



# The Motor Mouth

The 2010 Concours Gold Medallion Newsletter

## The Island Life PSEB Does Loganberry Fest on Whidbey Island



photo by G. Thorne

T-Birders who attended PSEB's July overnight club event learned one thing for sure: Whidbey Island offers an incredible amount of diversity – from rolling hills and pastureland to thick woods, sparkling water and crescent beaches, lakes, tide pools, estuaries, lagoons and marshes. In five separate driving tours over two days, we traversed the central section of the longest island in the continental U.S. (yes – longer than Long Island!) on winding back roads, past farms and ranches, and along meandering coastlines.

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**All Aboard!!!!**

**DON'T BE LEFT  
AT THE STATION**

**Sign up Now!!!**

Important Announcement

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## Bangor Sub Base



**Tour**

**Thursday  
August 19<sup>th</sup>**

[See page 7 for details](#)



### President's Message

Our July event to Whidbey Island and the Loganberry Festival was great with blue skies, tops down, great people, good conversation, what could be better! Gordon and Judy Thorne did their usual outstanding job of leading the Little Birds to and fro around the Island.

We spent a great evening at the Coupeville Inn, walking the town of Coupeville, and for



those still awake had a fun time playing T-Bird Bingo. A BIG thank you goes to Gordon and Judy. We are looking forward to our August 19th event which will be a tour of the Bangor Sub Base. Please turn to page 8 for details.

Finally, it was my honor to present Judy Thorne with the 2010 Concours Gold Medallion Newsletter Award from CTCI.

*Duane Niemi*

### OFFICERS AND CHAIRMEN

- President:** Duane Niemi  
360.297.1245 -- [duanenancy@centurytel.net](mailto:duanenancy@centurytel.net)
- Vice President:** Bob Callard  
206.932.3236 -- [recallard@yahoo.com](mailto:recallard@yahoo.com)
- Secretary:** Martha Callard  
206.932.3236 -- [recallard@yahoo.com](mailto:recallard@yahoo.com)
- Treasurer:** Mike Talbot  
360.918.8632 -- [mgtsd@comcast.com](mailto:mgtsd@comcast.com)
- Immediate Past Pres.:** Ray Vingo  
360.779.4725 -- [vingoray1@gmail.com](mailto:vingoray1@gmail.com)
- Newsletter Editor:** Bob Callard  
206.932.3236 -- [recallard@yahoo.com](mailto:recallard@yahoo.com)
- CTCI Representative:** Gordon Thorne  
253.857.0066 -- [gordon.thorne@gmail.com](mailto:gordon.thorne@gmail.com)
- Membership:** Gordon Thorne  
253.857.0066 -- [gordon.thorne@gmail.com](mailto:gordon.thorne@gmail.com)
- Amenities:** Carol Weiler  
360.452.3096 -- [cjw@olypen.com](mailto:cjw@olypen.com)
- Webmaster:** Bob Callard  
206.932.3236 -- [recallard@yahoo.com](mailto:recallard@yahoo.com)

### THE MOTOR MOUTH

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Members are encouraged to submit articles written by themselves or others. All submissions are subject to editing and space available.

**Deadline:** 20th of the preceding month

**Editor:** Robert Callard  
9616 47th Ave S.W.  
Seattle, WA 98136  
206.932.3236

[rcallard@pugetsoundearlybirds.org](mailto:rcallard@pugetsoundearlybirds.org)

#### Our Mission:

To encourage and promote the preservation, admiration, ownership, enjoyment and restoration of the 1955, 1956 and 1957 Ford Thunderbirds.

#### Website:

[www.pugetsoundearlybirds.org](http://www.pugetsoundearlybirds.org)



(Continued from page 1)

As so often is the case for PSEB (how DO we do it?), the weather was perfect – not a cloud to be seen – just piercing blue skies, warm sun, and the special treat of a cooling, marine breeze. It was a topless, slather-on-the-sunscreen kind of

weekend.

