holiday Christmas luncheon (special thanks to Craig and Miki for the hosting duties). I'm sure you'll see a wrap up elsewhere in this issue!

With the start of the New Year I am calling for a Board Meeting to be held this month on January 23rd at the Panera Bread at the Willows in Concord. This seems to be a good central location. You are all welcome to attend and bring your ideas and input. You will find an agenda elsewhere in this issue.

I'd also like to remind everyone that dues are due for 2016 so while you're looking over this newsletter, why don't you grab your checkbook and join us for 2016! And by the way, national dues are also due at this time so get them both done! You'll be glad you did!

We hope to have some great events in the months ahead as well as interesting articles for our newsletter. As for me, it's time to get the Tbird out now that the holidays are past. I look forward to a few local cruises even if it's just me. Lastly, I'd like to remind everyone that every club is only as good as the members and attendees. Please give some thought to joining us this year in attending, hosting, or even passing along a few ideas. We really are "your" club so help us out a bit...new ideas are always welcome.

I wish all of you the best for 2016 and I hope to see you soon!

Lastly, we are looking for a volunteer to serve as Board Member at Large...so if this strikes your fancy, please don't be modest and send me an email....we'd love to have you on the Board!

Peter Harmon President

I found these tee shirts online and made a special deal if anyone is interested. I will place the order at the end of the January. Special price if we get 10 or more orders will be \$16.50 each. Email me with how many and size. I will get them to you at next tour. Russ



Note from the Editor

Dues are due by 3/1/2015 to get in the roster!

***Make sure you note how you want to receive The Wing. Please include your email even if you want snail mail delivery. Then we can contact you for breaking club or tour updates.

Renewal form found later in this issue. If you pay for regular mail delivery I can also send an electronic copy.

Still looking for more Car of the Month pictures and write ups.

I am also looking for any tech notes to add to coming issues.

Russ = oldcarr.rc@gmail.com

Front Page Picture

Just a small group this year for the Christmas dinner but you can see they were all happy with the food, gifts, jam and fellow TBird'ers.

Picture by Vic

Picture of the Month

Don't have enough help in your garage? One person's solution!



2016 CALENDAR OF EVENTS

January 23rd Panera Bread Concord. Board Meeting (see agenda later in issue)
Everyone is welcome to attend.

February

Saturday February 13th **Sweetheart Tour
Blackhawk Museum in Danville.

March

**Day at the Races at Golden Gate Fields.

April - OPEN

May - OPEN

June - OPEN

July - OPEN

August

**Horse and Feathers in Lodi

September

** TBirds on the Wharf in Santa Cruz

October - OPEN

November - OPEN

December

**Holiday Luncheon

The 2016 Calendar has numerous open months waiting for you to sign up to host a tour. Call Craig at 209-463-2793 and he will help you arrange a tour. The Wing editor will design and publish a flyer for the tour.

**Club functions

*Other items of interest

HANDOUT BUSINESS CARDS

Vic Quarello has designed and printed a very nice handout business card to give to potential members that you may run into at shows or other locations. Contact Vic at nspite@netzero.net or Russ at oldcarr.rc@gmail.com for cards to be delivered to you at future tours.

BOARD MEETING AGENDA NORCAL VTCA

January 23, 2016 at 11am
(Panera Bread,
1975 Diamond Blvd, Concord, CA 94520)

CORRESPONDANCE

SECRETARY (welcome to Julie Kinsey)

TREASURER'S REPORT

OLD BUSINESS

- A) Membership renewal status
- B) Recruiting/Business Cards (Vic and Mike)
- C) Logo contest
- D) Paypal for online memberships status
- E) Talking with other clubs for joint meets?
- F) Review of Technical References in the Wing
- G) Club Roster Update
- H) Migration and Concours 2016

NEW BUSINESS

- A) Reply to National's request for joint hosting of Regional 2017
 - B) Events and meets for 2016
 - C) New board member ideas for Member at Large and thank you to Mike Acetuno
- Other**

Oil Filter Caution

By Mike Press

Recent conversation with Gabe Auerbach, our Florida member, brought a question as to why the valves on his '64 were rather loud for the first 20 or so seconds after the engine was started and then became quiet – to Gabe it sounded not like one valve but all seemed to be clattering from the rockers. Several possibilities were considered including a blocked oil passage in a head, but that would only create a clatter on one side of the engine and it was rather unlikely that all the lifters would collapse at once. Still, I advised him to drop the oil level by a quart and fill with a quart of flushing solvent then run the engine until it got warm following with an oil and filter change.

