



The Motor Mouth

War Birds

It was times past . . . and a great repast



Above (Callard photo): A Curtiss P-40 Tomahawk taxis to the runway at Paine Field. Right (Thorne photo): A 1918 Curtiss Jenny banks left during a low pass over the field and spectators.



“This is London.”

These were the opening words of famed pioneer broadcaster Edward R. Murrow’s nightly radio reports live from London during the Battle of Britain in the summer of 1940.

Murrow eloquently described for the world the nightly air raids against Britain, and especially London, carried out by waves of Luftwaffe bombers escorted by Messerschmitt 109 fighters. Rising to meet them night after night were the battle-weary pilots of the Royal Air Force in their Hurricanes and Spitfires, engaging the Nazis in an aerial deadly dance of death.

For 14 captivated members of Puget Sound Early Birds, looking at the flawlessly restored, lovingly maintained Paul Allen Flying Heritage Col-

lection of rare and important World War II aircraft of the five major combatants, the ghostly words

of Murrow seemed to resonate throughout the hanger at Paine Field in Everett.

The Messerschmitt Bf109, the first modern fighter was there, ready to fly again, but so was its nemesis, the Supermarine Spitfire, Britain’s answer to the Messerschmitt and in many ways just as nimble and deadly. America was represented by the P-51 Mustang, the fighter that arguably won the air

**HO HO
HOBUCK!**
*It’s PSEB’s
Overnight at
Hobuck Beach
Resort in Neah
Bay Sept. 11-12.
See info on page 8
and prepare for a
great time!*

**LET’S GO
leaf-peeping
on the Olympic
Peninsula**
*Mark your
calendar for
Oct. 3 -- see
page 9 for
informa-
tion.*



(continued on page 3)



BIRDS OF A FEATHER

The Thunderbirds descended on the War Birds on Aug. 8 for a fascinating tour of Paul Allen's museum of vintage World War I & II fighter aircraft at Paine Field. What's unique here is that nearly all of the "museum aircraft" are in mint flying condition, and are flown regularly by volunteer pilots. Following the tour, we went out on the tarmac to view a flight demonstration by two of the planes.

Our group then caravanned north to the Tulalip reservation beach house of Bill & Doris Hummel on Puget Sound. We enjoyed the great hospitality of the Hummels and their family at a beachside barbecue. Thanks again Bill & Doris for planning and hosting such a great trip.

A second event in August was the CTCI regional convention in Vancouver, B.C. I'm told it



was very good . . . although our club had only five cars there, two received awards. The McCurdys got first place in the Expanded Touring Class, and the Niemis received a third place in the Touring Class. And Judy Thorne received another Gold Award in the Concours division for our chapter newsletter. Congratulations to you all!

TO THE END OF THE ROAD

Our September trip will take us to the Hobuck Beach Resort at Neah Bay. The Weilers have planned a back-roads tour from their home in Port Angeles to Clallam Bay and on to Neah Bay for dinner and overnight at the resort. Don't be misled by the resort title . . . it's rustic and there is no spa or room service! Full details are included on page 8. It will assuredly be an "off the beaten path" trip. I hope that many of you can join us.

--Ray Vingo, *President.*

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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

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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)

war in Europe, providing long-range escorts enabling American heavy bombers to carry the air war into the heart of Germany. And across the aisle sat the P-47 Thunderbolt, painted in the colors of the “Tallahassee Lassie.” The largest and heaviest fighter in WWII, this U.S. plane featured the most powerful Pratt & Whitney engine ever developed, along with eight .50-caliber machine guns – and two tons more heavy armor plating than any other fighter. It was like flying a tank – pilots called it “unbreakable.”

The list of WWII planes, all in flying condition, included the Japanese A6M Zero, feared by the Allies at the start of the war because of its speed and agility. Russia’s entries included the PO-2. Originally a slow crop duster, it gained fame from the female Soviet pilots flying at night close to the ground, dropping their bombs. They so demoralized the Germans by keeping them awake night after night that they called them “Night Witches.”

