



Thunderbird news

JUNE 2011 VOLUME 13, #6

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MULHOUS MUSSEUM TRIP Page 13-14

My Uncle Karl's car Page 8



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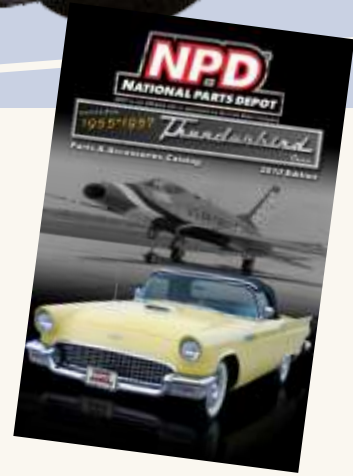
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EDITOR'S REPORT



NEVER SAY NEVER AGAIN

Next June 8th I'll depart to Chattanooga, TN, for the "Great Race" of June 11th-18th.

The race will be from Chattanooga TN to Bennington, VT, 1,500 miles in seven days.

My navigator will be Mark Saladino (Leo's son).

Are we going to win? You bet we will!

Next month I'll tell how we did in the race.

MULHOUS MUSSEUM TRIP

Enclosed you will see an article from Mike McNeal about the trip to the museum; I was not able to attend because I was in Colorado Springs, CO, visiting my oldest son. Weather there? Highest of 36F (previous day was 75F)

I hate snow! I had to drive at 40 MPH on the highway because of the road conditions.

I have been told that the visit to the museum was a success, and I'm glad that several members were able to be there.

Felipe Cos



REGULAR MONTHLY MEETING

Our next monthly meeting will be advise by E-mail

CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA

CTCI CHAPTER #114 JUNE 2011 VOLUME 13 No.6

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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

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
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 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
 merklvr@msn.com
 AACA Miami Region President Andy Levy 305-439-0910
 www.aaca.org/southflorida
 Car show promoter: Gerry Perez. 786 344-4228 email
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Every Tuesday from 8:14 to 9:30pm at Floridita Seafood Restaurant in 13501 S.W. 136th St Miami. Magig Mustang

Every Friday 7:00 to 10:00pm Cruise at Home Depot corner of SW 8th St & SW 28th Ave.

Second Friday, Hollywood Beach Boardwalk Cruise Night 7:00 to 10:00pm 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 to 10:00pm)

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

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 10:00pm

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

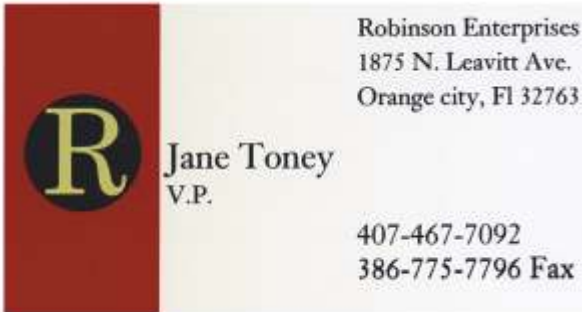
FUTURE EVENTS

JUNE 11TH-18TH GREAT RACE (greatrace.com)

JUNE 15TH-19TH CTCI REGIONAL CONVENTION, RICHMOND, VIRGINIA

AUGUST 24-28TH CTCI REGIONAL CONVENTION, OMAHA, NEBRASKA

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See you next month

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.

Annual rates for advertising in the newsletter:

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MORE INVENTORY



Thunderbird
NEWS

Lots of family friends had big Lincolns when I was a child: Mr Long up the street with a slant-eyed MKIII, Ilias Konstaninou had a white/red "Kennedy" convertible. Vern Finch had a white '61, followed by a beige 64, and then a '70 Mk III. Doctors and lawyers drove them- just like the president's car. Love those big, luxury cars, and consider them one of the most beautiful sedans of the post war period. Back then, Lincolns were status symbols.

My Uncle Karl didn't always drive Town Cars. I can remember an aqua '58 Squarebird, a '67 Mustang, and a Mercury Marauder, but for the last few decades, it was always a Town Car. White. Light interior. Never the "loaded" model. My father and his brothers were all "Ford Guys;" their father favored Studebakers, but they were, at least when we were kids. In the seventies, my father switched to GM. My other uncle went to Volvos, I think that meant something for the future of Detroit.