Following my instructions Gabe flushed his engine, replenished his oil and renewed his filter – to no

avail. Clattering still occurred for the first 20 or so seconds after start then quiet operation. Somehow oil was not getting to the heads in enough time to prevent the noise. That we were frustrated was an understatement. The oil filter was obviously working, oil was eventually getting to the galleries in the heads and to the rockers, but why was it taking so long?

As Gabe has numerous mechanical advisors to turn to, he queried several others, most of whom scratched their heads. At last came an idea from a friend of Gabe's, a retired Ford mechanic. "Your oil filter is no good!" he decreed. But how could that be? It had been replaced, replaced with the same bargain house brand that was sold by a chain parts supplier operating in the South East. Gabe was assured by the salesman that the filter which cost half as much as the major brands was just as good and made in the same factory. Something could be said here about the veracity of salesmen.

Another call from Gabe with the question "What do you think?" My response was that sometimes a bargain is not really worth its price and that his friend was right. Installation of a new name brand filter cured the problem, but why?

It seems that screw in oil filters all have two valves – the usual bypass valve in case the filter element plugs but also a second valve that prevents the drain back of oil in the main gallery and above. Oil follows the laws of gravity and flows down hill. What had happened was the cheap filters were either missing the valve, which could be as simple as a thin flap of silicon rubber, or the valve was defective and the oil was draining back into the filter leaving a void to be filled when the engine first began to run. It would seem that the problem was in manufacturing when two filters from the same batch failed.

I checked this out with a couple of our local FE Block experts, Dave Adams and Bill Edwards with both in complete agreement that one should never use anything but a major name brand oil filter.

The problem was solved with a decent oil filter and a lesson learned; cheap oil filters aren't always quite what they claim to be.

DUES ARE DUE! FILL OUT AND MAIL TODAY!

MEMBERSHIP RENEWAL

Please fill out the following renewal form and send it along with your check.

(The completed form is required so we have the correct info for our 2016 roster)

Send to: Miki Smith, 2053 Telegraph Ave., Stockton, CA 95204

Dues: \$25.00 if Wing by email (pfd in **COLOR**) _____

\$30.00 if by USPS (printed in B&W) _____

Make Check out to NORCAL-VTCA

Name: _____ Date: _____

Spouse: _____ Member #: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Cell: _____

Email: _____

(Please include your email so we can contact you with club or tour updates)

Birds in your Roost: Year _____ Model _____

Year _____ Model _____

Signature: _____

Member number for VTCL : _____



BLACKHAWK TOUR AND SWEETHEART LUNCH



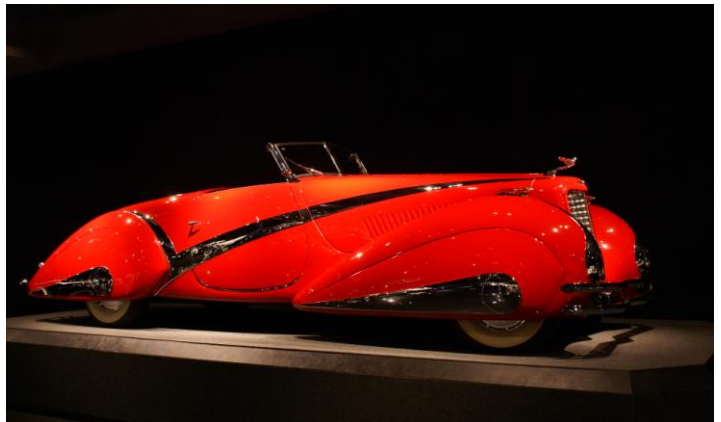
FEBRUARY 13, 2016

We're starting our day at the Blackhawk Museum at 3700 Blackhawk Plaza Circle in Danville where we will view the 90+ perfect cars that are part of this special collection. If you've been there before, the cars are rotated regularly, so chances are you'll see cars new to you. The museum doesn't stop at cars. The exhibit in another wing of the museum is the Spirit of the Old West. Both exhibits and the other features in the museum are all available for the entrance fee of \$15.00 per adult/\$10.00 for seniors (you know who you are) or vets.



