



Thunderbird news

OCTOBER 2010 VOLUME 12, #10

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EDITOR'S REPORT



OOP!

OOPS! I missed Peter Klein's name on the birthday list last month. Sorry Peter! HAPPY BIRTHDAY

I won't be present at the October meeting. I'll be out of the country in Spain. See you in November. Felipe

HILL CLIMB HILL IN SEPTEMBER 24-25TH

[By the time you read this, I will already have returned from the Hill Climb]

On Sept 24th -25th I'm taking my Model A Speedster to Spindale in North Carolina [in the southern part of North Carolina] for a Model A "hill climb" race. Last year, I was in second place for 3/10th of a second. At that time I had original, thinner tires and I burned rubber for 20 feet. This year, I had wider tires [non-peeling tires], and I hope to be in first place.

I may be driving a big van with my son in law and my daughter. Felix and Daisy Hernandez are coming with us.

I'll be leaving Miami on Wednesday the 22nd early in the morning, returning on late Sunday the 26th or maybe the 27th.

MORE NEWS ABOUT THE MILLE MIGLIA

As of today, I have no sponsor for the Mille Miglia. Ford Motor Co has said "NO" twice, [one from Ford USA, and another from Ford Europe].

I believe I'm from another era, or maybe I'm dumb.

Probably FORD will not have another opportunity like the one I'm offering them, to have a USA racer, racing with a 1956 Thunderbird in the most prestigious antique car race in the world.

Probably they are too busy and don't have time for something like that.

Several members asked me about the tour to Italy to see the race combining it with the rental of a bus [only for us] visiting Milan, Venice, the northern lakes, the Ferrari factory and the Tower of Pisa.

I'm considering it, even if I don't race in the Mille Miglia. If I decide to do it, I'll do all the arrangements, and we will divide the COST between us. I need to know who is interested; we can't rent a 50 passenger bus for 20 members. Please give me a call 786 554-5200

Race and tour dates will be approximately May 10 to May 23rd 2011. We will have two Italian translators [Leo & Ernie Saladino].

Rooms in Brescia are almost impossible to get unless we make the reservations no later than October, because of the race. Please Let me know if you are interested now in order to keep count of the number of persons interested, and I'll keep you informed. I can't guarantee the Brescia room reservations if you don't inform me before October 30th.

We could invite other car clubs or friends to join us.

Brescia is a town in north Italy that is more or less between Milan and Venice [45 minutes from Milan and 60 minutes from Venice]

FLORIDA VINTAGE CAR RALLY

I have been approached by four individuals with a lot of experience with antique car rallies. Each has more than 18 years experience regulating and organizing such events.

I decided to get together with them in order to do a VINTAGE CAR RALLY on March 19th, 2011

I'll tell more about as soon as we have all the details

Call me [Felipe 786 554-5200]

Felipe Cos

REGULAR MONTHLY MEETING

NO MEETING IN OCTOBER

Next meeting will be Nov. 10th at Felipe's Home at 7:00 PM

Please call for reservation at 786-554-5200

CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA

CTCI CHAPTER #114 OCTOBER 2010 VOLUME 12 No.10

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www.thunderbirdclub.us

Past Presidents:

Felipe Cos 1999

Ken Lemming 2000

Felix Hernandez 2001

Norm Gabe 2002

Andre Fournier 2003-4

Connie Danluck 2005

Ed Brown 2006-07

Connie Danluck 2008

Ed Brown 2009

This Newsletter may have some misspellings and mistakes, but it is written with my heart. I could write it without errors in Spanish, but only a handful of you would be able to read it.

Please help me to make it even better.

Felipe Cos Founder & Editor
George Bishopric - Proofing

Photos by Felipe Cos

CTCI DRIVE

Have you joined the CTCI yet?

We need to have all the members of our club enrolled in the CTCI. Remember that we are a CTCI branch. Please fill out the application and mail it directly.

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INTERNET PAGE

Have you seen our internet page? We need to update it. Does anyone know how to do it?

If you can update it call me.

Our page is as follow: THUNDERBIRDCLUB.US

You may have your own individual email, mine is as follow: FCOS@THUNDERBIRDCLUB.US If you want your own just send a note to me. Please follow the previous format in doing so. It is free, no charge. This is another advantage of your club. Any ideas for the page?

This page doesn't cost the club a penny for yearly subscriptions, I'm doing it through my business company web.