This multi-club sojourn to Whidbey's Lo-



ganberry Festival

at Greenbank Farm brought together an enthusiastic, jovial group – some first-timers to Whidbey and some old hands at exploring the island. We welcomed guests Chuck Korenko, CTCI district 3 director, and his wife, Lani, who came (sadly in a Brand X) from Sacramento; Ron Karr and Barb Collins



and Tony and Eve Dilores of Olympic Classic Thunderbird Club; and Roger and Ruth Kelley of the Rose City club in Portland.

PSEBers included Ted and

Charline Austin, Mike and Sandi Talbot, Michael and Christine Perry, Bob and Martha Callard, Duane and Nancy Niemi, Ray and Darleen Rohwein,



Ed Schlie and Carolyn Zimmerman, Linda Birch and her friend, T-Bird (1966) owner Anne Wickstrand, Bill Hummel sans Doris, and Gordon and Judy Thorne. Happily, we met Phil and Cheryl McCurdy at the festival – they have a vacation home on Whidbey so dropped by to see us.

(Continued on page 4)



(Continued from page 3)



With one contingent coming to the island from Mukilteo and another group coming from Port Townsend, we all met in Freeland before heading to the festival.



Following tour leader Gordon Thorne, we wended our way – the long, scenic way – to the festival and lined up 14 baby birds on a grassy area right at the entrance. Shiny and colorful, the birds attracted immediate attention as gawkers oohed, aaahed and drooled over them. And so while we visited booths and ate festival food, our cars were a visual overload for the fairgoers.

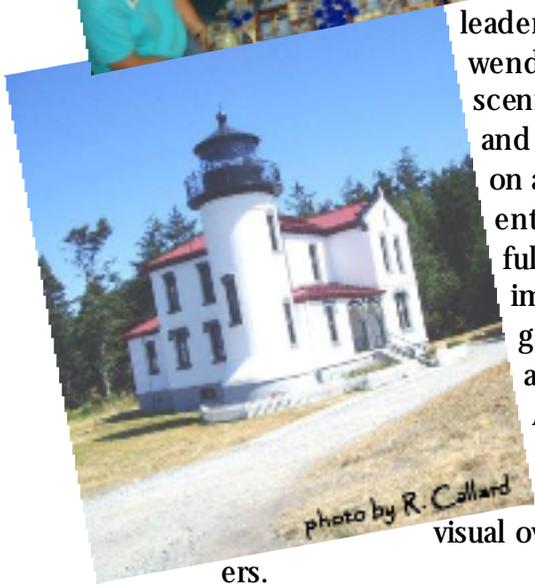


photo by R. Callard

ers.

Unfortunately, the Rohweins stalled with a faulty distributor just before reaching the festival grounds, but the Korenkos got them restarted, and they joined us late. They also left early with Ed and Carolyn to go straight to our overnight instead of taking the tour.

Mid-afternoon the rest of us departed on a 45-minute

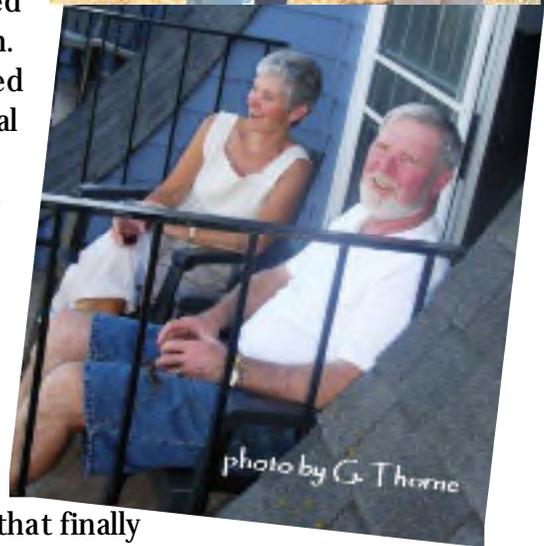


photo by G. Thorne

us departed driving tour that finally took us to the Coupeville Inn just around the corner from Coupeville's quaint Front St. with its shops, galleries and restaurants. Once there, some folks took off to explore the town and pier while others went to the museum and still others just put up their feet and enjoyed the view from their balconies.