I've been taking care of Karl's Town Car for the last few days, and after a bit of acclimatization, you realize what a good car it is. No, it does not have the responsive, tight handling of a BMW, or the perfect leather of a Lexus, but the car has the wonderful luxury of space, and its inspiration dates from a time when a luxury car was a rolling living room, not a high-tech device for navigating the Alps. It's a workhorse of a luxury car, with comfy sofas for a front bench seat. It won't astound your neighbors, but it will please you with comfort, reliability, and very low repair costs.

In many ways, this Lincoln is the last expression of the Great American Sedan. Four doors, body-on-frame construction, automatic transmission, and a V-8 engine. Soft ride, of course. Almost any post World War II American sedan fits the mold, and now, there are no more like this. The Grand Marquis and Crown Vic have already gone out to pasture, and this is the last year for the big Lincoln. GM bumped off it's big sedans to make SUVs a decade ago.

The ride is smooth, and the steering actually responsive, but there are some strange aftershocks in the chassis. Driving up 95, the car is at its best. Silent and comfortable, you can almost ignore the fuel economy indicator showing 14 mpg. It surprises me that



this 2005 car does not have the five speed transmission of my Thunderbird of the same year. As my car gets 18/26 mpg with the extra gear, you would have to assume it would get a bit better MPG if it had had it, too. You don't get the relaxed, calming feeling you have in this car from any of the more expensive imports, and none of them have the cavernous trunk that this car has. You have to say it: "Soprano Sized." Lincolns give you isolation from the world, while the imports seem to think you should be connected to the it for some strange reason.

This is one of a couple of cars trapped by the past. "Lincoln" conjures up that glorious '61 with suicide doors. The Porsche 911, Jaguar sedans, Mustangs, and this car are forever sealed in our memories as cars from the 60s. The current Town Car carries the shape and details of the Kennedy Continentals and the Mark III, but it has none of the stunning elegance or wow factor of either vehicle. Evolution reaches dead ends in dinosaurs and apparently, in cars.

There won't be another Town Car, the world has moved on. The MKS has a modern platform and more economical six cylinder engine and is more suited to a world with \$5.00 gas. My uncle has moved on, too. He lied about his age to enter the Navy at 17, and spent a couple of years fighting his way across the Pacific, moved to Miami, and launched a career. He built a family, made a life. Made my life better. He departed this life abruptly, as he would have wished. This car was the preferred choice of his generation, and with his passing, the Town Car moves on, too.

CTCI NEWS


Region No. 4 Convention: Hosted by The Virginia Classic Thunderbird Club at the Wyndham Virginia Crossings Hotel in Richmond, Virginia on June 15-19. Info: 434-589-8298 or email: mikemartin419@centurylink.net

Region No. 5 Convention: Hosted by Nebraskaland Thunderbird Club will be held at the Embassy Suites Omaha - LaVista Hotel and Conference Center on August 24-28. Information: 402-289-4516. Email: nefron1@cox.net



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news

Tired of the old car not starting because the fuel has ethanol in it and no preservatives?

A solution may be as simple as converting your car to natural gas. I found an interesting article in the May 9, 2011 Sun Sentinel by Steven Cole Smith. The article is about "Krohn Racings" new Corvette Z06 which has been fitted to run on compressed natural gas (CNG).

Wise Gas, a company in Ft. Lauderdale, opened up last year and is selling natural gas to the public for \$1.99 per gallon. They will also convert an older carbureted car to run on it for as little as \$2000.00. Since natural gas is available in my neighborhood a unit can be installed to refuel my car at home. But at \$4500.00 installed, it's not cheap to have a home refuel system.

I talked to Mr. Green at Wise Gas and he said that by the end of the summer he will have enough staff to convert our old cars to natural gas. He also said the CNG has an octane of 130 and will burn clean. Our old cars will also be able to switch to regular gas at anytime for extended trips or if we run out of CNG.

One more benefit is when the CNG is burned in our old cars the oil is not contaminated as with gasoline, so more savings can be had. In the future if more ethanol is added to regular gasoline I am sure our older carbureted cars will have more problems running smoothly and continue to pollute the air. Also, if high-test fuel, which my old cars need, goes above \$4.50 a gallon, natural gas might be in the future for me. That is, if I want to continue to drive them.