Please call Felipe at (305) 661-5170

THUNDERBIRD INFORMATION SUPER HIGHWAY:

Take note that we have changed our web page name, it is now WWW.THUNDERBIRDCLUB.US to get there don't look at it with a search engine, look at it only with www.Thunderbirdclub.us

Our Club's web page: _____ www.thunderbirdclub.us
 2005Thunderbird: _____ www.fordautomobiles.com
 Ford racing: _____ www.fordacing.com
 Speedvision: _____ www.speedvision.com
 CTCI's Home Page: _____ www.ctci.org
 Daytona's Turkey run: _____ www.carshows.org
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 Chicagoland Thunderbirds: _____ www.thunderbirds.org
 Potomac Classic T-bird: _____ www.hydratech.com
 Old Cars _____ www.greatoldcars.com
 Classic T-Bird Club of Chicagoland _____ www.ctcc9.com

HAPPY BIRTHDAYS FOR OCTOBER

| | |
|--------------------|------------------|
| HECTOR LOVIO | 2 nd |
| PAUL HERSHORIN | 14 th |
| FELIPE COS | 15 th |
| BONNIE RAWN | 15 th |
| TOM GRAHAM | 16 th |
| VALENTINA SALADINO | 16 th |
| PSTRICIA HERSHORIN | 21 st |
| TYE ORLANIS | 29 th |

If your name is missing, it is because you did not give it to us. Please send it now so we can congratulate you.



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NUMBERS TO KEEP

The following are contact numbers and e-mail address you need to have on file:

AACA Ft Lauderdale region-President Ted Plush 954-491-5765

VMCCA Sun Coast Chapter. President David Bobbitt 305- 661-1340
bobbitt@comcast.net

Model A Club: Tom Zannis 305-281-9192

Car show promoter: Russ Gagliano 954-560-5412 merkivr@msn.com

AACA Miami Region President Greg Paiewonsky 305-724-7639

Car show promoter: Gerry Perez. 786 344-4228 email
gerrycarshow@bellsouth.com

Magig Mustang Club, Frank Alonso 305 775-3307, fadatec@aol.com

Muscle Stangs of Miami Luis Rodriguez 305 323-1649



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CAR SHOWS/CRUISE IN

Every Friday 7.00 to 10.00 PM Cruise at Home Depot corner of SW 8th St & SW 28th Ave.

Second Friday, Hollywood Beach Boardwalk Cruise Night 7 to 10 PM 954 779-1420

Every Friday from 4:00 to 7:00 pm at 8th St. & 30th Ave in front of Home Depot in Miami.

Every Sunday Crabby Jack's

Every Friday night a Cruise night reunion at Towers Shop in Davie (595 & University) This is one of the biggest cruise nights in South Florida. (from 5:00 pm to 10:00)

First Saturday of every month, BETSY (old Fuddruckers) from 6:00 pm to 10:00

First Saturday steak & Shake in Sawgrass Mills mall 6:00 to 9:30

Saturday of every month Steak-N-Shake, Sample Rd. and U.S. 1 behind Wal Mart. Coconut Creek. 8:00 to 12:00.

Second Saturday of every month the Dania Beach Cruise Night. Free admission 6:00 to 10:00 for information 954 924-3626

Second Saturday Car meet at Shorty's 2401 N.W. 87th Ave Jack 305 409-2614

Second Saturday from 5:00 to 9:00 in Homestead at Krome Ave

Third Saturday Denny's Restaurant Bird Rd, between 86th & 87th Ave

Third Saturday Roadhouse Restaurant Sunset Dr. & S.W. 117th Ave

Every Saturday a car show from 6.00 to 11.00 pm at K-Mart in 49th and 14th Ave Hialeah. Only cars 20 yrs or older, No charge

First Sunday of every month: Downtown Hollywood car show, 10:00 to 3:00. Dave 954 926-3377

Every Sunday at Crabby Jacks, 7001 Federal Hwy, 2 miles North of Yamato, Boca Raton. 6:00 to 9:00 pm

Also night cruise at Coral Way & 97th Ave, 5:30 to 8:00 305 553-2228

Third and fifth Saturday of the month from 3:00 to 7:30 at Wall's Ice Cream in 8075 S.W. 67th Ave

Third Saturday of the month, cruise-in at Miami Springs Circle 7:00 to 10:00 P.M.

