



The Motor Mouth

A FABULOUS FLATOP

It's anchors aweigh on private PSEB tour



PSEBers enjoy tour of USS Stennis at February event.

On a gray, grainy and rainy February day, the gray, long, narrow city loomed large above 23 members of PSEB.

This city, a “suburb” of Bremerton, houses almost 6,000 men and women (just a little less than the population of Gig Harbor), with all of them stacked and squeezed into a “city” just 1,100 feet long, 257 feet wide and up to 20 stories high.

And yet the gray city has its own daily newspaper, radio and TV stations, fire department, library, hospital, general store, laundry, two barbershops, a post office with its own zip code, five garage bands – and restaurants open 22 hours a day that serve 18,000 meals daily. Oh yes – and it has its own air

port and runways.

This gray city is the USS John C. Stennis, the seventh Nimitz-class nuclear-powered supercarrier in the U.S. Navy. Named for Sen. John C. Stennis of Mississippi, the carrier was launched and christened in 1993. It is the flagship of Carrier Strike Group 3 (CSG-3).

Our private tour, conducted by Lt. Cmdr. Chuck Villegas of Indianola, was arranged by our very own

**Rallye 'Round
Gig Harbor
set for
March 20!
See page 6
for details**

**Save the date!
Caravan to
Sequim
plus a car collection,
antiques and lunch
at the Gilchrists'
B & B
April 17**

In this Issue

- 2** President's Message
- 8** CTCI Meeting
- 9** Jim Stott poses a question
- 12** Tech Tips



(continued on page 3)



President's Message

We had a great turnout for the tour of the USS Stennis in spite of a few light showers. Our host, Lt. Cmdr. Chuck Villegas, gave us the grand tour and told us the reasons why the Stennis is a world-class carrier. (Chuck and his wife, Gina, and their son, Charlie, live in Indiana and are friends of ours.)

We are looking forward to the second Little Bird Car Rallye to be held March 20. We hope for a good turnout of Birds -- it's time to get them out for a spring break -- but you are welcome to bring any car for to this event. The event takes place in Gig Harbor -- it begins with light breakfast items



at Gordon and Judy Thorne's and ends at Jim Stott and Darlene McCallum's for lunch.

Gordon and Bob Callard have been busy mapping out the route, which will take us through some of the back roads of Gig Harbor, and they say it will be a little more challenging this year. Our last tour received a lot of nice comments, so

please come and join our group.

And speaking of events, we still are open for August -- do you have a suggestion? Please let us hear from you!

Our deepest sympathy to the Lowe family for the loss of their beloved daughter, Carey Lynn White. PSEB is making a \$100 contribution to the Carey White memorial fund to benefit her children. Please see page 11.

-- *Duane Niemi, President.*

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THE MOTOR MOUTH

Vol. 17, No. 3 -- March 2010

Gold Medallion-winning publication of the Puget Sound Early Birds, chapter 81 of Classic Thunderbird Club International.

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

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

Web site:
www.pugetsoundearlybirds.org

(Continued from page 1)



ties the ship along at speeds of 30-plus knots – more than 35 mph. The ship's complement is about 3,200 men and women, and the air wing members add another 2,480. After a seemingly endless maze

prez, Duane Niemi, who gently prevailed on his friend and neighbor to provide a fascinating, behind-the-scenes tour of this overwhelming, mighty behemoth of the seas.

After passing through Bremerton Navy Yard security, we boarded the Stennis at one of the ship's four huge elevators, used for bringing planes and helicopters from the hanger deck to the flight deck. There we met Chuck and began our tour.

The Stennis can carry 85 to 90 fighter jets and helicopters, but the Black Knights, Death Rattlers, Argonauts, Blue Diamonds, Yellow Jackets, Eight-Ballers and Raptors Navy and Marine attack squadrons were on duty elsewhere while the ship's crew prepared the for its cruise to San Diego this month.

In the room housing the huge anchor chains, we learned that the Stennis uses just two anchors – but what anchors they are! Each weighs 30 metric tons, fed by enormous steel link chains that curved downward and outward through the port and starboard hawse pipes.