It was five o'clock somewhere – and also in Coupeville! – when we gathered for our cocktail

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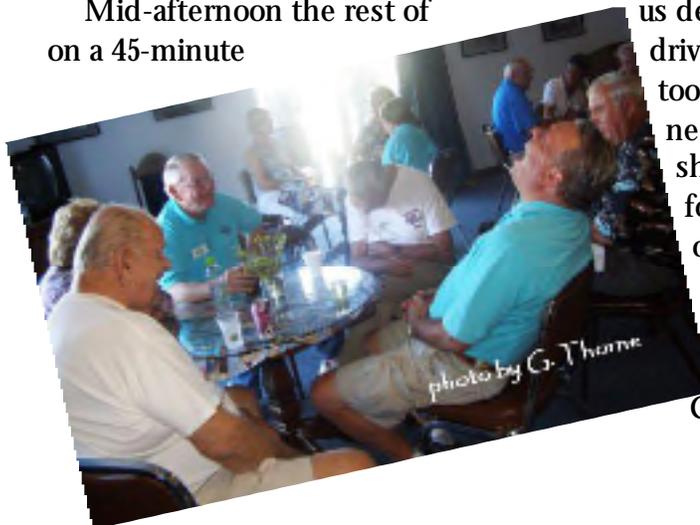
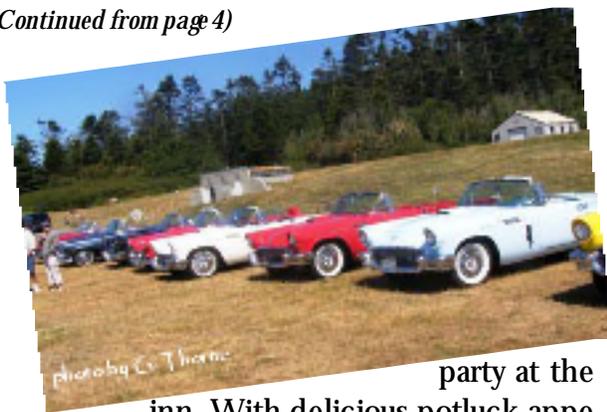


photo by G. Thorne

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party at the inn. With delicious potluck appetizers, some of us wondered if we really needed dinner, but when push came to shove, dinner did win out, and the early eaters headed to Toby's



later, as they vied for prizes for which all expense had been spared. By then it was bedtime.

We gathered in the breakfast room once again Monday morning for a complimentary continental breakfast and then saddled up for a 45-minute tour north, staying on back roads and just skirting the Navy port town of Oak Harbor.

Once again a distributor went bad on a PSE-Ber; this time the Talbots were the victims. As is typical of T-Bird camaraderie, especially in PSEB, the ever-helpful and knowledgeable Ted Austin (and Charline) stayed behind to help Mike get the car running while the rest of us toured. When we returned to the inn, Mike and Sandi were ready to go back to Olympia,

and not wanting to turn off the engine, they had to drive north and through Anacor-

tes, thus avoiding ferries. They, too, got home safely after a very long trek south on I-5.

We took a potty break before officially checking out of the inn and headed out on another tour that took us to Fort Casey, the WW I battle emplacement that guarded the entrance to Puget Sound, and nearby Admiralty Lighthouse, both open for touring. This stop signaled the official end of the tour; some stayed to explore the fort and lighthouse, and others made tracks for a

ferry back home. In all, it was a great event with

special cars, special friends and special sights at every turn. The camaraderie in our club – and with our guests – was exceptional, and we chalked up another fine PSEB gathering.

