



# Thunderbird news

SEPTEMBER 2011 VOLUME 13, #9

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## WHO IS THE PERSON

### ON THE FRONT PAGE?

### THE PHOTO WAS TAKEN IN 1957?

OF LEGENDARY CUBAN FRIENDS AND THUNDERBIRDS Page 10

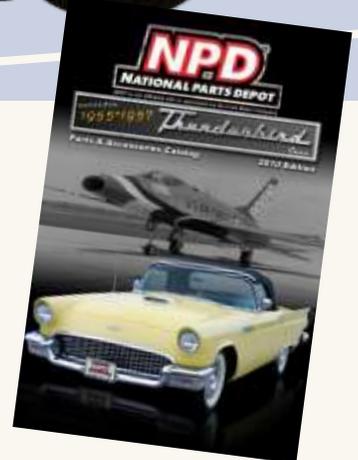
## Greetings from France

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# Restoring American History



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*Thunderbird*  
news

# EDITOR'S REPORT



## WE HAVE TWO NEW MEMBERS!

GRACE & MARTIN ROMAN are the proud owners of a blue '62. His car is in very good condition. See the photos inside.

JOSEPH & DOROTHY RUFFO. They are looking for a '57 in good condition. You may call him at 786-218-9679  
WELCOME TO THE CLUB.

## ELECTIONS IN NOVEMBER

We will have our yearly elections in November. Peter Klein has accepted to be nominated for president. If you are interested in being on the board, please contact Felipe, at 786 554-5200

## CAR SHOW OF JANUARY 29<sup>th</sup> 2012

We are in the process of deciding if we will do our 2012 antique car show at Tropical Park or at the Magic City Casino. As soon as we determine which one is better for the club, we will let you know. If you have any thoughts about the location, please let us know.

## THIS MONTH TRIVIA:

WHO IS THE PERSON ON THE FRONT PAGE? THE PHOTO WAS TAKEN IN 1957?  
Answer on page 10



## REGULAR MONTHLY MEETING

We will have our monthly meeting on Sept 11th with a brunch at the ARK RESTAURANT located at 6255 Stirling Road, Davie, FL 33314 at 10:30 am. Cost is \$22.00  
Please bring your 'Bird!

## CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA CTCI CHAPTER #114 SEPTEMBER 2011 VOLUME 13 No.9

### BOARD:

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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  
Daisy Hernandez 2010

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  
2005Thunderbird: \_\_\_\_\_ www.fordautomobiles.com  
Ford racing: \_\_\_\_\_ www.fordacing.com  
Speedvision: \_\_\_\_\_ www.speedvision.com  
CTCI's Home Page: \_\_\_\_\_ www.ctci.org  
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Metroplex EarlyBirds: \_\_\_\_\_ www.geocities.com  
Arizona Classic T-Bird Club: \_\_\_\_\_ classic-thunderbird.org  
Santa Clara Valley T-Birds: \_\_\_\_\_ www.tbird.org/scvt  
Sierra Nevada Classic T-Bird: \_\_\_\_\_ www.tbird.org/snctb  
Connecticut Area Classic T-Bird: \_\_\_\_\_ www.tbirdsofconn.com  
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 SEPTEMBER

LAURA RUSH	6th
PETER KLEIN	11th
NIVARDO MORA	13th
NORM GABE	15th
BRIDGET HAGOOD	16th
CONNIE LANDUCK	17th
JOE CRISAFULLE	20th

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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 Andy Levy 305-439-0910  
www.aaca.org/southflorida  
Car show promoter: Gerry Perez. 786 344-4228 email  
gerrycarshow@bellsouth.com  
Magic Mustang. Frank Alonso 305 551-6077 Fadatec@aol.com  
Muscle Stangs of Miami Luis Rodriguez 305 323-1649

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## CAR SHOWS/CRUISE IN

Second Tuesday from 7:00 to 9:00 at Gus Machado Ford of Kendall 13501 S.W. 136th St. Miami. Magig Mustang

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 8<sup>th</sup> St & SW 28<sup>th</sup> 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 8<sup>th</sup> St. & 30<sup>th</sup> 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. 87<sup>th</sup> 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 86<sup>th</sup> & 87<sup>th</sup> Ave

Third Saturday Roadhouse Restaurant Sunset Dr. & S.W. 117<sup>th</sup> Ave

Every Saturday a car show from 6.00 to 11.00 pm at K-Mart in 49<sup>th</sup> and 14<sup>th</sup> 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 & 97<sup>th</sup> 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. 67<sup>th</sup> 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

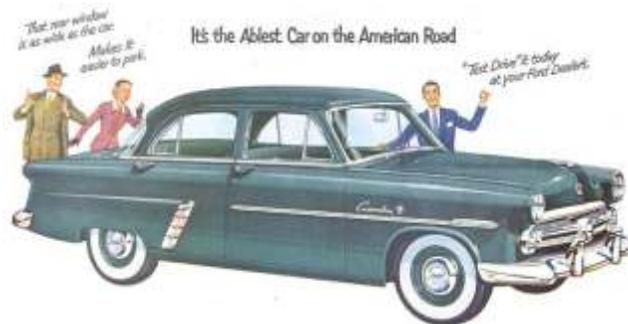
Third Saturday at Dairy Queen Tamarac Square North of McNab Rd. 6:00 to 9:00

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

**JAN. 14-15 2012**

AACA ANNUAL SHOW Miami Beach Art Deco.