As we toured along, we found that the Stennis carries three million gallons of fuel with an unlimited cruising range. The four steam turbine engines deliver power to four giant propellers, which hus-





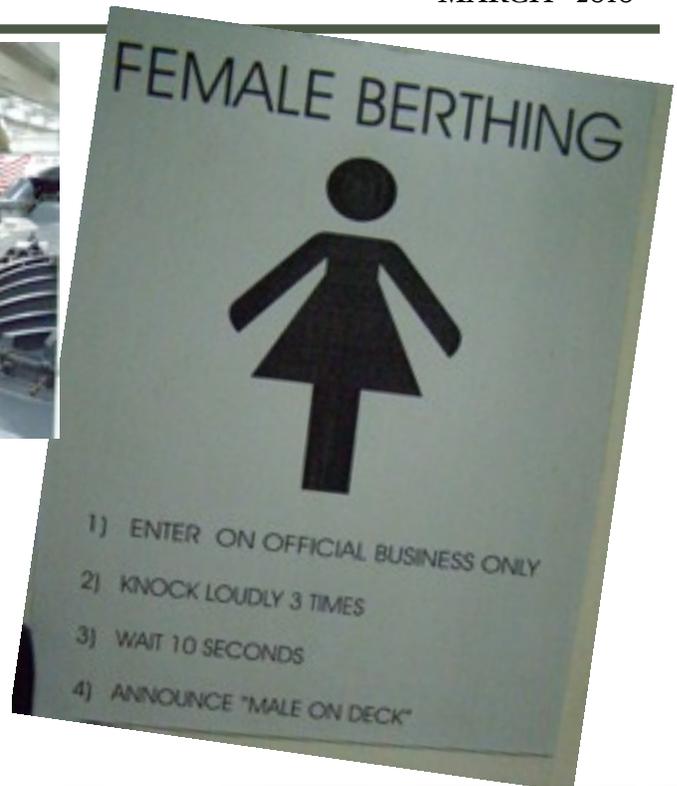
of up and down ladders, up and down corridors, left turns and right turns, we found ourselves in Chuck's small "office," where as "flight han-



dlers" he has a clear view of the entire flight deck, the four catapults and the four arresting gear cables that help stop the planes as they land. Surrounded by rows of electronic instruments and a miniature "playing board" of the flight deck with miniature cutouts of fighter jets, Chuck moves his playing pieces – and their real life counterparts – around like a chess grand master, making sure that every plane and its position is accounted for at all times.

Then more ladders, and companionways, and after being turned totally around, we emerged in the officers' wardroom, ready for noon chow. We lined up in a cafeteria-style chow line selecting from baked cod, thick cuts of turkey, fried chicken, gravy, mashed potatoes, carrots, a fruit and salad bar, soup and rolls. We carried our overloaded plates into the officer's mess where a soda machine and desserts of cookies and pecan pie awaited. Since we were dining with the officers, we were in a fancier wardroom, had china plates instead of plastic trays, and cloth napkins instead of paper – but we ate exactly the same food as the enlisted men and women. The Stennis recently won the Edward F. Ney Memorial Award for best food service among all U.S. Navy carriers!

For a typical breakfast of buttermilk pancakes and scrambled eggs, the galley begins with 600 cups of flour, 37 gallons of buttermilk and 50 dozen eggs -- just for the pancakes. For the scrambled



eggs, try 12,000 (!!!) eggs, 150 gallons of milk and 120 pounds of butter.

Enjoying the tour and the chow were: Ted & Charlene Austin, Thom & Joni Bayler, Bob & Martha Callard, Pat Howard and his friend, Les Kolb, Ed & Tanya Johnson, Stan & Gretchen Liebenberg, Phil & Cheryl McCurdy, Duane & Nancy Niemi, Christine Perry, Gordon & Judy Thorne, Ray & Margaret Vingo, and Les & Jo White.