Our thanks to Gordon Thorne, who traveled to Whidbey four times to lay out the complicated route as well as prepare the turn-by-turn directions, arrange for the lodging and dinner venues and create the TBIRD game. Anyone who has ever planned and executed a multi-day event knows how much work is involved. Kudos, Gordon.

*Story by Judy Thorne*





# News Flash!!!

## **LAST CALL !!! FOR THE SEPTEMBER TOUR**

*September event — September 11—12*

<http://www.rainiervisitorguide.com/rainiercamera.html>

This is absolutely the last call to join your great T'Bird friends on the last **FEATURE EVENT OF THE YEAR**. This overnigher features unequalled scenery, fabulous food, a ride on an antique railroad and the opportunity to visit a **PREMIER WILD LIFE REFUGE** in the North West.

The program includes lunch at an authentic Italian Restaurant in Eatonville, a spectacular top-down drive thru the mountains to the town of Elbe, a ride on the Mt. Rainer scenic railroad, which winds its way through the fabulous foothill country, then on to a great dinner topped off by the **WORLD'S BEST** blackberry pie. We bed down in the comfortable Nisqually Inn for the night. The next day we start on the road after a good breakfast at the Overland House next to the motel. We should arrive at the Northwest Trek about 11:00 and a chance to take a stretch before boarding our tram which will take us throughout the park. There are more features in the park you that you can visit on your own. The cost of the railroad ride is \$ 18.00 and the admittance to the animal park is \$12 50.

***Deposits are required NOW for our reservations***

**Send your check for \$30.50 per person to Mike Talbot before August 15**

## ***Geek Speak — Collector Car Insurance***

When asked about what I did before I retired, I tell folks that my full time job after college paid \$88.00 a month, provided free room and board, green clothes and funny shoes. However, my Army opportunities provided me 'job opportunities' in New Jersey as an 'enforcer' with a small relatively unknown company. After several years as an 'enforcer,' I was promoted to 'bookie.' Yes, 33 years in the property and casualty insurance industry, first as a claims adjuster, then as an underwriter. So, periodically I receive questions on coverage from fellow T-Birders.

The most often asked questions involve pricing of a policy. I am not a broker and cannot provide pricing quotations, but I can offer some suggestions of what to look for when you are purchasing coverage for your classic, antique and/or muscle car.

My assumption is that most everyone who has one of these cars has a personal excess or personal umbrella policy to protect their assets (if you don't, you should speak to your agent). That being said, the normal underlying limit for

*(Continued on page 8)*



## **Bangor Sub Base Tour** Hosted by The Niemi's

**Where:** Keyport Undersea Naval Museum  
**When:** Thursday, August 19th  
**Time:** 12:45 PM (1245 Hours)



Arranging the August event has been a challenge, but we have finally worked out all the details. Our host, Lt. Cmdr. Alec Villegas from the U.S.S. Stennis, made some calls to make this happen.

We have been afforded a special opportunity to see the Bangor Sub Base. Our vehicles will not be able to enter the base so we will park at the Keyport Undersea Naval Museum parking area. Duane will make arrangements

for someone to stay with the cars. The bus is provided by the base and we'll be accompanied by our Tour Guide for the 6-7 minute ride to the base. Upon arrival we will have an opportunity to tour the Trident Training Facility starting at 1:30.

Unfortunately, we will not be going aboard a sub for security reasons, but will see a sub. The tour takes about 2 1/2 hours.

*Duane Niemi*

### ***Important Information and Directions***

**For early arrivals:** The Keyport Undersea Naval Museum opens at 10:00 AM in the event you may want to go thru this prior to the tour. Admission is Free and you could easily go through in a couple of hours. It is well done and interesting.

**Lunch:** You are on your own for lunch. Keyport is just a couple of minutes from the Museum and has a restaurant called Whiskey Jack's. — hamburgers, sandwiches, etc. Let Duane know and he'll reserve a table. There are many restaurants in Silverdale which is about 15 minutes away.