**AUGUST 21-25<sup>TH</sup> 2012**

CTCI MEMPHIS TN International Convention

## DUES ARE DUE

\$35.00 MEMBERSHIP ARE DUE,  
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## MEMBERSHIP

It is time again, please send your check for \$35.00 for the 2011 year, don't forget to fill all the registration 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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NEWS

## LETTERS FROM OUR MEMBERS

---

Dear Felipe;

After reading the August edition of the club magazine, and being horrified by a Dodge on the cover I have to let you know my disappointment in lack of action by the board.

As a member of the club for almost 4 years now. I have only been able to attend one meeting, held on a Saturday at the ARK in FT. Lauderdale, and one outing ( Milhous Museum) in that time, mainly because of the location and times you choose to have the meetings or events.

The main reason is that all the club meetings and events are held in your backyard, south of the Broward line. I do not know how many members like myself there are that live in Palm Beach County, or northern Broward, but for me to drive my 55, mainly due to the traffic and roads I would have to navigate on to get there, or just to have the time during the week in my daily driver to get to the Miami area is out of the question. What Ed says in the August news letter is the way things are, the club is a CLICK, in which no one it seems is wanting to venture North of the Miami Dade Broward line.

I have seen you and Ed at the Festival Market show only twice over the last 3 or 4 years, along with a few other members. You awarded us with best of the club at one show, thank you, but even that time there were less than a dozen members there with their cars.

I have been fortunate enough to have had our car accepted the last 2 years in the Boca Concours show, and have notified you both times of the event and you have never replied to me to wish us luck or have I seen an email sent out to the members about the event I had alerted you to. One other member was there showing his bird, and we discussed the club and we had the same conclusion, there is nothing in it for us at such a great distance. We do have weekly cruise ins up here too. I have emailed you about a few other shows in the past as well with no response of support for even a judged show.

Why not consider a Casino NORTH of you guys for the car show? Any

location for that matter in the middle of the clubs supposed territory would be a nice change. By the way, what is the clubs covered area?

Sine you seem to be of means, and transport your car all over the place, maybe you could show up at a show closer to us other members and show your support. Some of us to not have the resources that you seem to have and we have to drive our baby birds to a show.

As for me and my 55, I have a very bad over heating problem (a common one I know) that I can not seem to solve. Everything I have tried has only made the condition worse so I am not comfortable driving more than 40 miles or so to do a show. Since this is my first older bird I have nothing to compare it to as far as how it should drive and run like the day it came out of the factory. I would love to get together with other owners and discuss how and where I can get my car fixed to the point that I would be comfortable driving it on longer trips, a personal dream.

Sorry for the ranting but I am frustrated by lack of action by the board month after month saying that the board needs to find ways to better the club, and wanting to have more members participating But in the end nothing changes mainly because no one on the board wants to travel out of their comfort zone.

You all need to get out of the RUT you are in, and consider meeting other members half way.

Also for months you keep asking for help with the web site. Hire some one already, and make it happen. It is time to put some of our dues to work for the clubs betterment.

Respectfully yours

Steven Gordon

PS. my birthday is the 14th of July, not the 15th. Thanks for the mention any way.

## LETTERS FROM OUR MEMBERS

---

Hello Steven

I am a past President and still active member of the T-Bird Club, but I do not recall ever meeting you. Your letter sent to Felipe was brought to our last meeting to address your concerns, and I promised the club I would also answer your letter concerning your overheating problem. I do not feel our club is a click, and I have made lifelong friends networking with the club.

I have enclosed an article I previously wrote & sent to the National Chapter in 2005 that never got published in the Early Bird. I was responding to a past dealer article on why you should purchase there modified water pump if your T-bird overheats. The dealer spends a lot of money advertising in the Early Bird and I have purchased many items from them with satisfaction.

However, as a mechanical engineer who has designed many specialized heat exchange devices, I strongly disagree on their logic and their water pump claims.

My attached letter goes over many things you should check to cure an engine overheating problem. Please look into all of them. Felipe may also wish to publish my attached letter on engine overheating as an article in our newsletter. Please also sent us any articles you would also like us to publish.

I also would not like to see a Dodge on the cover of our newsletter, unless a T-bird is also in the picture as well. However, I feel Felipe does a great job and our newsletter has won national awards in the past. .

The temp. sending units and dash gages can also go bad and it is also possible your Bird is really not overheating, but you think it is. My 56 in dash gage also does not work properly and I do not rely on it One of these days I will fix it.

There should be a plug in the water pump that you can remove & install a 2nd temp gage sending unit to compare with your in dash gage reading.

I did this & rely on the 2nd gage.

You can also take a reading with a remote temperature gun. I own one of these. They are accurate and they are cheap to buy from Harbor Freight.

