

# T-Bird Topics

## WATER WONDERLAND THUNDERBIRDS

Established 1981  
Chapter of the Vintage Thunderbird Club International  
[www.MichiganTBirds.org](http://www.MichiganTBirds.org)

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### Presidents Report

April 2018

A great afternoon was had by all at Motor City Solutions on Saturday. Thank, you Bob Witt for scheduling this event, Randy Talkowski for showcasing his 2002 black Thunderbird and especially the staff at Motor City Solutions for hosting, supplying the food and allowing us to tour their facility. The staff was willing and able to answer any and all questions.

As we get ready for spring and getting our Birds shined up and ready to cruise we get ready for our event on April 21 at **Edsel & Eleanor Ford House, 1100 Lake Shore Rd., Grosse Pointe Shores**. We will gather at 11:00 for a guided tour at 11:15 which will last approximately 50 minutes. After touring the house, you will be free to explore the grounds and outer buildings. Cost of the tour is \$7.00 per person to be paid to the club at the venue.



After our tour we will cruise to Cracker Barrel, 30750 Mack Ave., Roseville for lunch. Please send your RSVP to JoAnn Rodriguez, by phone or text 248-719-0160 or email [joannbill801@comcast.net](mailto:joannbill801@comcast.net) by **Thursday April 12**.

On Saturday May 19 we will visit the birthplace of the Model T, the **Ford Piquette Plant**, with its ongoing restoration projects, located at 461 Piquette, Detroit. We will arrive at 10:00 AM and our docent Art Pope, WWTC member will guide us on a tour of the plant. A charge of \$8.00 per person will be collected when you arrive.

After our tour we will journey to the Traffic Jam, 511 W. Canfield, Detroit for Lunch.



Henry & Edsel 1905

An exciting two months are ahead us. Everyone have a wonderful Easter and shine up those T-Birds.

JoAnn Rodriguez, President

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## 2018 Schedule of Events

**Jan 20 (Sat)** – Presentation by Rick Thomas  
– Iconic Route 66 1:00 – Angelo Brothers,  
33550 Ford Rd., Westland

**Feb 18 (Sun)** – Pewabic Pottery Tour and  
Lunch at Sinbad's

**March 24 (Sat)** - Motor City Solutions Tour

**April 21 (Sat)** – Eleanor & Edsel Ford House  
Lunch at the Cracker Barrel **May 19 (Sat)** –  
Tour Piquette Plant – Lunch at Traffic Jam

**June** – Gilmore Museum Tour To be  
determined

**June 16-17** – Motor Muster  
(nonsanctioned)

**July 22 (Sun)** – Annual Picnic

**Aug 12 (Sun)** – Pre-Dream Cruise

**Aug 26 (Sun)** – Hines Park Cruise

**Sept 16 (Sun)** – All T-Bird Day

**Oct 21 (Sun)** – Hines Park Cider Cruise

**Nov 3 or 10** – 2019 Planning Meeting

**Dec 2 (Sun)** – Annual Christmas Party

## OTHER CAR EVENTS

### APRIL 2018

Sat April 28 – 10:00 am – 5:00 pm -The Lingenfelter Collection  
7819 Lochin Dr., Brighton  
The lingenfeltercollection.com

### MAY 2018

Sun May 20 – Thunderbird Appreciation Day  
Get out and show your T-Bird – go for a drive so the general public to see & enjoy your car.  
Sat May 26 – Noon to 3:00 - Classics at the City Club  
1830 Washtenaw Ave., Ann Arbor  
Contact Greg Fleming for further details 734-662-3279

### Cruise the Saginaw River

The Saginaw Valley Thunderbird Club is kicking off the summer season on Thursday May 31 with a 2 hour boat trip on the Saginaw River at a cost of \$22.00 per person.

The time of the boat trip has not been set nor if they will meet and cruise in their classic cars before the river cruise. A restaurant for dinner is also in the plans.