**Directions:** **From Kingston Ferry:** exit into Kingston onto Highway 104 which turns into Hwy 307, take 307 to Hwy 3 South to the Exit marked Naval Undersea Warfare Museum, which is Hwy 308. The Museum is about a 20 minute drive from the ferry.

**From the South:** Hwy 16 turns into Hwy 3, proceed to the Exit marked Naval Undersea Warfare Museum, exit right and follow signs. The exit is just beyond Silverdale.

**Post Tour Fun:** **Let's Play, Eat and Have Fun!** We'll be playing horseshoes, holey boley and chipping golf balls — Following the Sub Base Tour we'll caravan to our home, which is about 15 minutes from the Museum. Potluck: including Italian sausages with sautéed peppers and onions on Italian bread with spaghetti sauce, wine, beer and iced tea. Call or email the Niemis (360-297-1245) with what hors d'oeuvre/side dish/dessert you'll be bringing.



(Continued from page 6)

your standard automobile liability policy is \$500,000 and \$300,000 for your homeowner's liability. The personal excess/umbrella policy 'tops up' the limits on these policies (it also may cover any recreational vehicles and boats).

Recently, I was asked for some help on 'the right price' for a policy. PRICE should not be the primary concern for a collector. It should be coverage terms, broker and insurer.

To the right is a breakdown of each line of insurance. As you can see, the liability portion of the premium is insignificant (when compared to your standard auto policy). Collision coverage is straightforward, you hit something, it's collision. The 'other than collision' line is the old comprehensive line for theft, glass breakage, fire, and almost all other reasons.

Coverage	Limit	Premium
Liability	500,000	52.50
Medical Payments	N/A	N/A
Personal Injury Protection	See Form	Included
Uninsured Motorists	500,000	Included
Underinsured Motorists	500,000	Included
Collision	54,500	190.75
Other than Collision	54,500	163.50
<b>Total Premium</b>		<b>406.75</b>

The premium is skewed because the underwriters see the major causes of loss to your collector vehicles as collision, theft, fire, and collapse of a building. As a claims manager handling collector car claims, the largest losses I faced were fires and collapses of the building where the cars were stored — the largest had 28 antique cars in it with a loss of over \$2,000,000 in 1980. Very few were damage done by the collector car to another auto or person. The valuation is agreed upon with the underwriters. So, in the event of a total loss, you know what you will receive. The table below outlines the various differences between a collector policy and standard policy.

Coverage Benefit	Collector Car Insurance	Standard Automobile Coverage
Valuation of the Car	Agreed Value, i.e. the amount you will be paid in the event of a total loss.	Actual Cash Value, i.e. the amount you will be paid, less deductible, as determined by the insurance company.
Deductible	Usually none	Minimum \$250, \$500 is commonplace
Pricing	Low Prices based on the loss experience of collector cars	Higher prices based on all drivers in your group, age category, etc.
Liability Limits	Priced very reasonably	Standard for your group
Automatic Coverage	30 Day automatic coverage for new purchases	None
Spare Parts	Usually \$500 coverage	Not Covered
Trip Interruption	Up to \$600 if trip is interrupted by a collision or mechanical breakdown	Not Covered
Towing and Labor	Up to \$250 is included	Only covered in 'Prestige Policies'
Mileage Limitation	None	None

The most important piece of the puzzle is broker expertise. The three major collector car brokers are Grundy Worldwide, Hagerty and J.C. Taylor. **Robert Callard CCLA**

## Two Vie for the Hard Luck Trophy



It was a beautiful Sunday afternoon for a drive through Whidbey Island in 50 plus year old T-Birds. We all lined up behind Gordon Thorne's Lipstick Red 57, ready to enjoy the fabulous weather. But, into the second turn, we noticed that we lost a couple of cars. Fear Not! They will



catch up. Five miles later we had one less 57. We were afraid it would be Found On the Road Dead, but we were wrong. We all made our way through the by-ways of Whidbey Island toward our motel in Coupeville, the wayward 57 caught up. Possible cause of the problem: The dreaded "Distributor Virus."