Our meeting next month in Sept. is a Bunch at the Arc in Broward. I hope you can attend & look forward to meeting you there. When I was club President, our monthly meetings were first held in Broward at Tropical Acres, but I got a lot of flack for this and we changed to other locations to suit the majority of the members in Dade that claimed it was too far to travel to. We have tried but cannot please everyone at every meeting location.

We have had many great events at Ed Brown's house in Broward and also at Dave Siegels home, another Broward Member. I live in Dade but will try to go to wherever the meetings are decided to be by the club majority.

Feel free to email me if I can help you further with your over heating problem.

Norm Gabe



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# OF LEGENDARY CUBAN FRIENDS AND THUNDERBIRDS

I know Felipe Cos for longer than I care to say. From back in the Pleistocene, in a tropical place I believed was paradise; where we intersected many times in clubs, games, parties, bars, conga lines, and in other places I don't dare mention here. He was a cool "muchacho"- not that he is not cool now- whether zipping on the bay in a speed boat that could have rendered "Jaws" toothless in a collision; or driving away on land in a T- bird for which I would have sold my mother, my two sisters my soul, my Yankee cap and my dog to have.-Sorry Mom-.

The last time I saw Felipe in "Paradise lost" I was getting off a Havana bus, hot and disparaged after an Anatomy quiz that had actually dissected my brains to shreds and my guts to sausages. Hey you!

I heard, and there was he, laughing, on his shiny aqua-green and light yellow Thunderbird at L and 23rd Streets, in Havana. Hop on! And whatever I looked at from the low slung T Bird, was nicer, and whatever we drank in it, or off it, never tasted better. What a car!. What a friend!

A long stretch of time rolled ahead of our lives, much longer and faster, than what that set of hot wheels ever rolled. I took off for Europe, I saw a monstrous Auto Union the weight of a panzer and a U boat long, hooded Benz, which had taken refuge for years in Madrid after WW2. Then to the North of the Pyrenees I saw VW beetles, mini Coopers, micro Fiats, and the French Renault quatre chevaux, of which I saw many too in Saigon, And then the weird and corrugated Citroen deux chevaux; which went for forty miles on a liter of gas? Is that what a World War does to cars? Is that what you call cars here, or are they rather "moto-sandwiches"? Can four people travel in there for ten

blocks without developing "rigor mortis terminalis" Yes by God, yes, they could... and so could I.

I saw "bulbous Volvos" in Sweden and Borwards that looked like Peugeotts, and Daks in Holland. Panhards in Provence, with no transmissions, but chains and Kaisers in Buenos Aires.. What a hell is this? This ain't normal, a "traction- avant"? Pulling wheels up front? Give me a break and stop confusing me. Then!..... off Champs Elysees; where I had splurged my meager Francs in a "biere" or more. I saw a car!! A parked big, shiny huge T bird and I thought: There is hope!! I said to the big T: "Wow you have grown so much since I saw you last!!" Then Paul Newman jumped into it and took off like John Glenn in a hurry. There might have been revolutions; barbudos; commies; Mau Maus; FLNs; whatever, but they were still making them beautiful, big and powerful back there. somewhere in Detroit or Buffalo or Cleveland. Then I thought the world is not about to end yet..... Felipe!! Wherever you are.

Not long ago when we met again at a meeting of surviving stegosauruses (or is it stegosauri) we beat our shoulders red, greeted and bellowed our satisfaction to see each other again. The dinner he offered us next day was epic, or rather epicurean. Hey, Felipe was still a cool dude, a bit older but really cool. He had a Thunderbird too. What a friend! What a car! And whatever we drank, never tasted better. The world is still nice here bro! But i have no car pictures for you!

Otto E. Caveda, M.D. Bronx, NY.



The person in the photo taken in 1958 is Felipe Cos in Kent State University in Ohio, the others was taken in Havana Cuba



**COMMENT:** I was 14 yrs old; at that time I use to ride my bike a lot. One day I was at Otto's home with some friends and one of them (don't remember who) made a phone call to a beautiful well doted girl saying that he was me and asked her to be my sweetheart. She says yes. I knew nothing of this phone call. Then he told me to my surprise about the phone call. That was the beginning of a wonderful 2 yrs relationship (my first one) Who could be 14 yrs old again! Thanks Otto for the memories

Felipe



Recently I was kindly invited to write here and rambled about old friends, memorable cars, far away& long ago places and yes, legendary Thunderbirds. Previous to this opportunity, I had talked, drank and parted bread with my " Old Kamaraden" -Felipe included- 4 years ago. Then I broke away to deal with a few of life's curve balls, before I felt like talking again with the troop I belong to. There have been some sad casualties among the Old Guard, but a good friend just won a fight against the Big Mean C. I thought proper to return to cyberspace to congratulate him on his victory. I have crossed swords with the big C many times, in many operating rooms, and I know how formidable and heroic our champion's victory is.