Third Saturday; at Gotrocks Restaurant, Hillsborough and Wine Rd. in Coconut Creek from 6 to 9

Third Saturday at Dairy Queen Tamarac Square North of McNab Rd. 6:00 to 9:00

Third Saturday OC's Raw at 18415 S. Dixie Hwy 6:00 to 10:00

Also Miami Wings. 19145 S. Dixie Hwy. 5 to 10 Info. Gerry 305 786-344-4228

Second Tuesday at World Ford 15551 South Dixie Hwy 7:00 to 10:00 pm Ford cars only Francisco Mederos 786 229-7361

Third Saturday at the Cove in 10730 NW 25th St Miami. Gerry 786-344-4228

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FUTURE EVENTS

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DEC. 10TH SUGAR TRAIN CLEWISTON

JAN 23RD OUR TROPICAL CAR SHOW

FEB. 12-19, 2011 HEMMINGS MOTOR NEWS CRUISE EASTERN CARIBBEAN

MARCH ??? MISTERY TRAIN

MAY 10TH-22ND MILLE MIGLIA TOUR IN ITALY

JUNE 15-19TH 2011 CTCI REGIONAL CONVENTION RICHMOND VIRGINIA

AUGUST 24-28TH 2011 CTCI REGIONAL CONVENTION OMAHA NEBRASKA

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NEW CAR NEWS First Look: 2012 Ford Focus ST

Copied from Automobile magazine
September 15, 2010
By Jeffrey Jablansky

By bringing the 2012 Focus ST to the United States, Ford hopes to erase memories of the last Focus to wear the ST moniker: a plebeian ZX4 sedan with minor chassis modifications and a spoiler. The reintroduction of a high-performance Focus in the United States is Ford's response to hosannas from devotees of the long-departed Focus SVT. Earlier this year, Ford displayed the range of Focus models at the North American International Auto Show in Detroit, a marked improvement in [styling](#) and a jump in size over the outgoing Focus. The new ST is the first development from Ford's Performance Vehicles department, headed by Jost Capito, the man responsible for tuning the first-generation Focus RS. Whereas the Focus SVT was available as either a three- or five-door hatchback, the 2012 Focus ST will be a five-door hatchback only.

Besides impressive performance capabilities, the Focus ST should have a blazing visual impact on the stand in Paris. Wearing bright Tangerine Scream orange paint, the ST has a gaping mesh grille with

the letters "ST" stenciled into the bottom left-hand corner. Huge brakes with yellow calipers sit behind five-spoke wheels, and the exhaust exits through dual center pipes. An underbody kit gives the ST a lowered appearance.

A look inside reveals few changes to the dual-cowl dashboard, although a turbo boost gauge sits atop the center stack. "ST" is emblazoned on the steering wheel, which is trimmed in part with perforated leather, and on the shift knob for the six-speed manual transmission. Black leather with tangerine-colored piping is used on the seats, dash, and shift boot, as well as the door panels and the center console—a sign that Ford is getting serious about competing with higher-end sports cars. The model shown is also equipped with dual-zone automatic climate control, Bluetooth, parking sensors, a touch screen infotainment unit, and wireless internet, which we hope will translate to the U.S. market.

In Europe, the outgoing Focus ST was powered by a turbocharged five-cylinder engine. For the 2012 model, Ford is replacing the five-cylinder unit with its EcoBoost turbocharged 2.0-liter four-cylinder engine, tuned to send 247 horsepower through the front wheels. That's



an improvement of about 25 horsepower over the five-cylinder, and nearly 100 horsepower more than the naturally aspirated engine. Torque figures are not yet available, but we expect at least a modest increase over the outgoing ST's 235 pound-feet. The model pictured is paired with a six-speed manual transmission, and we wouldn't be surprised to see Ford's six-speed dual-clutch transmission as an option. With either setup, the new ST should beat its forebear's 0-to-60 time of 6.8 seconds.

Like the rest of the new Focus lineup, the ST will arrive during 2011. With competitors such as the Subaru Impreza WRX and Volkswagen GTI showing no signs of relenting, the ST is a welcome and deserving addition to the more staid Focus models. But the new hot Focus will have to convince Americans that ST is no longer a trim.