Not to be outdone, a second 57 decided not to start the next morning. It seems that the 'virus' was very contagious. But with the many sidewalk mechanics and 'supervisors', the second 57 was started and made its way home. Although both couples were vying for the 'Hard Luck Trophy' neither were successful, thank goodness! Dr. Talbot (yes, Mike is a doctor) correctly diagnosed the 'virus' and has a cure. See Dr. Talbot's diagnosis on page 10.

## Let's Celebrate!!

### August Birthdays

Fred Gilchrist — August 3

Ray Vingo — August 16

Barbara Matthew — August 21

Phil McCurdy — August 23

Sharon Stoner — August 26

Joni Bayler — August 29



### August Anniversaries

Roupe — August 11

Rohwein — August 11

Cooper — August 20

Bayler — August 25

Fantz — August 26

Perry — August 29



## Distributor 'Virus'

The distributor is the electrical nervous system of our T-Birds. It functions in concert with an electrical coil and spark plugs. Inside the distributor are a number of components (points or electrical igniter, capacitor and a rotor) and a shaft that is driven off the cam shaft. For years, we all used old fashioned points which we were continually adjusting. Several years ago, electronic ignition devices became available and are now widely used. I was one of the old time hold-outs and continued to use points. This is fine, except it requires the distributor shaft bushings to have minimum wear. I didn't realize it (and I had never checked the bushings), but the bushings in the distributors of the two 57's had never been touched since the car left the showroom floor. When the bushings are worn, it is impossible to hold a constant point gap and the car will not run right if at all.

Since there are no rebuilders of these old distributors in our area that I know about I had to ship it to California. Yes, I got the hard luck trophy earlier this year and I think I deserve to keep it.

*Mike Talbot*

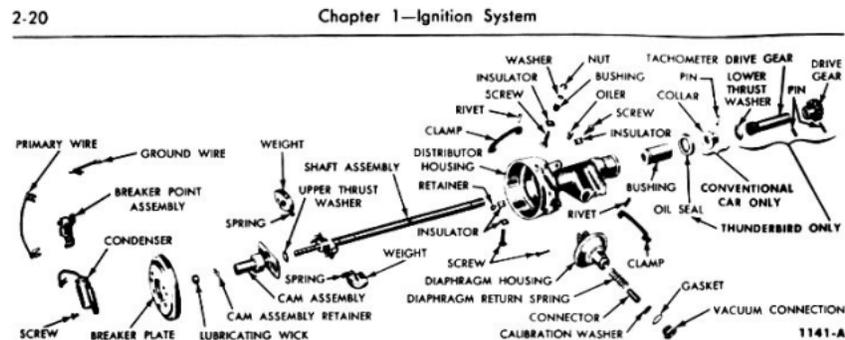


Fig. 38—8-Cylinder Engine Distributor

## View from the Passenger's Seat

[Do you have a story to tell? Email it to your newsletter editor](#)

There it was, right under the Christmas tree, my not-so-subtle hint in the form of a T-bird insignia'd fender cover that it is time to get under the hood of that Blue Beauty and figure out how to do minor repairs himself. After all, his carpentry, electrical and plumbing skills are all very good, why not move into the mechanical?

The day the tachometer needle started to jump around provided the inaugural opportunity. That can't be hard at all, he figured, and placed the order for the new tach cable. It arrived and before long the fender cover came out from its package and onto the fender. The process was simple. Unscrew both ends, remove cable, screw engine end, feed through firewall opening where the old one was, and

screw into the back of the tach. No problem.