In a far corner was the early V-1 cruise missile used by the Nazis during the last stages of the war. Thirty thousand were built, and about 10,000 were launched at England, starting in June 1944 – of that number, about 2,500 reached London, killing more than 6,000 and injuring almost 18,000 – Hitler’s last-ditch effort to bring England to its knees.



After examining the aircraft, the black-and-white movie archival footage on screens here and there, and the photo montages lining the walls, it





was time for an aerial display, including several low passes and rolls by a 1918 Curtiss Jenny and a Curtiss P-40 Tomahawk.

Then it was time to leave this unique 1940s aerial time machine and caravan to Bill and Doris Hummel's terrific summer beach house at Tulare Beach on Port Susan, looking across at Camano Island's east side. Summertime, and the livin' is easy at the Hummels'. It's a casual and fun one-story Coastal Living-type of summer home, just perfect for the setting with the no-bank sand and gravel beach right outside, a dinghy and buoy, umpteen thousand Dungeness crabs somewhere out there, and killer, sweeping views. As the barbecue was fired up, side dishes of salads and soups and appetizers magically appeared, as did coolers containing wondrous healing waters. The Hummels' provided the brats and buns, wine, beer, sodas and ice cream.

Conversations between PSEB members that had so shortly ago centered on a time long past, now centered on the coming repast. Sharing the food and fun were Phil McCurdy, Ray and Margaret Vingo, Duane and Nancy Niemi, Les and Jo





White, Gordon and Judy Thorne, Bob and Martha Callard, and Carol and Jerry Weiler. Prez Ray conducted a short meeting and Carol gave a report on the September overnight to Hobuck Beach Resort at Neah Bay. Satiated, one by one the Little Birds – and Brand X cars – left the tranquility of the beach to return home. And on the way back, in recapturing the day, we remembered Winston Churchill’s immortal summation of the Battle of Britain and the RAF’s contribution when he said, “Never in the field of human conflict, was so much owed by so many to so few.”

And so after the sobering close-up look at war planes and battles of a long-ago era, a beach barbecue with friends on a lazy August afternoon was a mellow way to end the day. Our deepest thanks to Bill and Doris for making all the arrangements and for inviting us to share their unique summer beach lifestyle.

-- *Gordon Thorne*

Many, many thanks to Bill and Doris Hummel for their hospitality, and to their daughter, Lisa, and her friend, Jeff Wilson, for their assistance in making this an absolutely super PSEB event.





PSEBers Leave Their Mark on CTCI Region 3 Convention in Vancouver

Five PSEB couples attended the CTCI Region 3 convention in Vancouver, B.C., and managed to take home some fine awards. Among the winners were Phil and Cheryl McCurdy, who took first place in the Expanded Touring Class for their 1957 T-Bird, which in 1966 was the first car Phil ever purchased and has 371,000 miles on the odometer! It is considered to be an excellent driver. (This class is for T-Birds that have been restored from the frame up and whose owners have opted to never show the car in Concours Class.)

Also winning recognition were Duane and Nancy Niemi, who took third place in the Touring Division; touring cars must be driven to and from the event. Motor Mouth Editor Judy Thorne received a Gold Award in the Concours Division, her third award in three years; she has won two Golds and a Gold Medallion.

Also enjoying the fantastic hospitality from the Totem T-Bird Club, hosts for the event, were Bob and Martha Callard, Ed and Tanya Johnson and Bill and Doris Hummel. The Johnsons showed their car in Display Class, where folks can ooh and aah, but no awards are given. Phil was one of the lead judges in the Concours Class, and both Ed and Duane attended judging classes.

Duane reports that the Totem T-Birders did an outstanding job in accommodations, hospitality, tours and making everyone feel welcome. "This was our first CTCI Convention so we learned a lot," he says. "It appeared to us that we were the only club



Celebrating at the final banquet and collecting awards are, from left, Bob Callard, Duane Niemi, Nancy Niemi, Martha Callard, Phil McCurdy and Cheryl McCurdy.

that was on the dance floor, and of course the first ones on the floor were Ed and Tanya Johnson."

According to Duane, it is evident that Canada and Vancouver are getting ready for the Winter Olympics in 2010. "We and the Callards traveled downtown on the monorail that had just opened," he says. "You can go from downtown to the airport (our hotel was one stop from the airport). When we were walking downtown and looking at maps, many people stopped and asked if they could help."