55-56-57 THUNDERBIRD REGISTRY

[David Tulowitzky has been registering all the Classic Thunderbirds, please cooperate sending your car information, thanks. Felipe]

This past summer my registry for 1955, 1956 and 1957 Thunderbirds has surpassed the 15,000 figure. This is a large achievement in keeping count of our Classic Thunderbirds that are still in existence as well as the ones that have been parted out, etc. The totals for data on the three years are: 1955 – 5,425, 1956 – 3,675, and 1957 – 5,960.

I want to thank everyone who has sent me data information on their 'Birds as well as those who send me information on other Thunderbirds that they run across in their daily lives.

More information is needed, so please keep email the VIN and the codes from both lines of the data plate. Also, I appreciate copies of your invoices if it is possible. At present I have copies of 175 invoices for the three years. Needless to say, the 1955 invoices are very scarce; and I only have 8 of these. I am especially interested in invoices showing rare factory options, such as driving lamps, parking brake signal lamp, etc.

Send or email all data information to:
David Tulowitzky
14191 Tudball Ave. Port Charlotte, FL 33953
email: tulobird@aol.com



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There's a story behind the French National Museum of the Automobile; it's an opera about obsession, an illustration of labor relations in the post industrial age, a lesson about the evils of taxation, or the s most extreme episode of "Hoarders!" ever filmed.

In the city of Mulhouse (Nixon's middle name) the brothers Schlumph began to spend their way to ruin amassing one of the most important collections of cars in the world. Concentrating on Bugattis and French pre-war marks like Talbot Lago, Voisin, and Delahaye, they bought original cars, heaps in junkyards, entire lots of old cars, engine parts, whatever they could find, and store in one of their textile mills along the canal that connects the Rhine to the Rhone, with a dream of creating a car museum..

Unfortunately, this activity did little to keep manufacturing operational, the workers paid, or the French government pleased with tax revenues, and the whole operation shut down with riots in the streets, one car burned, the Schlumphs fleeing to Switzerland, and the entire lot "redistributed" to the glory of the French Republic.

The museum is astounding. The former factory is an enormous space, a Walmart-sized factory stuffed with cars that make the lot at Pebble Beach seem like a weekend gathering of a couple of friends with nice cars. There are hundreds of cars. Priceless cars as far as you can see. Cars of incredible value numerous enough to fill a Carmax lot.

You start with a few very early cars from the late 19th century, clearly stationed to testify that Mercedes' claim to have invented the automobile is about as absurd as Glenn Beck's pathetic understanding of American history. You see the evolution from carriages with motors

to cars, and then, Bugattis. One after another, more and more. "Honest Yves' Buggati Sales" only needs little colored triangular plastic flags. Here and there, a Mercedes or a Rolls is stuck in- a few Lancias and Alfas, too, but it's Bug after Bug.....and then, you enter the treasure room. Two Bugatti Royales, a couple of Atlantique coupes.....and endless variations of exquisite French coach building, until you are almost exhausted, but there are more and more hidden surprises. How about an entire row of post-WWII Bugattis? There were a few made of leftover parts from pre-war cars, before steel rationing in post- war France killed off the art of coach building there. How about a display of the very wooden bucks used to hammer out the curves of one particular car? Most of all, the surprise of an entire room the size of a Publix, with row after row of little blue race cars, almost to the horizon?

The museum is not really close to other famous sites, but now that the incredible French high-speed rail system connects Paris and Zurich via Strasbourg and Mulhouse, you can get there, without too much trouble. A new "light rail" system, as is proposed for the East Coast Railway Corridor, makes getting around Mulhouse a snap. Like Monterey or Hershey, it's one of the high points of automobile tourism, and if you can get there, go. You'll stop feeling guilty about having "one too many" cars.

PS. If you want to see a lovely pre-war Bugatti here in Miami, a new store in Aventura Mall, "Etiqueta Negra" has a type 35 in the window display. It is a real one, and worth the visit. Hurry, before Uncle Sam smells tax evasion.

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FIRST LOOK:

2012 Ford Taurus and Explorer Police Interceptor

For those of you who always obey the speed limit and come to a complete stop, the following information probably won't be of much interest. But those of you who might occasionally bend the rules should listen up: We've got the skinny on Ford's newest police vehicle offerings. You'd better start scanning the landscape for shapes other than the familiar Crown Victoria, which is no longer being sold.