This magazine invited and welcomed my previous writ with friendship. This time I was not invited, I requested to allow my present ramblings. I have written other things, among them a book about my service in Nam; which I am going to shamelessly plug here: "Sharp Mental Fragments". It is listed in Amazon.com, but don't try to buy one from them. They always have an excuse not to sell it. I don't even communicate with them anymore. I wrote in a disrespectful manner about some spooks in that book, and they have a little "Fatuah" against it. Recently, I commented on this to someone who retorted: "Otto, do you know where Bellevue is? They have very nice accommodations and do very good work there. Why... if you stay there for a couple of days, you might even meet Bonaparte himself with his hat in the dining room and even Josephine in her boudoir, you know?" ..... Oh well!

Some lucky gents collect splendid classic Thunderbirds. Others collect voluptuous fast girls. Very thrilling collecting, but too expensive and energy consuming for me at my age. But I do collect.... I collect old pistols and cutting, perforating and slashing instruments. I have Japanese swords, French bayonets from Bayonne, my own bayonet from Nam, a Spanish old pirate flint pistol, a sleek and uniquely beautiful Civil War.44 Colt ball and cap revolver ( preferred by Bill Hickock) and a large but more modern,.44 Remington, which is supposed to be the revolver Jesse James favored. I wanted to confess all this in a different paragraph from the Bellevue one. I thought the themes could be a disquieting mix for whoever read this and he or she, could feel compelled to notify the authorities here ( which in NYC are draconian against gun nuts) All these guns are mock-ups and can't fire a black bean... So don't call for the ambulance and the white little tight jacket for me.....yet.

Not to worry! I want to explain why I collect these murdering instruments. I am, of recent, a retired surgeon. My profession- it is often said- was born in a barber shop from unrecorded ignoble parents. Surgeons in England are not called Doctor, but Mister; Monsieur in France, but in France they never call anyone "Docteur" unless they are making fun of them. In a barbershop? What? Nothing farther from the truth!

My profession's parents were Mars and Diana, its place of birth the battlefield. The impromptu obstetrician was a French Surgeon Ambrose Pare'. There, go call barber surgeons the ones that never mended soldiers, by the roar and carnage of gunfire and in a river of blood. I call myself a surgeon because I did that and did it well. The ones that did not, you might call them whatever you like, and even pay them well. To a be a "lump and bump" general surgeon is really not dishonorable,. so be kind to them. They go through life trying so very hard to convince themselves they are surgeons, often late or unsuccessfully. They even become professors! I was lucky to have my

test early. The weapons I described, were the "seeds" of my profession. Surgeons are born to mend their shocking and ghastrly deeds. That is why I collect them. But hey, If anyone wants to donate a Thunderbird or two to my collection I could take my cutting stuff on wonderful tours in "Thundy style" and maybe even try a little velocity with a fast girl in it.....Just joking!!

Otto E. Caveda, M.D. Bronx, NY.



## RECIPES FROM OUR MEMBERS

*Courtesy of the Trail Bird Newsletter*

### POTATO SQUARES

5 large all-purpose potatoes (about 2 lbs.), peeled and cut into large chunks

**1 medium onion, cut into large chunks**

**2 eggs**

**2/3 cup vegetable oil**

**2 sprigs fresh parsley**

**1-1/2 tsp. salt**

**1/2 tsp. black pepper**

**1/2 cup flour**

Preheat the oven to 350 degrees. Coat an 8-inch square baking dish with nonstick cooking spray; set aside.

In a food processor, combine the potatoes, onion, eggs, oil, parsley, salt, and pepper. Processes until the vegetables are coarsely chopped; then add the flour. Process just until the flour is mixed in; pour into the baking dish.

Bake for 1 hour and 15 minutes, or until the top is golden. Let cool slightly, then cut into squares.





# CALENDAR OF EVENTS

BY DAISY HERNANDEZ

## SEPTEMBER

Saturday, September 3<sup>rd</sup> – Betty's Best Burger 7800 SW 104th St Miami, FL 33156-2631 6-10pm

Sunday, September 4<sup>th</sup> – Seminole Casino Labor Day Weekend Car & Truck Show Seminole Casino Labor Day Weekend Open Car and Truck Show at the Seminole Casino, St. Rd 7 just south of the Hard Rock Hotel. More information when it is available. 305 214 CARS–Jumpin Jack

Wednesday, September 7<sup>th</sup> – T-BIRD Brunch monthly meeting at Trattoria Pampered Chef 7347 Miami Lakes Dr, Miami Lakes

Saturday, September 10<sup>th</sup> – 9/11 Patriot Day Run – Islamorada (Ben 305.610.0892)

Sunday, September 11<sup>th</sup> – Cauley Square Historic Village Open Car Show 22400 Old Dixie Hwy (Jerry Perez)

September 16<sup>th</sup> – 18<sup>th</sup> - Hosted by the Sebring Cruise, and held in downtown Sebring, this show includes a Friday Welcome Reception at the Kenilworth Lodge beginning at 4:00 PM, burn out contest at 7:00 PM with awards and live entertainment to follow, car show downtown Saturday from 9:00 AM - 3:00 PM with live entertainment, food and beverage, and a swap meet, Awards BBQ at the Kenilworth Lodge at 5:00 PM with live entertainment, and drive the world-famous Sebring track from 12:00 PM - 1:00 PM Sunday. Registration fee is \$25, and includes an event T-shirt (if pre-registered by August 31st), one entry to the burn out contest, one awards dinner BBQ ticket, and one entry to drive the track. There's lots more info on the website, or contact Bud at (863) 471-1900.