The Road Ahead 2009



<i>Date</i>	<i>Event</i>	<i>Host</i>
<i>Sept. 11-12</i>	<i>Overnight tour to Hobuck Beach Resort, Neah Bay</i>	<i>Weiler</i>
<i>October 3</i>	<i>Fall colors tour</i>	<i>Gilchrist</i>
<i>November 15</i>	<i>Great Chefs of the Northwest</i>	<i>Roupe</i>
<i>December 13</i>	<i>Christmas Party and Gift Exchange</i>	<i>Niemi</i>



Our best wishes to Bill and Doris Hummel on the 64th anniversary of their wedding day, September 23, 1945

With much affection from all your PSEB friends

SEPTEMBER BIRTHDAYS

- 19 Sara Maloney**
- 23 Judy Roupe**
- 29 Brown Maloney**

Happy Day to all!





Benjamin Hollis



Photo: Ricardo Martin

‘Land’s End’ Beckons to Birders

Join us at the northwestern tip of the continental U.S. for an overnight at Hobuck Beach Resort on the Makah Indian Reservation

September 11-12
with a driving tour into the hinterlands of our great state

Important note: The original 10 campground cabins in the PSEB block are already reserved, but the resort has other accommodations available, so you can still be a part of this fun PSEB overnight. With the 15 percent discount for PSEB members, the RV cabins are \$140 and the loft cabins are \$166.

Call 360.645.2339 and be sure to mention PSEB for the special discount pricing.

The furthestmost point of land in Washington state has received a lot of publicity lately, especially in the Tacoma News Tribune. Writers have extolled the beauty of Cape Flattery, which is just a 3/4-mile walk on a new improved trail of boardwalks, shallow stairs and groomed trails, all with extraordinary views of the Pacific Ocean, Tatoosh Island and the Strait of Juan de Fuca. It’s a trendy place to be this summer, so it’s no surprise that PSEB will be there to enjoy this remarkable setting.

Our hosts, Jerry and Carol Weiler, have planned a fun itinerary that’s hard to resist:

Meet: 10-10:15 a.m. at the Port Gamble General Store with a 10:30 departure for the Weilers’ home in Port Angeles and a short break at about 11:30 a.m.

Tour: Leave the Weilers’ about 11:45 a.m. and drive back roads to Joyce for lunch at the Blackberry Café (famous for their blackberry barbecue burgers). Leave Joyce at about 1:15 p.m. and drive along

beautiful Hwy. 112 to Clallam Bay (watch for bald eagles on the beach) for a break, then to Neah Bay.

Museum: We’ll tour this “must-see” attraction. (More on page 9) The \$10 per person fee includes admission and a permit for beach walks and hikes, including the Cape Flattery Trail. Then it’s on to Hobuck Beach and our overnight digs.

Cocktails and appetizers: 5:30-7 p.m. while we watch the sun set over the Pacific. **NOTE:** *Bring your beverage of choice and hors d’oeuvres to share.*

Dinner: At 7 p.m. we’ll drive to Linda’s Bakery and Pizza in Neah Bay -- the pizza’s a large, so consider sharing. Return to the resort at your leisure.

Saturday morning: Breakfast delight of Carol’s famous orange rolls, juices, fruit, coffee and tea. Depart at leisure or spend the day hiking, seeing the town of Neah Bay or walking the beaches.

RSVP by Sept. 5 to the Weilers so Carol will know how many rolls to make and no one will be left behind at Port Gamble: e-mail cjw@olypen.com or 360.452.3096.



More about our September event

The museum: This celebration of the Makah Tribe also offers a peek into the daily lives of this seafaring tribe prior to contact with Europeans. The heart of the exhibit are artifacts uncovered at Ozette, a Makah village buried by a mudslide nearly 500 years ago. Some of the longhouses were exposed by a storm in 1970, leading to an 11-year excavation that uncovered more than 55,000 arti-

facts. There also is a full-size replica long house and four cedar dug-out canoes.