We'll meet at the museum at 10 a.m. and wander freely until 12 when we will cross the square to have lunch at the Prickly Pear Cantina. Prices are moderate and we will order off the menu. Phyllis says the food is wonderful and their menu can be pulled up online for those who are curious.

For those who wish to return to the museum after lunch, they offer a free docent guided tour of the cars at 2 p.m. which lasts about an hour.



Please call Miki at 209-463-2793 or email her at mikismith@outlook.com by February 10th with a head count of those coming so restaurant space can be reserved. Hope to see you there!

(All pictures are from a previous visit and I don't promise they will still be on display.....ed)





Flight Log #1 Holiday Luncheon

By Russ with Pics by Vic

The sun was shining so out came the 'Birds. Our attendance was low but we did have more 'Birds than past years due to the dry streets. It was even warm enough that some of the convertibles had their tops down.

We met at Hot Cars and spent some time looking at cars we couldn't afford. The Chevelle Club was present so we were able to view more cars.



Then it was next door to the Cattleman's for our luncheon. See the front page for the group picture. Everyone enjoyed the meal, party favors, cake and gift exchange. The party favors included "British crackers" with a crown for everyone. After the meal Craig presented the LeRoy Siebert Member of the Year award to Bill and Julie Kinsey for their work on our website and facebook page.



Wish more of you could have attended as it was good food, nice cars, jars of jam and fun for all. Note our upcoming events and make sure you take the time to join us even if it is modern iron.

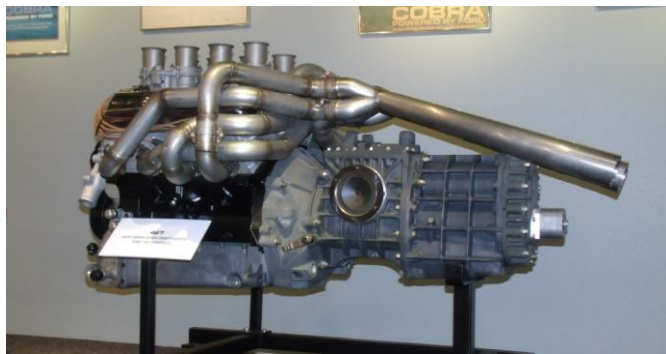


(Thanks to Vic for the pictures.)

THUNDERBIRD-COBRA-GT40
“POWERED BY FORD”
by Bill Kinsey and Brooks Laudin

Deep in the heart of the vintage Thunderbird lays the primordial DNA of two of the 1960s performance superstars, the Shelby Cobra and the Ford GT40 racecar. The sporty Thunderbird's FE big block V8 provides the bones of the Cobra's and the GT40's 427 with its breathtaking levels of torque and horsepower. At the other end of the drive train, the Thunderbird's 9-inch differential sits within the GT40's T44 transaxle, directing the 427's power and torque to the business end of the go-fast equation.

The Ford parts bin of the late 1950s and early 1960s was a deep and diverse gene-pool of future automotive awesomeness. Ford, Edsel, Mercury, Lincoln, and Ford Trucks all saw development of division-specific engine designs and related hardware to put the power to the wheels. The Thunderbird, the Cobra, and the GT40 represent individual branches on the same genealogical tree, along with many other legendary Ford performance products of the 1960s and early 70s.



It's that big block genius that we vintage Thunderbird fans enjoy. The little bird became a bigger and heavier bird along with all of Ford's cars in the later 1950s, and the need for more power spawned two different big block V8 engine families: the MEL (Mercury Edsel Lincoln), and the FE (Ford Edsel). The FE, the familiar 352, 390, and 428 passenger car engines that powered Thunderbirds in the 1958-1967 model years, developed into the 427 and 428 belch-fire speed mills that ended up in police interceptors and winners' circles.

In 1962 the Cobra started out first with Ford's 260 small block V8, and upgraded to the 289 version when it became available in 1963. The concept of stuffing an American V8 into a smallish British roadster was itself a revolutionary concept at the time, which Carroll Shelby made manifest in his Southern California factory.