September 15<sup>th</sup> to 18<sup>th</sup> – Peterson's Annual Key West Poker Run

## OCTOBER

Saturday, October 1<sup>st</sup> – Betty's Best Burger 7800 SW 104th St Miami, FL 33156-2631 6-10pm

Wednesday, October 5<sup>th</sup> – Monthly Meeting at Trattoria Pampered Chef 7347 Miami Lakes Dr, Miami Lakes

Saturday, October 8<sup>th</sup> –The City of Miami Springs presents their Fall Festival Car Show from 6pm-10pm. More information, Jumpin Jack Flash 305 214 CARS City of Miami Springs Fall Festival car Show – Jumpin Jack

October 14<sup>th</sup> – 16<sup>th</sup> – Lake Mirror Classic Auto Festival and Auction – Lakeland, FL

Sunday, October 16<sup>th</sup> – Corvette Classic Show at Cauley Square Historic Village - 22400 Old Dixie Hwy.

Sunday, October 16<sup>th</sup> – Lefty's Halloween Open Car & Truck Show 10am to 4pm– Jumpin Jack 305 214 CARS

Saturday, October 22<sup>nd</sup> – Ft Lauderdale Mustang Club Benefit Open Car Show – Maroone Ford 1333 N Federal Highway (Mark 954.779.3898) 11am to 4pm Pre-Reg \$20 at show \$25 www.flmustangclub.com

Saturday, October 22<sup>nd</sup> – Battle of the Boro's III Doo-Wop/Oldies Show Coral Springs Center for the Arts

Sunday, October 23<sup>rd</sup> – City of Doral Car & Truck Show – Jumpin Jack

Sunday, October 30<sup>th</sup> - Halloween Classic Car Show – Sunrise Elks Club – Sunrise Russ G Events

October 28<sup>th</sup> to November 6<sup>th</sup> – Memory Lane at the South Florida International Car Show

## NOVEMBER

Wednesday, November 2<sup>nd</sup> – Monthly meeting at Trattoria Pampered Chef 7347 Miami Lakes Dr, Miami Lakes

Saturday, November 5<sup>th</sup> – Betty's Best Burger 7800 SW 104th St Miami, FL 33156-2631 6-10pm

Sunday, November 6<sup>th</sup> - Car of Dreams Museum Car Show- Benefit Palm Beach Sheriffs Department

Saturday, November 12<sup>th</sup> – Miami Lakes Cruise Night 5pm to 9 pm Jumpin Jack

Saturday, November 12<sup>th</sup> – AACA 4<sup>th</sup> Annual Wings Over Miami Car Show- Tamiami Airport

## DECEMBER

Saturday, December 3<sup>rd</sup> – Ft Lauderdale Region of the AACA presents their Annual Toys For Tots Benefit Classic Car show at the Sheehan Autoplex from 10am-4pm. More information when available.

Saturday, December 3<sup>rd</sup> – Betty's Best Burger 7800 SW 104th St Miami, FL 33156-2631 6-10pm

Sunday, December 4<sup>th</sup> - DB Entertainment and Russ G Events presents their Annual Fall Festival Flea Market Open Car and Truck Show from 11-4pm at the Festival Flea Market Mall, Sample Road just East of the Florida's Turnpike. Pre-registration is available Russ G 954 950 5412 or Dick 954 563 4000.

Saturday, December 10<sup>th</sup> –T-BIRD Club's Holiday Party

Sunday, December 11<sup>th</sup> – The Cruisers of South Florida in conjunction with the 24th Annual Fun in the Sun Toy Run present their Open Car and Truck show. More information as it becomes available. More info: Steve 561 620 2124 (weekdays) 954 963 2828 (evenings and weekends).

## JANUARY

Saturday, January 14 & Sunday, January 15<sup>th</sup> AACA Art Deco car show in Miami Beach.

Sunday, January 29<sup>th</sup> Our car show at Magic City Casino.



# More Water & Cooling System Engineering

After reading the article written by Jim Brown of Classic Auto Supply, I felt compelled to write this article for the Early Bird.

The cooling system in our Thunderbirds is designed for two purposes. It must first carry off a portion of heat generated by the engine so that it will not operate at too high a temperature, & secondly it must also maintain just the right amount of heat for the most efficient operation of the engine, for which a thermostat is also utilized. No offense Jim, but to suggest that by using a larger opening thermostat & a modified pump impeller is "the best thing to do" is ludicrous! The original equipment & properly engineered thermostat should allow for a short engine warm up time, & should fully open between 180-200 degrees F for maximum recommended water flow through the engine when operating properly. The correct original equipment water pump should also provide more

than adequate water flow under all conditions when operating properly, & attempting to modify it, can also lead to a host of other engine & economy problems which could be the topic for another article.

If a Radiator Manufacturer also stated to you that drastically increasing the water flow over its standard system design is a good thing, then that individual obviously does not understand basic thermodynamics. The ability of the water or coolant to exchange heat through a radiator is dependent upon many factors including turbulence & contact time, & too much water or coolant flow can mean not enough contact time for maximum heat exchange, which is a bad thing! If you have an excessively hot running engine, you need to look for a host of other problems, & there can be many that can be found in an old car.