As we toured, we saw the Stennis Seal. The circular shape signifies the Nimitz-class aircraft carrier's unique capability to circle the world without refueling. The four gold bands and eight ties denote Sen. Stennis' four decades (41 years) in the Senate and the eight presidents he served with, from Truman to Reagan. The red and white stripes inside the blue border represent the American flag and the American people the Stennis serves. The ship itself is pictured in the seal.

And on the edges of the flight deck are the words, "Honor, Commitment, Courage" – the U.S. Navy's core values. That's a pretty good motto for the dedicated residents of this gray city who work 24/7 to protect and defend the rest of us – no matter in which city we live.



Thank you! Thank you! to Duane and Nancy Niemi and Lt. Cmdr. Chuck Villegas for a day that none of us will forget. It was an honor and a pleasure to tour the USS Stennis.



It's time to . . .

Rallye 'Round Gig Harbor

Saturday, March 20

***Drivers! Start your engines!
Navigators! Start your brains!***

***Discover the back roads of Washington's
"Maritime City" as you follow
instructions that will take you on
a ??-mile fun run***

WHAT: A timed rallye in your car of choice with specific directions and questions to answer. Prizes will be awarded, and counselors will be on hand afterward to dissuade couples contemplating divorce.

WHERE: We'll meet at Gordon and Judy Thorne's home for sweet rolls, donuts, juice and coffee. After the rallye, we'll be treated to lunch at Jim Stott and Darlene McCallum's home: Green salad; breads/rolls; baked-potato bar with bacon, cheese, chili, sour cream; cookies; coffee, sodas, beer and wine.

WHEN: Plan to arrive at Gordon and Judy Thorne's Gig Harbor home between 9 and 9:30 a.m. First car will be out at 10 a.m.; others will follow at timed intervals.

WHO: The event is a joint effort by Bob and Martha Callard, who won the rallye two years ago; Thornes and Stott-McCallums.



DIRECTIONS: From the north, take Hwy. 3 south to Hwy. 16. Take the Burnham exit, go into the roundabout and take the third exit. At the next three roundabouts, take the second exit, proceeding straight each time. At the last roundabout take the first exit (a right turn) onto Peacock Hill Dr. Watch for the second bus stop on the left and then turn left on Vernhardson. See "final directions" below.

From the south: Take Hwy. 16 north to the Wollochet (city center) exit. Go straight at off-ramp signal past Chevron station (Stinson Ave.) Go straight through two stop signs, and at third stop sign, turn left onto Harborview. Follow around the harbor and at the T, turn right onto Vernhardson. See "final directions."

Final directions: On Vernhardson, go to the T, where you have a free left onto Crescent Valley Rd. Go to Drummond (volunteer fire dept.) and turn right. Go up the hill and at the T (stop sign).turn left onto Moller. Moller becomes Hallstrom. On Hallstrom, watch for two consecutive yellow/black left-turn arrows, and turn right between them onto Pt. Richmond Dr. Follow the road down the hill and at the T (mailboxes) turn right. Go to 13033 Pt. Richmond Beach Rd. NW -- only house with a flat roof. 253.857.0063.

RSVP no later than MARCH 15 to the Callards, 206.932.3236 or recallard@comcast.net.



The Road Ahead 2010

Mark your calendar now and join PSEB for great events throughout the year.



<i>Date</i>	<i>Event</i>	<i>Hosts</i>
<i>March 20</i>	<i>PSEB Car Rallye 'Round Gig Harbor</i>	<i>Callards/Thornes/ Stott-McCallum</i>
<i>April 17</i>	<i>Caravan to Sequim and Gilchrists' B&B, antiques and car collection</i>	<i>Gilchrists/Weilers</i>
<i>May TBA</i>	<i>Hood Canal Oyster Feed (date depends on tides)</i>	<i>Perrys</i>
<i>June 20</i>	<i>Kingston Car show to benefit American Cancer Society; barbecue at Baylers'</i>	<i>Baylers</i>
<i>July 25-26</i>	<i>Loganberry Festival and overnight, Whidbey Island</i>	<i>Thornes</i>
<i>Aug. TBD</i>	<i>To be determined</i>	<i>Host needed</i>
<i>Sept. 11-12</i>	<i>Eatonville train ride, Northwest Trek wildlife and overnight</i>	<i>Talbots</i>
<i>Oct. 9 or 10</i>	<i>Port Angeles Dungeness Crab and Seafood Festival</i>	<i>Weilers</i>
<i>Nov. 14</i>	<i>Great Chefs of the Northwest</i>	<i>Johnsons</i>
<i>Dec. TBD</i>	<i>Christmas party/gift exchange</i>	<i>Austins</i>