Please contact JoAnn via phone/text 248-719-0160 or e-mail joannbill801@comcast.net by May 1 if you are interested in joining our northern I75 neighbors.

## TECH TALK

**Question:** Rick, I have a 1971 T-bird, 4 doors. It has a small parasitic electrical drain. I have it narrowed down to the interior/courtesy light circuit, I believe is fuse number 5, but will not swear to that right now. (used test light on the negative battery cable and pulled fuses) anyway curious if you know of a common failure spot to start at before I start opening every panel up looking. Thanks, Brian

**Answer:** The most common sources of electrical problems can be switches because they require physical movement to start and stop the flow of electrical power. Wear and tear plus corrosion can affect their performance. If you believe this is the source, try spraying some WD-40 on your door jamb switches while cycling them with your finger also, the headlight switch is typically part of the circuit controlling the courtesy/dome light give it a spray too. I'm curious how much current is being drained, use your voltmeter (set to 'A') and put it in series with the battery post and the disconnected battery cable. Remember, the clock draws a small amount of current usually, in the mA range. I keep my battery disconnected even when my car is out of storage for the season and re-connect the battery when I'm ready to drive.

Rick Charniga



**Ad Rates**

**WWTC Members 3 months free**

**Non-members 2 months \$5.00**

**1967 THUNDERBIRD CONVERTIBLE FOR SALE:**

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**Water Wonderland Thunderbird Club**

**P. O. Box 2597**

**Taylor, MI 48180**

# MOTOR CITY SOLUTIONS



## Steve Legel 's Answers

Dear Steve Legel,

Could you please help me select the best engine oil and oil filter for my 1965 T-Bird. I checked the internet and got so many different answers, don't know what to trust. Also, any special grease for front suspension and steering linkage and rear axle. Thank you for your help. Regards, John

Hi John...I can understand your confusion. There is no one best oil. There are many selections and any one might prove optimum for your application. For example, in my 2008 Challenger SRT hi performance hemi engine, that gets very little street use, I run synthetics. In my 2002 Thunderbird, the engines built at the Lima Ohio plant are so well built with such close tolerances, that I run a lightweight 5 W 30 synthetic BLEND My 1970 Dodge Challenger with its pavement pounding 440 magnum, after bore out and overhaul gets treated to high temperature performance 10 W 30 My 1957 Thunderbird has had the engine rebuilt and the rear seals replaced twice...it still leaks. It gets topped off with generic 10 W 30. The argument goes, that for seldom used cars, the oil eventually settles in the oil pan and the pistons and bores are susceptible to wear during start up until the galleys fill and the lubrication is delivered to the areas of friction and heat. The argument could be made that synthetics and "oils with cling" will stay on the metal and prevent "wear and damage" during start-ups. The argument further goes on that contemporary engines are built to close tolerance and require a very thin layer of lubrication (5W30) compared to older engines with less tight tolerances (10 W 30) and old engines with wear will require a more viscous lubricant beyond that. Another factor in selection is the difference between a synthetic and natural oil, or a blend. The argument goes that all oils degrade over time, even if not in use, and that frequent oil changes protect the engine with "fresh" lubricant. Synthetics last longer between degradation than natural oil. One could argue that classic cars with relatively little use, benefit from a synthetic oil by enjoying longer service life between changes since the car sees fewer miles than a daily driver. I might counter that by saying the additional cost for synthetic on a less frequent interval costs about the same as conventional oil on a more frequent schedule. I don't disagree. However, I factor in the infrequent use, and the relatively few miles I put on my cars during any given season. I agree there will be wear on start up, and probably some wear in use...BUT...really...How much? If you use your car every weekend from May till October and only put on a thousand miles or so doing local events and Dairy Queen runs, I doubt you'll create premature engine failure dependent on oil selection. It might take 30 years before there is any noticeable tailpipe smoke, lifter noise or other malady.

As such, Penzoil's product that "clings" to metal for older engines is a good selection. If the engine has been overhauled, a lighter weight should work, if it has original use miles on it, I'd go with a heavier weight.

Steve Legel