The Cape Trail: Leading through a forest filled with hemlock, Sitka spruce, red alder and Western red cedar, the trail features four viewing platforms to see tide pools, seabirds, the sea stacks and waves crashing at the base of Tatoosh Island. One writer called the trail "a slice of nirvana."

Fish Hatchery: Galleries inside offer a good view of the rearing tanks and rearing ponds. Also on-

site -- beaver ponds and bald eagles.

Blackberry Café menu: The Weilers rave about their half-pound burgers, especially the Smokey Burger. Other items include good ol' patty melts, blackberry burgers (really!), fish and chips, deli sandwiches, regular and sweet-potato fries and salads.

Linda's Wood-fired Bakery: You can choose from 14-inch traditional pizzas or create your own, choosing meat and vegetable toppings.

PSEB LEAF-PEEPING TOUR SET FOR OCTOBER 3 Save the date now!

We have invited Olympic Classic T-Bird Club members to join us on an autumn leaf tour through the back roads of close-in portions of the Olympic Peninsula.

We'll rendezvous at the Port Gamble General Store, cross Hood Canal and wend our way through Port Ludlow and on to Quilcene.

Lunch is planned at the highly rated Olympic Timber House in Quilcene, followed by optional touring to Discovery Bay.

Our hosts, Fred and Helen Gilchrist, have planned a lovely tour, one of the last good-weather outings of the season.



Plan now to join our own PSEB and OCTC in a fun two-club experience.

RSVP to the Gilchrists no later than Sept. 25 so they can make lunch reservations.

**MORE DETAILS IN THE
OCTOBER MOTOR MOUTH**



The Debate Continues:

Radial Tires or Bias-ply for Your Classic Car

By Tony and Michele Hamer, About.com

Before we comment on the debate of which tire is better, radial or bias-ply, let's talk a little about these tires. All tires are made with layers of rubber-permeated fabric; the most common fabric used today is polyester.

The difference between the construction of radials and bias is the direction of how these layers or plies are applied in relation to each other and to the center line of the tread. The plies on a bias-ply tire run approximately 45 degrees to the center line of the tread, alternating in direction with each layer. The plies on a radial tire run 90 degrees to the center line of the tire and basically overlap instead of crisscrossing.

The other physical difference between the two is radials tend to be a lower profile tire while bias tires are usually taller and thinner. But both styles are



considered to be a safe-driving tire for your car, although most would agree that the radials have the better technology and are the better design for higher-speed driving.

Having said that, most cars built prior to the 1970s were designed to use the higher profile bias-ply tires, not radials. Could you have poor handling and suspension issue with radials on our older car? Absolutely. If you do, we suggest you stick with the car's original tire design and manufacture.

The other thing to consider is how the car looks and shows. Sometimes radial tires can be a big distraction in the look of a collector car, and if you take your classic to Concours events, period-correct tires are a must. But we know owners who use a set of standard tires for the car during judging events and then change back to radials for cruising. It's just a personal preference.

Tires are one of the most important contributors to safety, performance and handling of your car. Be sure to use a reputable tire company to give you appropriate options for your particular make and model, then you decide what's best for your ride. We suggest companies such as Coker or Universal Vintage Tire, which specialize in original and retro-styled tires. They even offer the convenience of modern radial tires with the classic look of bias-ply.

[<http://classiccars.about.com>]

T-Bird Tech Tips *thanks to Monterey Bay (Calif.) Classic T-Bird Club*
Rear-View Mirror Adjustment

Many Thunderbird owners apparently don't know that the inside rear-view mirror can be adjusted to two different heights. The adjustment is made at the off-center location on the ball socket on the back of the mirror. The mirror is adjusted to the top position during production, but it can be lowered by rotating it 180 degrees.

Oil Your Distributor

On the side of your distributor is a small oil cup that opens. This is for oiling the bushing of the distributor shaft. A few drops of motor oil with every oil change will protect the shaft. There is a felt retaining wick inside that acts as a wick and spreads the oil. The '57 shop manual suggests using S.A.E. 10 oil.

Is Your Ashtray Stuck?