CTCI February Board Meeting Highlights

February 5-6, 2010

By Chuck Korenko, Region 3 Director

The Classic Thunderbird Club International board of directors meeting was called to order with the following officers present: President Sue Smith; Vice President Scott McGilvary; Treasurer Larry Kooiman; Managing Director Jim Hack; Office Manager George Barlow; and Office Assistant Jennifer Parker. Board members in attendance were regional directors: 1, Al Robinson; 2, Liz Worth; 3, Chuck Korenko; 4, Mickey Harris; 5, Marty Bierman; 6, Bill Somsak; at-large, Scott McGilvary, Sandra Hood and John Smith. Appointed attendees included Concours Chairperson Rich Martin and Newsletter Contest Geraldine Nuckels

First, old business covered the outstanding CTCI regional shows in Tulsa and Vancouver, B.C.; review of the CTCI International in June 2010 in Dayton, Ohio; 49 in '09 tour; 3-5 year plan; and future of the CTCI collection. The CTCI by-laws state that if the club disbands, the club material will go to the Detroit Library. John Smith was directed to investigate the Benson Ford Library and the AACA Library in Pennsylvania to determine if CTCI should change the place of disposition.

Chairperson reports were given for: Early Bird, Newsletter Contest, Tech Articles Web site Committee, Concours, office manager, treasurer and managing director. The following items were noted:

- No changes will be made to the Early Bird magazine except more color.
- A question to the membership is whether CTCI needs to scan the past

Early Birds that have gone out of print and make a searchable disk to sell.

- All clubs need to send a color version of their logo to Lin Somsak, Early Bird editor.
- The new CTCI Web site should be up shortly.
- A new Touring Judges Training Chairman will be headed by Clarke Hamm.
- Authenticity Training will now be outside of the Judges Training.
- A new sheet for unrestored cars is being developed.

The board (in closed session) determined that they would train Jennifer to become the office manager starting April 1.

George Barlow said he will retire by 2011 anyway so this will provide a longterm changeover. He will be retained in the office part-time in a new position of public promotions manager. He will maintain the CTCI merchandise, answer questions on the cars at the office, develop new merchandise and be the CTCI representative at the conventions.

Presentations were made for the 2011 regionals in Nebraska (Aug. 24-28) and in Virginia (probable in June), and both were approved to continue.

The election of new officers resulted in President Marty Bierman, Vice President Scott McGilvary, Treasurer Larry Kooiman and Secretary John Sailors.





Restoration v. Preservation **To Restore or not - That is the Question** *(with apologies to William Shakespeare)*

By Jim Stott

We purchased our 1956 T-Bird from the original owner's widow. Our Bird was driven until 1974. At that time, the original owner put the car away in his garage and built a plywood crate around her. She sat there for 35 years – undriven, unstarted, unanythinged, until 2009.

While the car was still in California we had the engine completely rebuilt, new brakes, and all her fluids changed. Our T-Bird is one of those “15-foot” beauties. It looks great from 15 or more feet away, but up close is a different story. Nicks, small dings and a couple of spectacular divots abound.

Time moves on and my T-Bird now rests comfortably in Gig Harbor. We have started a forensic examination to figure out what else might suddenly go bang in the night.

Things we've found include a need to re-core or replace the radiator. The overdrive unit works, but is not fully compliant with my driving wishes. The steering wheel has 45 degrees of free-wheeling slop, probably similar to the big wheel on the HMS Titanic. And of course, it goes without saying the vacuum-wiper motor is on life support. Even the time-honored, direct in-vitro application of DOT 4 brake fluid didn't help the poor wiper motor.