You can contact Wise Gas at 954-636-4291 or www.wisegasinc.com.

Lincoln Considering Two-Seat Flagship: Report

By [Nelson Ireson](#)

Lincoln was once the epitome of American automotive luxury, but the past 40 years haven't been kind to the brand. Some might argue the brand hasn't been kind to itself, existing on a diet of hand-me-down Fords and lukewarm marketing. But Lincoln, and its parent company, have been talking big about changing that of late.

Enter the rumors of a Lincoln two-seat flagship. Plastered across the cover of Road & Track's June issue, the talk has built into a buzz. But is there any substance to the story?

The idea of a two-seater or a flagship coupe are not entirely new within Lincoln, even within the past decade, so there's at least a modicum of credibility. The MK9 and Mark X concepts both hint at possible avenues toward the goal within the brand. The Road & Track article says talk of the car is making the rounds once again in Dearborn. Pundits have jumped on the bandwagon, arguing it's not as far-fetched as it might seem at first. Well and good. Who wouldn't like to see more serious competition in the luxury market? Especially from an American brand?

But then the rumors go a bit sideways: a mid-mounted, supercharged V-6 is to power the car; it will be lightweight; and yet it won't be performance-oriented, but rather a sophisticated technology leader. Wait, what?

The whole idea rests on a foundation of a unique, mid-engine platform not currently found in Ford's corporate stables. That equates to a large chunk of development money--something that hasn't been earmarked uniquely for Lincoln in a long time, unless the Ford GT platform were to be revived, in which case, you're back to borrowing from the Blue Oval. Can a true game-changing flagship be built from what is, ultimately, a re-badge, however many modifications are made? Even if it could be done so that the market wouldn't notice or care, at what expense? It's also worth noting that neither the MK9 nor the Mark X, the latter itself a re-bodied Ford Thunderbird, were mid-engined.

The next level of the pyramid is the powerplant. While Ford doesn't currently offer a supercharged V-6 in any of its cars, it does have modern V-6s to build on and the engineering ability to bring it to life. But the rumors talk about 200-mph top speeds despite a lack of a performance focus. Packing enough power into a medium-displacement V-6, supercharged or not, to achieve 200 mph is no mean feat, even in a smallish two-seater. The nature of an engine sufficiently powerful would be difficult to tame to comfortable luxury standards. Even a naturally-aspirated V-8 capable of such speeds would be rather rough-and-tumble; the Corvette Z06's mighty LS7 is docile enough at low speeds, but it still



presents noise and vibration beyond luxury flagship standards. Package that engine right behind the driver's back in a lightweight two-seater and the problem grows.

At the next step, we find a requirement of unique technology for the Lincoln brand. An example offered by Automotive News is that of electronic gear selection, as opposed to the movement of a lever as in most modern automatic transmission-equipped cars. As BMW and Toyota have found, that frees up interior design, but at the same time, it's not exactly a segment leader or even particularly interesting once the novelty wears off. And at any rate, a true flagship would need advanced technology, things not found in common Ford vehicles.

Things like the safety and driver aids Mercedes-Benz packages into its top-tier products, debuting them in flagship models before trickling them down the range. Does Ford have the resources to develop such technology while restricting the flow to Lincoln only, at least initially? That remains to be seen, but given the brand's treatment over the past several decades, it would require a sea change in the brand is perceived, not only in the market, but within Ford's halls. That is something for which we've seen almost no evidence as yet.

So, at the end of the day, is a 200-mph, lightweight, mid-engined, two-seater Lincoln flagship a likely proposal? Hardly. Would we like to see it anyway? Absolutely. We just won't be holding our breath.