The cooling system in our Thunderbirds is a "pressure type" cooling system. Water normally boils at 212 degrees F at atmospheric pressure, but when you pressurize a liquid in a cooling system, you also raise its boiling point, which allows the engine coolant to safely operate at a higher temperature which is also necessary for the most efficient & economical operating range of our T-Bird engines. Adding coolant & or antifreeze to water also raises the boiling point further, but too much of an antifreeze mixture can also contribute to over heating problems, as typical antifreeze has a higher specific heat, & a lower ability than plain water to transfer heat. (The specific heat of a material is its ability to transfer heat in relationship to distilled water at standard temperature & pressure conditions). Therefore it is best use antifreeze in moderation, & at a mixture no higher than recommended by its Manufacturer. There are additives available with a specific heat that when mixed with water, improve its ability to transfer heat that work very well when used as directed, but care must also be taken to provide the boil over protection, as well as winter time freeze protection where required.

It is also important to check for a pressure leak in the cooling system, & if one exists, you will reach the boiling point of the water or coolant mixture at a lower temperature than the cooling system is engineered to operate at, which may cause evaporation of the water or coolant mixture to a lower that acceptable level, & lead to engine overheating.

There are numerous other problems that can cause an engine to overheat, & I have listed some of the most common ones which are:

1. A loose or broken water pump belt causing insufficient pump volume
2. A worn or improper water pump impeller causing insufficient

water flow.

3. Air in the system causing pump cavitation & low water flow.
4. An improperly functioning or clogged thermostat.
5. Blocked water or coolant passage in the cylinder heads.
6. Blocked water or coolant passage through the cylinder block.
7. Poor heat exchange through the engine due to sludge or dirt build up within.
8. A collapsed or blocked radiator hose causing a coolant flow restriction.
9. Obstructions in the radiators fins. Check for newspaper, leaves, bugs, & or other debris.
10. Corroded or missing radiator fins.
11. Insufficient air flow through the radiator. Check for a slipping fan or a bad fan clutch. An electric booster fan can also help with this.
12. Poor heat exchange in the radiator due to sludge or dirt build up within.
13. Too high of an air inlet temperature into the radiator. Move out of the desert!
14. Excessive engine load. Our T-birds are not meant for towing trailers up mountains.
15. Incorrect engine timing.
16. Low engine oil pressure.
17. Low engine oil.
18. Use of a too high of viscosity engine oil.
19. Insufficient airflow entering the carburetor. Check the air filter & the choke.
20. Excessive engine exhaust back pressure.

As the ability of water or coolant to transfer heat is impaired within a dirty system, the changing the engine coolant fluids yearly & thoroughly cleaning the sludge & dirt from the system is a good idea. Merely draining & refilling the radiator does not get the job done right, as the engine & the heater also need to be thoroughly back flushed to unplug passages as well as remove all dirt & sludge buildup. To be environmentally responsible, changing of the fluids should only be done at a facility that can also collect all the removed fluids & sludge generated for proper disposal, as well as properly pressure test the system for leaks. Old antifreeze can also be harmful & even fatal to birds or animals that consume it after being attracted to its sweet smell.

Also remember to keep your cool by also replacing your thermostat, hoses, clamps, & belts if more than several years old with the correct recommended replacement parts, as this may also help to prevent a cooling system failure when least expected.

Happy trails to you, until we meet again!

Norm Gabe

Former President,

Classic Thunderbird Club Chapter of South Florida.



# Greetings from France. From George Bishopric

About a block from my hotel sat, and probably still sits, this big, black, 1956 Cadillac. It's been collecting dust for while in a location visible to buyers, with a price of £7,000, or about \$40,000. I suspect it will be sitting for a while. Although dirty, it's clearly a very nice, well-maintained car, but priced high, at least for the US market.

Gasoline costs about \$8 a gallon in France, so filling up this car is probably best done on the futures market. With a 20-gallon tank, that's \$160 each time you gas up. That just might discourage potential buyers, as much as the purchase price.

France has some domestic oil, mostly in the Southwest, and a bit right under Paris, but has always had a conservation-oriented energy policy, to avoid bankrupting the nation with petroleum costs. A leader in nuclear power, France gets about 70% of its electricity from nuclear plants.

Cars are small, and lots are hatchbacks, even on the Riviera, where Rolls, Ferraris, etc (and a few Escalades) abound, mostly with licenses from Dubai and Moscow. At first, all of the small cars seem to be collections of horrible little boxes, but there are a few standouts. The Fiat 500 is a huge success here. The current Lancia Delta may be a four door hatchback, but manages to bring an elegance to that shape that is unexpected. Vive l'Italie!