Naturally, Ford wants to maintain its impressive 70 percent ownership of the police vehicle market in the wake of the Crown Vic's departure. To that end, we recently checked out the 2011 Police Interceptor, available in sedan (Taurus) and SUV (Explorer) configurations. Enthusiasts will quickly realize this signifies a huge shift in the underpinnings of law enforcement vehicles -- the Crown Victoria was body-on-frame while the new Police Interceptors are unibody construction. The change in platform also signifies a new direction in marketing efforts.

This is a big deal. It emphasizes police officer safety over police fleet cost. Body-on-frame cars and trucks are very easy and cheap to repair. The Los Angeles County Sheriff Department's motor pool has its own body shop and frame straighteners, and can have a cop car that starred in last night's Action News 'copter chase scene back on the road in a matter of days, often with a front clip from a junked taxicab. Of the Detroit Three's volume cop cars, the Chevrolet Tahoe is the only body-on-frame model. And it's available for police duty only with lowered suspension and rear-wheel-drive.

With its new Explorer -- uh, Police Interceptor sport/utility -- Ford is emphasizing the availability of all-wheel-drive, which is also offered on the P.I. sedan (Taurus). Ford says either car is better suited for most PDs with the AWD option, because AWD can better handle winters, and in places like L.A., can handle a variety of terrain.

Ford drove this point home by driving us around a tight autocross course first in the old Crown Vic cop car, then in an AWD, EcoBoost Taurus-based P.I. (Abbreviations are like doughnuts to cops.) Ford didn't allow journalists to drive, but from the short demonstration it was clear the new unibody model has tighter, better, more predictable handling thanks to AWD versus the RWD Vic. Although you can't steer the new AWD car with the throttle, it did display some line tightening oversteer in one tight, fast turn. (Hollywood will have to use the RWD Chevy Caprice or [Dodge Charger](#) for big chase scenes.) And the front bucket seats are a bit more supportive.

The surprising thing is the power difference. The 2010 Crown Vic Police Interceptor still used the 210-horsepower, 4.6-liter V-8 engine. The new Police Interceptor and Police Interceptor SUV will be offered with Ford's 3.5-liter Ti-VCT V-6, mated to the six-speed automatic. It makes "280-plus" horsepower, according to Ford, is E85 flexible, and goes 20-percent farther on a gallon of gas than the Crown Vic.

Ford will offer the sedan (Taurus) with the optional 3.5-liter EcoBoost, which makes 365 horsepower and 350 pound-feet in the Taurus SHO. The EcoBoost won't be available in the Police Interceptor SUV (Explorer) at launch, though Ford brass hinted heavily that it would be added soon afterward. Still, with the new models making at least 70 horsepower more than the old Crown Vic's V-8, many PDs may choose not to pay extra for EcoBoost and premium gas.

Ford did not announce pricing, but said the new models will be in the same ballpark as the old cop car. And the price of the SUV won't be too much higher than for the sedan. The company expects many police departments will increase sales for the SUV, which can easily accommodate rifles and other equipment, and K-9 police dogs.

Both the sedan and SUV Police Interceptors feature the usual cop [car](#)



components. The standard unibody platform features 60-percent high-strength steel, and a hydroformed, high-strength steel tube that runs the width of the vehicle to improve structural rigidity. Body structure is twice as stiff as the Taurus and Explorer. The two models have been crash-tested for rear collision up to 75 mph, a sensitive point, considering some police department complaints about the Crown Vic in rear-end collisions.

Both Police Interceptors have all the usual airbags, including rollover bags.

They have ballistic door panels that absorb up to Type 3 ammunition, and anti-stab plates in the rear of the front seats, so a suspect with a hidden knife can't attack police officers.

The sedan and SUV come with the same 9-inch center console width as the Crown Vic so that police departments can retrofit equipment they already own. The rear seat is vinyl and rubber floor mats replace civilian carpeting. Both back seats are tight for such large vehicles, although the P.I. SUV has a bit more foot space for the suspect than the sedan. The sedan's front seat might be a bit tight for taller police officers, too.

The Police Interceptor comes with six-way power adjustable driver's seat, adjustable pedals, tilt steering wheel, and of course, a column shifter to preserve the precious real estate between the seats, which are designed on the inboard side to make room for holsters.

Heavy-duty components include larger caliper brakes and rotors that can manage more heat, 18-inch steel wheels common to both models, and a full-size spare. The cooling system has been beefed up for twice the capacity.