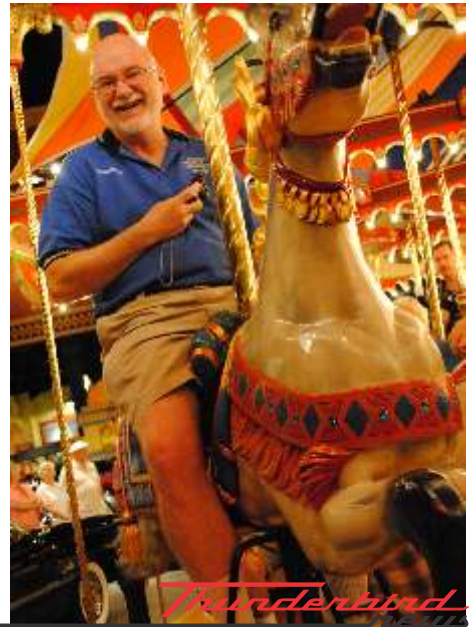


MULHOUS MUSSEUM TRIP

PHOTOS BY GEORGE BICHOPRIC & MIKE MCNEAL



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AT TRATTORIA PAMPERED CHEF, MIAMI LAKES

President Daisy Hernandez opened the meeting at 7:15 p.m.

Ed Brown made a motion to accept the minutes of the April meeting and it passed unanimously.

Mike McNeal reported that he and his wife Theresa took a week-long driving vacation in Ireland and did not see any Thunderbirds in that country.

Treasurer Felipe Cos reported the club has a little over \$3,000 in the treasury.

Secretary Poppy Madden thanked the club for the delicious and beautiful basket of fruit the club sent for her husband, Bob, who has been ill.

Daisy said club members are requested to bring food for the club's annual barbecue that is to be held May 29 at Ed Brown's home. Ed will be supplying meat balls, chicken and baked beans.

Peter Klein will be coordinating dishes that other members will bring and you should contact him at 305-794-2774 or email him at pklein@bellsouth.net. Dishes needed range from appetizers to dessert. Gary Stump announced he will bring "a German dish."

Ed said he will need an idea by May 22nd about how many people will attend the barbecue.

Plans were finalized for the club's May 14 visit to the Milhous Museum in Boca Raton and a visit afterward to the Morikami Museum and gardens.

Ed Brown reported he went to the Relay for Life event in Marathon recently and that his niece called and told him their booth received the First Place award. He said the charity event raised \$126,000.

Ed also reported that he will be going to McPherson College in Kansas in June where he has established a scholarship in memory of his wife, Liz. He said that someone he met at the Classic Thunderbird Club International in Dayton, Ohio, (anonymously) donated \$5,000 to the fund and he will be taking that check and the \$2,000 donation from our club to the school. The club approved the donation late last year.

Ed said he would be speaking with some potential donors in the near future and that "there is the possibility I could have \$10,000 when I go to McPherson" in June. The school has a renowned program in automobile restoration and repair.

Mike McNeal said that last month after the Everglades 300 Mile Vintage Car Rally he was driving north on I-95 when Club Member Leo Saladino – who won a first place trophy in the event -- came up next to Mike's car and "He

tooted his horn and his son stood up in the car and showed the trophy. All the (nearby) cars on I-95 started tooting" at Leo in his T-Bird.

Felipe announced he will be participating in this year's "The Great Race" which will be a week-long time and distance rally from Chattanooga, Tennessee to Bennington, Vermont in June.

Felipe proposed that to encourage other club members to participate in the event that the club give \$500 toward expenses to any member who competes. Felipe stressed that he would not be eligible for the expense money donation. However, Ed Brown said there could be a tax problem for the club if such an expenditure were made. Peter Klein said he would check the legality of such an expense and report back. The club is a non-profit organization.

Felipe said that this year they club would have a profit of only about \$2,000. Peter said organizations considered "(non-profit)" only have to worry if they make over \$25,000."

Poppy said perhaps such an expense could be classified as routine advertising and publicity for our club.

Daisy said she will be out of town when our for the barbecue and when our June meeting is scheduled. She suggested we have a small meeting at the barbecue when many of the club members should be present.

Peter objected and said we should instead try to get together at a rally – possibly an event being held by another car club in the area. "We should make it a point to go to some other club's event," he said.

Felipe said we could "change our meeting to shows other people are having" frequently to support other clubs.

Daisy said we should not consider doing that regularly because "Everyone knows the first Wednesday of the month is the Thunderbird Club meeting; there's nothing better than being consistent." She said that in June and July we could do a club activity if there are no car shows to go to.

Poppy suggested we look into having a club meeting at the Cordon Bleu cooking school in Miramar. Ed Brown, who lives near the school, said he would look into the possibility.

No official meetings are planned for June and July but there may be some last-minute plans for club activities. If any are set, members will be notified by email.

The meeting was adjourned at 7:50 p.m.