Whatever your personal views, "l'effet de serre," aka "Global Warming" is taken very seriously in France. When you look at new cars in the show room, there is a chart much like our fuel economy charts here. The relative production of CO2 is shown. I saw a very cute Renault "Wind" in a showroom, the car is tiny, with choices of a 1.2 or 1.6 litre four, and is ranked "average" for carbon production among cars sold in France. I shudder to think how that '56 Caddy would fare, or even a CTS Caddy from today, forget the Escalade. This number is important to consumers, as there is a tax levied on Co2 production, in addition to taxes on the motor size, road tax, and on and on.....It's expensive to drive in France, and getting harder and harder. Truth be told, cars have never been a good fit in old, crowded cities like Paris or Rome, and current policy is forcing cars out of these cities, with creation of more and more pedestrian-only zones. That said, with a month in the country, and no car, I didn't miss them at all. Excellent mass-transit and the high-speed rail network are amazing.

Renault/Nissan takes car trends forward in a futuristic showroom on the Champs-Élysées. All of the vehicles on display are pure electrics, concepts for a near future, all of which can be described as highly influenced by the design of the iPad. The designs are attractive, but will they work? Will it be possible to make a profit on these stylish appliances? We shall see. Personally, I favor the hybrid approach, as I'd rather cut oil use than operate a Chernobyl/Fukushima/Goiania/Three-Mile Island powered car.

We will see what the future holds.



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## DEVIL QUESTIONS... ANGEL ANSWERS...

We all have questions in our Thunderbirds, if you don't know the answers. Call me at 786-554-5200, or send me an email, and I'll try to answer them as best as I can.

Some answers are from my own 50+ yrs old experience. Some are from someone else's experiences. Most of them are copied from different books.

Save the answers every month. They will be printed every month under specific items.

Felipe Cos

(Several years ago I printed over 150 questions and answers, I'll reprint them every month commencing this month)

Q: I would like to install a/c in my Bird, what do you recommend?

A: A 55-57 Thunderbird takes out points for authenticity, but to drive our Birds in summer without a/c is a sin.

There are several types of a/c on the market; usually the kit runs for \$900.00 plus installation. Those kits are for installation under the dash with several vents [on both sides and on the center] or with a box in the center.

I did something different, I bought a Mustang [64-66] a/c box with the Ford original logo and installed in my Bird. They look like a factory one for the person that is not familiar with the original Bird. Mine was installed more than 14 yrs ago and I never had any problem. 99% of the persons believe it is original.

Now days, they are selling for \$350.00 a brand new replica of the original 64-66 Mustang box, both are for sell in Ebay, an original one in Ebay are approximately for \$150.00. Advantage of the old box is that they are made of cooper instead of aluminum and they will last forever, you could replace the old vents and face with new ones

In Hialeah we have probably the best and largest a/c installer of all Florida, they are EAGLE OVERHAULING [look for their ad in our newsletter] you will be able to get a whole new system for approximately \$1,100.00 installed. Ask for Carlos at 305-887-7349 and tell him you are from our club.

After you install the a/c you may have probably a new problem: OVERHEATING

All of our Birds runs very hot and 75% of them with overheating.

SOLUTION: Install when you get your a/c a dual electric fans in front of the radiator controlled by a MANUAL electric switch. [I REPEAT MANUAL ELECTRIC SWITCH]

Doing so, you will be able to control the fans manually every time you see the heat needle going up, even with your a/c off.

After you install the dual electric fans you will never have

again any overheating.

I recommend that if you have the original generator, to raise just a little the idle of the engine [probably to 750-800 rpm] in order to be able to be charging in idle

Watch the red light, if at 750-800 rpm the light is still lighted, go to any electrical mechanic and tell him to graduate the voltage regulator to charge at that speed with the dual electric fans on.

Any more questions? Call me.



## DEVIL QUESTIONS... ANGEL ANSWERS...

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Felipe Cos

There has been a lot written about and various complaints regarding power steering for the Baby Birds. The grumbling probably stems from a misconception. We are all accustomed to the velvety two finger turning of modern and older model Detroit power steering offerings. The 1955 through 1957 Thunderbirds were perceived as "sports cars" but were actually designed and sold as a "personal luxury car". Its original acceptance was phenomenal. It was a trend setting new car and eclipsed the corvette which was massed produced before the Thunderbird. GM hated the Thunderbird as it was such a success and General Motors was having a hard time giving away its two seater sports car. To keep costs down Ford used a lot of "off the shelf parts" to get the Thunderbird on the showroom. One compromise to get it to the eager consumers was the "power steering". In reality it was a "power assist" unit that helped the drivers efforts but was not as robust as true power steering.

Earlier in the Thunder Bird News published by the Classic Thunderbird Club of South Florida an article mentioned that a Toyota electric power steering pump could be used to provide motive force for a power steering add on for the classic birds. Although it may seem sacrilegious to put a foreign design into a classic Detroit icon it is a nice way to circumvent problems caused by space restrictions and / or serpentine belt arrangements used to include air-conditioning compressors.

The specific pump used for this installation of the power assist steering was a 2003 Toyota MR4. This is a compact electric unit with a reservoir. The installation was performed by Charles "Chappy" Chapman of Chappy's Antiques, Imports, & Collectible Cars of West Palm Beach. The pump is wired in on the ignition side via a relay and 30 amp in line fuse. The installation used 57 Thunderbird hoses, power assist unit, valve, and the original ram. Brackets had to be made to install the pump and reservoir but the overall installation is very clean and the power steering pump and reservoir take up little room under the hood. Another benefit of an electric unit is that it does not steal horsepower nor increase operating temperatures.