The interior is all original. Because the car was stored in a plywood crate, there are no splits or tears in the dashboard. The original owner apparently replaced the seat upholstery somewhere in its prior life. Sadly, in the past 50+ years, a 4-inch-square hole was

mysteriously punched in the driver's side of the seat back.

What to do? What to do?

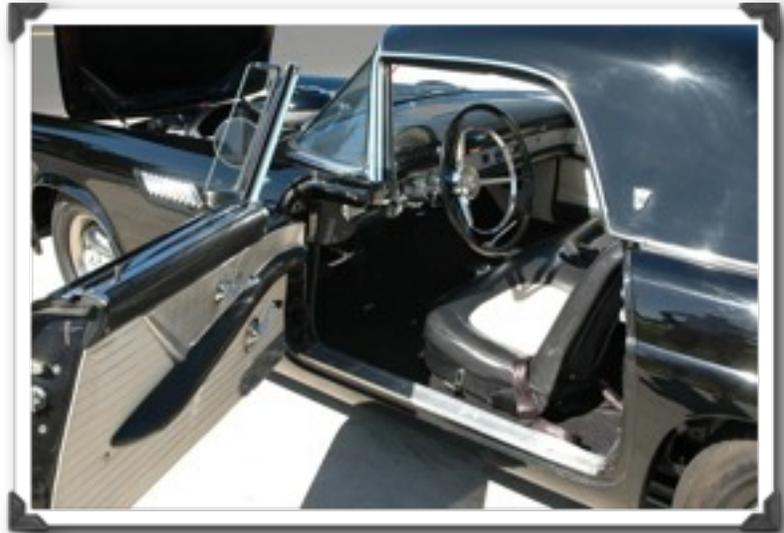
Since the car is original, I have opted to replace parts with those that are as close as possible to the original build components. One example is a replacement radiator. The current radiator has the original three-core FoMoCo tank with the

manufacturer's stamp in the brass tank header. Some folks say it should only be re-cored while others think the entire leaky radiator assembly should be replaced. Help me. Help me. Help me. I can't decide which is better.

For the past six weeks – that's right folks, SIX weeks, my beauty has been safely ensconced at a firm that only works on carburetors. The latest conversation with them suggests we need to find an original, non-rebuilt, teapot core. Somewhere in the car's history, someone had their grubby mitts in the carburetor, tinkering and tweaking, trying to generate more torque and horsepower. In so doing, the malcontent Druid managed to make a royal mess of many internal passages. So, while we are in Hawaii, my carburetor guy in Ta-

coma is on the hunt for a 56 T-Bird carburetor core.

Hopefully, in my lifetime he will finish his work and then our Thun-



derbird will be driven (a wonderful experience) to a fine upholstery shop in Gig Harbor. Larry's T-Bird Mercantile has provided me with all the necessary bits and pieces to redo the door panels. Did you know you can pay the equivalent of your child's college tuition to Larry's T-Bird parts? That, apparently, is what I've been doing – wantonly spending my kid's inheritance.

So, dearly beloved, here is the problem: Do I restore, or do I simply preserve what is there? I know the replacement of brake shoes, drums, pistons can only be a good idea. Likewise a newly rebuilt 292 cid engine is a good thing. But what about all the other FoMoCo bits and pieces that have well outlived their useful MTBF (Mean Time



Before Failure) by a multiplier of 10 or 20?

Here's a small example of the puzzle I face. When I replace the seat upholstery - *Ab, another conversation with Larry's T-Birds* - should I opt for the material that has the 1956 Thunderbird crest emblazoned in the center of the seat back? Or not? Should I only use parts that carry the FoMoCo logo-type?

My greatest concern is how easy it would be to unintentionally and even inadvertently slip over the bluff into the deep, deep water of restoration. Generally, I have little

desire to convert my all-original car into a "100 pointer." So, I am trying to find a balance between a well-preserved, original Thunderbird compared to a fully restored Ford icon.