Small car+Big Motor = GO FAST, and fast it did go. Quarter mile: 13.9 seconds; 0-100mph in 13.0 seconds; top speed 138 mph. The V8 Cobra saw success on the road racing circuit and at the drag strip.

Small car+BIGGER MOTOR=GO FASTER! The Cobra would indeed go faster and win more races. "There's no substitute for cubic inches" was the thinking of the day. This thinking wasn't unique to Shelby and Ford. Over at Chevrolet, the Corvette was moving beyond 283s and 327s into its own legendary big block territory.

Back in the Ford parts bin, the next step up in inches from the 289 was the FE big block. The Thunderbird's 390 was the first attempt, but it proved to be an unsuccessful race engine in the Cobra. The 427 cubic inch version of the FE was introduced in 1963. After some rather significant modification, the big block Cobra was born and the legend went on to write itself. Quarter mile: 12.4 seconds; 0-100: 10.3 seconds; top speed: 165 mph. Current price of a surviving, original 427 Cobra: a million bucks, give or take.

Not to be left behind in Shelby's lineup, the 428 FE (found in Q-code 1966-67 Thunderbirds) itself went into development, and came out as the 428 Cobra Jet and Super Cobra Jet V8s that Shelby installed in his GT500 Mustangs.

The 9-inch differential, the T44 4-speed transaxle, and Henry Ford II's quest for victory at Le Mans

Henry Ford II (a.k.a. "the Deuce") in 1963 made an offer to purchase Ferrari which was later rebuffed by Enzo Ferrari after what seemed to be a done deal, so the story goes. After the deal fell through, the Deuce issued the edict for Ford victories at Le Mans, the Daytona 500, and the Indy 500. Ferrari had dominated Le Mans, and the Deuce had it square in his sights.

Ford developed the GT40 racecar in England for the task, and entered it in 1964 and 1965. Unfortunately, its small block 289 V8 and delicate Colotti 4-speed turned in disappointing results, and the Deuce would have none of that in '66. He moved the GT40 program from England to Dearborn, and ordered an all-American GT40 for the 1966 racing season.

Into the Ford parts bin went the GT40 engineers, and they pulled out the FE big block V8, the Toploader manual 4-speed transmission, and the 9-inch differential. The GT40, being a mid-engine car, required a transaxle to follow the engine and power the rear wheels, rather than the conventional engine-transmission-driveshaft-differential arrangement.



The Toploader was introduced in 1963 and eventually became renowned for high-performance indestructibility. It was standard equipment in the Mustang, Talladega, AC Cobra, AC Frua and Sunbeam Tiger, as well as Ford's Fairlane and Galaxie. Overall the Toploader found a home in 133 different models and was used extensively in racing.

Ford's legendarily strong 9-inch differential was introduced in 1957, and kept pace with engine development as horsepower levels increased through the 1960s. It lives on in the modern aftermarket, still popular with racers, hot rodders, and anyone else who wants to put a lot of power to the asphalt.

As the GT40 engineers honed the 427 to the racer's edge, the Toploader transmission and the 9-inch differential were merged into the T44 transaxle. With these components refined and in-hand, along with every other part including carburetors and windshield wipers, the all-American GT40 MkII was born.

Ford fielded the GT40 MkII in the 1966 racing season, and took first, second, and third place at Le Mans. With Ferrari vanquished, Ford withdrew from competition in 1967.



While Ford's factory racing days were short, the engineering, the parts, and the legacy continue to this day where ever "Powered by Ford" is seen. And, with that FE power flowing through the 9-inch differential, the legacy continues whenever we're out enjoying our vintage Thunderbirds.

Brooks Laudin is a Cobra owner and a founding member of The Cobra Experience Museum in Martinez, Ca. Bill Kinsey is the NorCal Vintage Thunderbird Club's Social Media Director and a volunteer docent at The Cobra Experience.

Car of the Month

Need your car info so we can show it off in this space.