Ashtrays come in handy for nonsmokers, too. Many garage-door opener remotes fit in an ashtray, and change and all kinds of odds and ends take up residence there in the ashtray. But when that ashtray is stuck, it is a real nail-breaker. Rub a little petroleum jelly on the edges of both the car and the tray. Just a little dab will do it.

Windshield Wiper Blades

If the windshield wiper blades are improperly positioned on the shafts, the windshield may be scratched when the wipers are operated. This is particularly true in the case of wraparound windshields. Position the blades so they lie flat against the windshield weather strip when the wipers are turned off.



Swap Meets and Car Shows

Always call before you go

Sept. 6 -- Bothell Fall Car Show; Country Village Shops, 23718 Bothell-Everett Hwy.; noon-4 p.m.; Fly By Night Cruisers; 425.483.2250.

Sept. 5 -- Issaquah XXX Mega Cruz; Triple XXX Root Beer Drive-In, East Gilman Blvd.; 425.392.1266.

Sept. 7 -- Graham Annual Fall Ford Fest car show; Pierce County Fairgrounds, Frontier Park; Cascade Regional Group Early Ford V-8 Club; 253.852.9344.

Sept. 12 -- Edmonds Hot Autumn Nights; 5th and Main

Sts., Edmonds Chamber of Commerce; 425.776.6711.

Sept. 12-13 -- Ocean Park Rod Run to the End of the World; Beach Baron Field; Beach Barons Car Club; 360.665.3565.

Sept. 13 -- Kirkland Concours d'Elegance; Carillon Point; by invitation only; 9-4; Greater Kirkland Chamber of Commerce; 425.822.7066.

Sept. 13 -- Issaquah All-Ford Meet; Triple XXX Root Beer Drive-In; 8 a.m.; 425.387.9450.

Sept. 19-20 -- Kent Fall Finale Race and Vintage Racing; Pacific Raceways; 9-5 both days; 425.277.3177.

Sept. 19 -- Tacoma NW Cars and Trucks Classic Car & Chopper Show; 10-3; Sprinkler Recreation Center, 14824 South C St.; 253.798.4000.

Sept. 19-20 -- Port Orchard Tractor Pull and Engine Show; Bremerton Airport; 9-5 and 9-4; Olympic Antique Tractor & Engine Assoc.; 253.857.5203.

Sept. 20 -- Snohomish Bickford Motors All Ford/Truck Show; Bickford Motors, 3100 Bickford Ave. 10-2 including lunch; Bickford Motors; 425.334.4045.

Sept. 26-27 -- Chehalis Harvest Swap Meet; SW Washington Fairgrounds; 8-5 and 9-3; Centralia-Chehalis Vintage Auto Club; 360.273.6961.

Oct. 3-4 -- East Wenatchee Annual Wings and Wheels Festival; Eastmont Community Park; East Wenatchee Events Board; 509.884.7053.

Welcome to our newest members

*Jim Stott and Darlene
McCallum of Gig Harbor*

Jim is a docent at the LeMay Museum and learned of PSEB when he met Gordon Thorne at an informal car show sponsored by the Gig Harbor downtown merchants. He is retired -- a former TWA pilot, law school professor and federal mediator. Darlene is a retired Pierce County school teacher; both are frequent public speakers.

They are in the process of buying a 1956 Bird from California, and we look forward to seeing them at future PSEB events.

Tips for Caravanning

- Start an outing with a full tank of gas, and fill when others do.
- Designate a "sweeper" to be at the end of the caravan. Use a cell phone to communicate from the first to last car and warn the leader of cars left behind.
- Signal well in advance for all turns and lane changes.
- Try to avoid sudden stops; stay alert to traffic conditions.
- Maintain a safe distance from the car ahead of you without falling too far behind.
- At stop signs or signals, if there is more than one lane, go side



by side to help insure all cars clear the light.

- Don't run the light. Leaders should slow or stop to regroup when possible or necessary.
- Don't take for granted that other drivers know you are in a caravan. Some won't realize what you are doing and are often so busy looking at the cars that they are not paying attention.
- When necessary to stop on the side of the road, be sure to get as far off the road as possible.
- Brand Xs should be at the end of the caravan.
- Stay alert and drive safely.
- Always use common courtesy.

- Monterey Bay T-Bird Club