In a recent conversation with Der Roupe at a PSEB meeting, he thoughtfully offered, "... a car is only original once."

So, here is my request to each of you: Please e-mail all your suggestions, opinions, ideas and thoughts to: cjstott@comcast.net

I'd like to have your responses - by e-mail, carrier pigeon, U.S. Gov't. courier, USPS mail, or my

favorite, hand delivery at our next PSEB meeting -- which conveniently is going to be at our house!

I look forward to hearing from you about the Ol' Preservation v. Restoration question. I promise I will compile your thoughts and present them in the April issue of the Motor Mouth.

A very expensive and unique Thunderbird-related prize for the most thoughtful and helpful suggestions and comments will be awarded at the April 2010 PSEB meeting.

Birthdays

- 14 -- Dick Daugherty
- 15 -- Ed Schlie
- 17 -- Cheryl McCurdy
- 28 -- Adrienne Daugherty

Anniversary

- 25 -- Phil and Cheryl McCurdy



Doug Cook may not be saying that yet --but he will soon!

Doug -- PSEB sends you our best wishes for a speedy recovery following your March 10 double knee replacement!

Car Shows and Swap Meets

March 13-14 Almost Spring Swap Meet -- Western Washington Fairgrounds, Puyallup. 8-5; 9-3; Gallopin' Gertie Model A Ford Club; 253.833.3926.

March 14 Stagnation 2nd Anniversary Show -- Issaquah XXX Drive In; 8-3; 206.650.0037.

March 21 Leprechaun Daze Car Show -- Bellingham K-Mart; noon-4; Elites of Bellingham; 360.380.2733.

March 28 Northwest Motoring Spring Fling -- Issaquah XXX Drive In; 10-3; 253.208.7285.

April 11 4th All Emergency Vehicle Show -- Issaquah XXX Drive In; 8-3 425.283.6761.

April 17 29th Mount Vernon Auto & Vintage Motorcycle Swap Meet -- Skagit County Fairgrounds; 8-4; North Cascade Street Rod Association and Washington Vintage Motorcyclists; 360.421.1407.

Always Call Before You Go



In Memoriam: Carey Lynn White, daughter of Bob and Judy Lowe

*Perhaps you sent a lovely card,
Or sat quietly in a chair.*

*Perhaps you sent a funeral spray,
If so, we saw it there.*

*Perhaps you spoke the kindest words,
As any friend could say.*

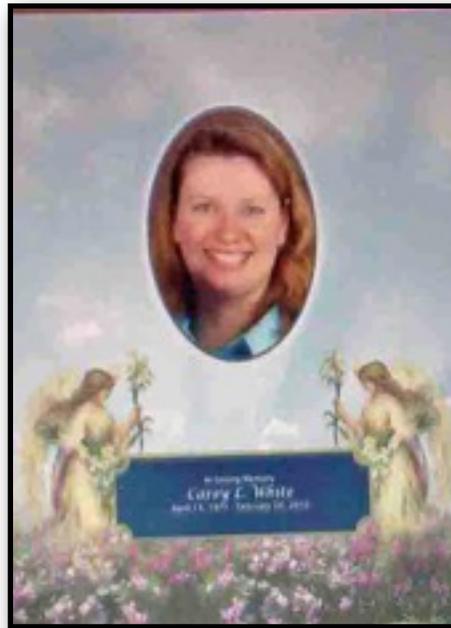
*Perhaps you were not there at all,
Just thought of us that day.*

*Whatever you did to console our hearts,
We thank you so much whatever the part.*

*By the family of
Carey Lynn White*

I have been working on individual notes of thanks for all the cards, calls, e-mails, memorials, food, flowers, etc. The task has been overwhelming.

My grief has been so deep and so long. There were days that I didn't feel I could go on watching my beautiful daughter slipping away. I could feel the love from all of our friends, the family strength as we worked to care for Carey, allowing her to stay with her precious girls for as long as possible. I still feel that love now as we work



through this loss and let the healing begin.

Since her passing, I have had time to reflect on the depth of my faith. I can see so clearly now the path the Lord had planned for me and that He was at my side through this dark journey. I am sure He is not finished with His plan for me.