CLA\$SIFIED

Cars and parts for sale, wanted, free, or other Thunderbird related items. Ads can be sent to Russ arr at oldcarr.rc@gmail.com (.doc, .docx or .jpg for pictures)

1960 Thunderbird Convertible 352 cu.in. plus 1960 T/B convertible parts car included.

Nice restorable project

Newly installed:

Rebuilt radiator, heater core. Etc

Rebuilt Carburetor

New brake cylinders, brake lines

New Gas tank, gas lines

Factor air conditioner included disassembled

Needs:

Engine turns but will not ignite, 6 cylinders have low compression

Two (2) cylinders have stronger compression

Electric windows, electric top & taillights Note body work for front left fender (see wrinkles)

Obvious paint & top.

Please check out car yourself or send your representative. Buyer to pay all shipping costs.

Floors show original factory red paint, no rust

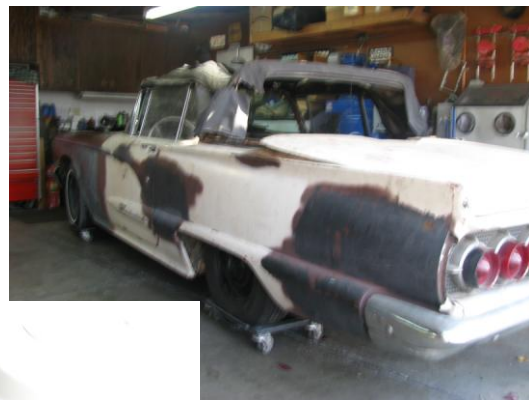
Water pump, hoses. thermostat

Rebuilt Power Steering systems, steering ram

New power brake booster

New seats, front seats have factory styled foam rubber

Car located in Santa Clara, CA Will have car for sale with other media. Many extra parts included
All for \$10,950 or Best offer 415-999-4333 – Russ



Need Help and Information?

Our Technical Advisors

This list is under review. If you would like to be added or removed please contact Russ Carr.

John Byers

1958 – 1960 Concours/Restoration
408-265-6833

Jack Callison

1958-1966 Mechanical
408-262-7472 after 6:00 p.m.

Craig Cuslidge

1958-1966 Concours Detail
1960 sunroofs
1965 General/Restorations
209-463-2793

Bill Edwards

1958-1966 General/Mechanical/Convertibles
510-223-2365

Kurt Larcher

1958-1966 General/Mechanical/Convertibles
650-571-5065

Bob Mabe

1958-1966 Convertibles/Sunroofs
650-941-6534

Mike Press

1958-1966 Concours Details/Parts/Services
1961-1963 General/Restoration
510-558-4037

Concours Manuals

Available from Mike Press for \$15.00 plus \$2.00 shipping. Rules plus single series sections available for \$7.00 plus \$2.00 shipping. Contact Mike at 510-558-4037 to order.

Good Guys List

A list of service providers that have done particularly good work on members cars – Available free to members from Mike Press (510) 558-4037, mjprgp@infionline.net. Also, contact Mike if you would like to add to the list.

General Information

Membership

To become a member, please send annual dues to the Treasurer. (\$25.00 if Wing to be delivered electronically and \$30.00 if to be delivered by USPS).

Change of Address

Please send address change notices to the Secretary

Correspondence

General correspondence should be sent to the club President. Submissions to The Wing should be sent to the Editor (see Publication Deadline below).

Nametags

Order through Craig Cuslidge at 209-463-2793.

Advertising

Send all advertising with payment to The Wing Editor. See advertising pages for rates.

Publication Deadline

The Wing is published bi-monthly on the 1st of January, March, May, July, September and November. Submissions must be received before the 20th of the month preceding the issue(s) for which they are intended. E-mail submissions must be in .doc or .docx format and pictures in .jpg format. Hard copy submissions gladly accepted.

Advisory Board of Past Presidents

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Craig Cuslidge (2)	Paul Simonds
Jim Parry	Mike McSherry
Bobbi Killion †	Doreen Gibbs
Dr. Gordon Richmond †	Barney Burke
Bob Combs	George Waters
Mike Press	LeRoy Siebert(2)
John Espinola	John Byers

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Joel † and Elsie † Schlotz #26
Dr. Gordon † & Nell Richmond #25
Craig Cuslidge #15



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Northern California
Vintage Thunderbird Club



INSIDE

DUES ARE DUE!

FLIGHT LOG – CHRISTMAS LUNCH



UPCOMING

BOARD MEETING/JANUARY

SWEETHEART AND BLACKHAWK TOUR

DAY AT THE RACES