The two Police Interceptors will carry no Taurus or Explorer badges, and they won't be included in Taurus or Explorer sales numbers. With all the heavy-duty equipment and with the P.I. name, Ford wants to make sure they're sold only to federal, state, and local law enforcement agencies. The company claims no control over where they go on the used car market, so if you're into the extra structure and weight or you own a fleet of taxis, this would be a good time to start supporting your local sheriff.



Blessings Come in All Forms



**by Robert Toney, President
Toney Drilling Supplies, Inc.**

The world rocked and rotated for 13 seconds on January 12, 2010. The poor, small nation of Haiti and the capitol city of Port-au-Prince will never be the same. While the world watched the horrors unfold on television, there was a dire need for fresh water - now!

Curt King, a drilling professional working with missionaries around the world, was in Port-au-Prince, drilling a much-needed water well with his crew when their rig started to rock and roll. The earth looked like ocean waves. Curt and his crew ran for cover. After the quake stopped, they were trapped by debris from the building. Curt and his crew were dug out. Some were transported to makeshift treatment areas.

While Curt came to grips with the mass destruction around him, he thought of the equipment that would now be needed to provide fresh drinking water to the hundreds of thousands of suffering people. He knew of a company that might have the necessary equipment.

When Curt made the telephone call to Toney Drilling Supplies, Inc. of Miami, Florida, the life of every one of their employees would be changed forever. General Manager Dale Toney first had to tell Curt their drill rig was already on a jobsite and could not be pulled. Then Dale and Bob Toney put their heads together and decided the staff and employees of Toney Drilling Supplies could and would build and outfit a drill rig for the relief efforts in Haiti.

Dale told Curt of their ideas and of the cost associated with the project.

Curt contacted an international group named Healing Hands. Between Joe Smith (Curt's Healing Hands contact through his 30 years of missionary work), Toney Drilling Supplies, and the Lord, the drill rig was built. It was outfitted with tools and pipe; and every cubby-hole was jammed with children's shoes, clothing, rope, and canned goods - all within a two-week period. The employees even rebuilt a child's bike and tied it on top of the derrick. The rig was then shipped to Haiti by the U.S. Navy.



Bob sent Thomas Joseph, a drilling technician, to Haiti to train and work with Pastor Aaron Swenson and Kelly Perkins on the new SD50 rig.

On their first day of drilling, they finished two water wells, six inches* wide by 100 feet* deep, supplying free, fresh water to the locals. The next day, Thomas and Pastor Aaron installed hand pumps. People came from all directions with their five-gallon* buckets.



The group drilled one water well at each tent city location.

In the first 30 days after the disaster, Pastor Aaron, Kelly, and Thomas completed 16 wells with depths of 100 to 350 feet*, supplying tent cities with much-needed fresh water.

A job well done, good and faithful members of the human race!

**(1 foot ≈ .304 meters)*

(1 inch ≈ 25.4 millimeters)


(1 gallon ≈ 3.78 liters)



Photos of our last Meeting



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MINUTES OF MEETING

SEPTEMBER 15, 2010 AT HOME OF DAISY AND FELIX HERNANDEZ, MIAMI LAKES

President (and hostess) Daisy Hernandez opened the meeting at 8:10 p.m. after members had enjoyed a meal of delicious Cuban food and a cake to celebrate the birthday of member Norm Gabe.

When Daisy asked for someone to make a motion to approve the minutes of the August meeting, several members said "No" and there was no such motion made.

However, when she explained that "Those minutes happened and they need to be approved. That happened and you can only not approve them only if there is a problem with the minutes (themselves) – such as a mistake in them."

Treasurer Felipe Cos then made a motion to approve the minutes and it passed unanimously.

Felipe also gave his treasurer's report and said that the club has made a profit of only \$73 since January. "The main reason for this amount is because of (expenses for) the car show and the newsletter." He said that now that the newsletter is being E-mailed to most members we will save \$250 a month -- half of the cost that the newsletter would be if everyone was receiving copies by postal service. The newsletter will continue to be mailed to several members who do not have computers and to advertisers.

He also reported that he has spoken to the manager at Gus Machado Ford who indicated the dealership is interested in being a sponsor for our club's annual car show in January. He said he also has received a \$500 check from Leon Medical Center toward sponsorship of the show. Felipe said Ford Motor Company has declined to sponsor the show.

Felipe also announced that he has not been able to find any companies to sponsor him to participate in the famous Mille Miglia auto race in Italy in May and if he does not receive any sponsorship in the next two weeks he will probably abandon his plan to be in the three-day race.