I will be helping Josh with the girls as much as I can, and I am planning on working with the Cancer Society on Glioblastoma awareness and research. Look how far we have come with our campaign for the Pink Ribbons for breast cancer.

This cancer is not just an elderly cancer anymore. It is affecting young adults in their 20s and 30s. Why? Why now? I found no answers when re-

searching this cancer online.

I pray for all the other parents who are or will have to face this same dark journey with their child. I want to assure them that our loved ones conquered death and in Carey's journey, she swam through the troubled waters and found Jesus Christ on the shore waiting to lift her up in his open arms.

May God continue to bless all of you and keep you. Accept our heartfelt thank you for being here for us.

Love to all,
Judy, Bob and family

Carey White Education Trust Fund

So many of our friends have inquired about the Education Trust for Carey's three girls, so I wanted to share the account information.

Kitsap Credit Union
P.O. Box 990
Bremerton, WA 98337
Account name: Memorial Fund for Carey White
Account Number: 306892

FYI These funds are general and make a whopping .25 percent. Our financial advisor is establishing the 529 College Fund Trust, and as soon as this trust ID etc. is done, we can roll this account into a real interest-bearing account that can only be used for higher education. Bob and I will hold this trust account.



Get All Your Vehicles Ready for the Touring Season

It's time to take a spring fling -- under the hood of your car.

When the weather begins to change from winter's gloom to the glory of spring, most of us get more active outside and begin using our cars more. Before getting into the full swing of warm weather, take time out to give your car a good spring cleaning and a maintenance checkup.

Grille and under-the-hood cleanliness --

Check your radiator grille and the cowl (hood area just ahead of the windshield) for accumulated debris from winter. Remove leaves and other trash. Buildup in these areas may cause your engine to overheat or your air conditioner to blow warm air.

Cooling system -- Check your antifreeze. Fresh antifreeze is vivid in color (usually bright green). Dirty antifreeze looks dull or rusty. Generally, you should flush your antifreeze every 24 months.

Belts and hoses -- The cold, salt and dirt of winter make rubber hard and brittle, so it's a good idea to check your belts and hoses every spring. I suggest cleaning your engine each spring to remove winter's grunge. After cleaning, treat all hoses, belts and other rubber parts with a generous helping of rubber dressing.

Brakes -- The most obvious warning signs of brake problems are brake noise, squealing,



screeching, chatter or grinding. Your brakes should also be checked for corrosion, which can lead to premature brake failure.

Air conditioning -- Now is the best time to check your A/C for proper operation. Most people forget to run their A/C during the winter months, which can result in premature failure of seals and compressors. I recommend running your A/C all winter.

Oil change -- Many of us change our car's oil before winter to get ready for the cold. With the coming of spring, you should dump the old winter oil and top off with fresh oil for warmer temperatures. Many people think that summer months are the hardest on the engine. In reality, cold winter starts cause the most damage to moving parts. Flush the winter oil as soon as possible.

--Written by Harry Ashbrook in Valley Thunder, newsletter of the Okanagan Classic Thunderbird Club.

Rear Deck Protector Available

A shortsighted feature of the Early Birds is that when the hardtop rests against the painted surface of the rear deck behind the seat, it will create wear marks in the paint no matter how well your top is adjusted; it can happen after only a few months. This was true with the cars from the factory -- the weather stripping at the bottom of the top is not soft, and many times the finish rubber strip that fits into the stainless steel molding around the bottom of the hardtop is mis-adjusted and does the worst damage. Soft tops are much lighter, but even they will cause damage if the car is driven a lot and the vibration causes the top to dig into the paint. Fortunately, there is a little-known item available from most T-Bird supply stores -- a clear, soft vinyl die-cut single piece protector that sits between the top and the paint. Most T-Bird catalogs call them Rear Deck Protectors, and they sell for about \$23. It is available at Concours Parts, 800.722.0099. -- excerpted from the *What's New in Bird-Land?* newsletter, Bay Area Classic Thunderbird