"C'mon, let's give it a try." and off we went! About three blocks later, she said, "Do you smell something?" About six blocks later he said, "Do you smell that? Smells like smoke." Pull over, open hood, no fire, no visible smoke. Keep going up that hill. Suddenly smoke poured out from under the hood. We pulled over right next to the local car repair shop, opened the hood, grabbed the ever ready fire extinguisher and put out the flames, much to the amusement (?) of the local mechanics. "Hello, AAA, we need a tow." Maybe that fender cover wasn't such a good idea after all.

*Martha Callard*



# The Road Ahead 2010



*Mark your calendar for the great PSEB events throughout the year*

<b>Date</b>	<b>Event</b>	<b>Hosts</b>
<b>August 19</b>	<b>Bangor Sub Base Tour</b>	<b>Niemis</b>
<b>September 11-12</b>	<b>Eatonville train ride, Northwest Trek Wildlife and overnight</b>	<b>Talbots</b>
<b>October 9 or 10</b>	<b>Port Angeles Dungeness Crab and Seafood Festival</b>	<b>Weilers</b>
<b>November 14</b>	<b>Great Chefs of the Northwest</b>	<b>Johnsons</b>
<b>December TBD</b>	<b>Christmas Party Gift Exchange</b>	<b>Austins</b>

### *Correction*

Last month's original Motor Mouth inadvertently eliminated two pages of the lead story. This was caused by two pieces of software not interacting well with each other when the newsletter was put into Portable Document Format (PDF). This was not picked up by your neophyte newsletter editor. The corrected MM was sent when this error was discovered and it is on our website. Mea Culpa and apologies to all.

*Bob Callard*



## Safety Tip — Wheels and Lug Nuts

Recently, I was having difficulty tightening my wheels to the recommended level with a torque wrench. Examination revealed mounting holes in the wheels were enlarged and the lug nuts were worn and grooved. The nuts were ready to pull through the wheel. This combination could spell “Disaster.”

What to look for:

1. Check the angle of the lug nut. It should be smooth and evenly tapered. Compare the good one on the left to the bad one on the right in the photo.



2. Look at the holes in the wheel to see if they are enlarged, grooved, and have bowl shaped sides as in the photo.



This is a condition that occurs over time. A contributing factor is tightening the wheels down too tightly. The **Ford manual recommends 65-70** foot pounds of torque. It is not uncommon for tire shops to tighten them to 100 foot pounds of torque.

Please consider safety and take a few minutes to check your wheels and lug nuts. If you have them checked at a tire shop, make sure the person checking them is old enough to know the difference between the good and bad because this often comes with experience.

*Les White*

## Friends of Puget Sound Early Birds

### Tanya Johnson, CAS

Referrals are the greatest form of flattery!

*DeSoto Marketing*



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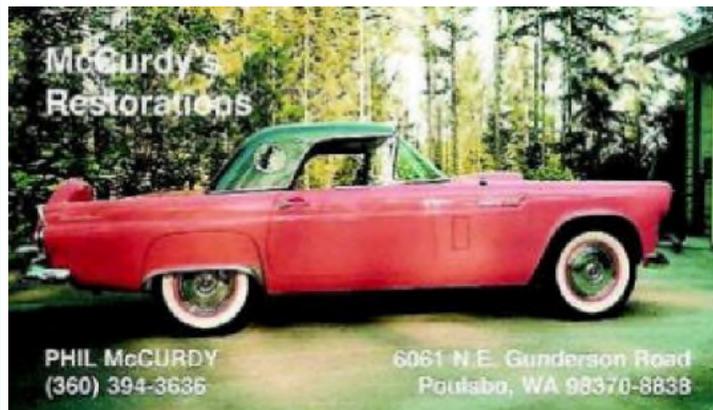
Representing the Geiger Company

Tanya Johnson, C.A.S. 360-779-5067

[tjohnson@geiger.com](mailto:tjohnson@geiger.com)

15560 Sandy Hook Rd. NE  
Poulsbo, Washington 98370

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PHIL McCURDY  
(360) 394-3636

6061 N.E. Gunderson Road  
Poulsbo, WA 98370-8838