Since several people had expressed interest in going to Italy to see Felipe in the race, he said that if he does not participate, "We can still go to Italy" to see portions of the race and tour the northern part of the country.

Felipe introduced two guests at the meeting, Daniel and Andrea Romanelli, of Montevideo, Uruguay, who also have a home in the Miami area and are interested in classic cars. He said they have participated in the 1,000 mile rally for classic cars in Uruguay and Argentina and approached him about creating a rally here.

He said he is planning such an event for cars 25 years old and older and it would be held in March. People with newer vehicles could also participate in the event which will be in the Miami-Dade/Broward area and would probably be a 10-hour event that would include an airboat ride in the Everglades.

President Hernandez then asked if there was any old business to discuss.

Mike McNeal said he would like to make a motion for reconsideration of the vote at the August meeting concerning the 9 to 7 vote to approve a donation of \$10,000 of the club's funds to a scholarship at McPherson College in Kansas in memory of Liz Brown. He said he would like to change the motion to "make it (a) \$2,000 donation to the school."

The motion was seconded by Gary Stump.

Ron Baraz said he liked Mike's suggestion but thinks that \$2,000 is an arbitrary figure and it "might be too small or too big." He said he would like to see a committee formed to discuss the amount of the donation.

Felipe said he would like to amend the motion. "You know the financial situation of the club. We have \$21,000 in the bank and I believe we could have a profit next year. I would like to amend it to give \$2,000 every year."

Peter Klein said that when the motion is passed – or fails -- there can be a vote to reconsider the (additional donations) every January.

Ed Brown, who established the scholarship in memory of his late wife, said "It was on my mind to bring up the matter tonight. It was in my mind that \$10,000 was lot at one time. I really didn't care for that."

Ed explained that the scholarship fund was established in April and has received donations. He has said he hopes the corpus of the scholarship will eventually grow to \$100,000. Interest earned by investing the money would be awarded to a student at the school which offers a four-year curriculum in automobile restoration and repair.

"It is an endowment; the principal never gets touched, all the student gets is the interest -- except that an anonymous donor has given \$5,000 (to be awarded to) a student this coming June," Ed said, adding that first-year students will not be eligible for the award.

He said there are several other scholarships at the school, including two funded by comedian Jay Leno, Mercedes-Benz and the Antique Automobile Club of America. Daisy called for a vote on the motion for the club to donate \$2,000 to the scholarship fund this year in memory of Liz Brown. The motion passed 17 to 3.

Ron Baraz then called for establishing a finance committee to review matters any time the membership wants to spend more than \$1,000. He said the committee would review any such proposal and report information to the membership.

Ed Brown seconded the motion.

It passed unanimously.

Daisy said she thought the committee should be composed of three people who are on the club's Board of Directors.

Anita Baraz drew much laughter when she quickly said, "Not necessarily; I think it should be three intelligent people."

Anita has been checking into rates and itineraries for a club cruise, probably in February. She said that at this point she has narrowed it down to either Carnival or Royal Caribbean and will report back in a month or so with further details.

Daisy said that because the September meeting was being held so late in the month the October meeting will be canceled and our next meeting will be November 10.

She also announced that the date of the Christmas Party will be changed to December 11 and will be held at her home.

Ed Brown reminded members that at the November meeting we will have to select officers for the coming year. He said that if anyone is interested in running for office they should let the current officers and membership know.

The meeting adjourned at 9:10 p.m.

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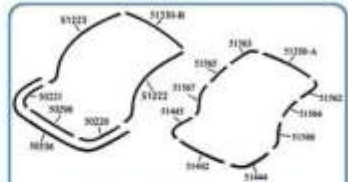
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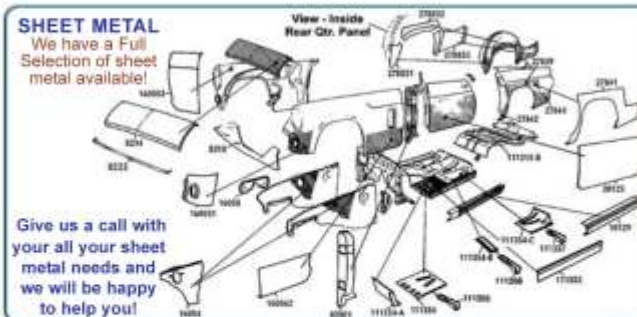
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