Overall the installed "Power Assisted Steering" looks like it belongs on the car. The installation looks authentic as the only unoriginal piece is the pump. Again it is not the two finger turning capability of later true power steering units but does aide in the required effort to steer the Classic Bird and increases the joy of driving.

Bridget Hagood & Frank Jones



## DEVIL QUESTIONS... ANGEL ANSWERS...

We all have questions in our Thunderbirds, if you don't know the answers. Call me at 786-554-5200, or send me an email, and I'll try to answer them as best as I can.

Some answers are from my own 50+ yrs old experience. Some are from someone else's experiences. Most of them are copied from different books.

Save the answers every month. They will be printed every month under specific items.

Felipe Cos

Q: My Bird has power steering and it shims and pulls to the left, I have replaced all worn parts including idle arms, tie-rods end, and the power steering control valves. Shock absorbers are new as the tires. The shimmying will stop as soon as the wheels are pointed straight ahead. WHAT THE HELL DO I DO?

A: There are several causes for the left turn shimmy. The most common cause is looseness at both ends of the power steering cylinder. Both ends have rubber insulator but these must be very tight. Another frequent cause is due to bearing kits having been installed on the idle arm. These kits are for MANUAL STEERING and the steel-clad bushings are for use with power steering. These rubber bushing must also be tight to permit the rubber to flex rather than the steel liner to slip on the shaft. Some units will work O.K. with the bearings, but this is dependent on the condition of the other components.

Another cause can be from wheel balance. I would suggest that you rotate the tires and determine if the condition remains the same. Also check the idle arm bracket to the frame. Any looseness here will cause shimmy.

Q: My steering has developed to much play, in fact a distinct shimmy between 20-30 miles. What can I do to fix it?

A: Must possible the problem is in the worm gear that is the big screw in the middle of the top of the steering box, see photo. You should lose the safety screw 1 turn and then with a BIG SCREWDRIVER tie the worm gear until it is tie, after that unscrew ¼ of a turn. Then tie the safety screw. This should solve your problem and won't take more than 10 minutes.

If the worm gear is already worn out, you should replace it. The parts numbers are:

1955: AD-3575-A 1956: AD-3575-A for a two tooth sector and B6A-3575-A for the three tooth sector. 1957: B6A-3575-A

It is recommended that you use the three tooth sector worm if you have a 56 or a 57 model.

GO TO A MECHANIC TO REPLACE THE WORM GEAR, DON'T DO IT YOURSELF.



Q: MY BIRD HAS THE ORIGINAL OIL TYPE CANISTER, SHOULD I CHANGE IT?

A: Yes, you should change the factory oil filter canister for the modern spin-on type cartridge, the newer type are more efficient than the old type, they can be buy from any Thunderbird supplier, ask for part #6882K adapter kit, they cost approximately \$20.00. Also it is difficult to find the old type filter at the lubrication places.



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Felipe Cos

Q: Where are located the I.D. numbers in my Bird?

A: All the 55 to 57 Birds has the serial numbers stamped in 3 places in the frame

One is on the top right of the frame between the suspension and the firewall body mounts.

Two is on the top of the right rear I-bean member of the X bracing in the center of the frame.

Three is on the top of the rearmost cross member on the right side.

The only one you can see without removing the body from the frame is the first one.



Engine I.D.: Each engine block and cylinder heads has cast letters to denote the engine size. The 292 engine is marked on the block EDB. The 312 is marked ECZ.

The cylinder heads are market ECZ or ECZ-B for the 292 engine. The ECZ-C is also used in the 312 passenger cars. The 312 Thunderbird head is market ECZ-G and has much larger exhaust valves than the other heads.

Decoding the serial number: Patent date, is located on the firewall of the engine compartment.

There are 3 basic styles used between the 55 and the 57 models. Here is an example:

55 and 56 models: P6FH331739, BODY 40A, COLOR K, TRIM XB, PRODUCTION CODE 13BSD155

P is the engine code [292] 6 is the model year [1956] F assembly plant [Dearborn] H body style, 221739 consecutive unit number [last number for 55 is 260,557, for the 56 is 395,516, for the 57 is 395,516]

57 until April 19th : D7FH108976, BODY 40, COLOR EE, TRIM XJ, PRODUCTION CODE 28J32001C.

57 after April 19th: E7FH302240, BODY 40, COLOR AA, TRIM XA, DATE 03F, TRANS 2, AXLE 3

1955=P is for 292 engine, 1956=M 292with 3 speed, P all others

1957= C 292 with 3 speed, D=312, 4v, 245 H.P. E= 8v, 270 or 285 H.P. F= 312 4v, 300H.P. Supercharged

40A body type, K body color [fiesta red] XB trim color [red & white] 13 day of the month, B month [February] SD dealer code, 155 schedule item no. [car # 155 on the line]

All 1955 and 56 were coded 40A, while all 57 were coded 40

TRIM:

1955: A or XA=black & white, B or XB= red & white, C or XC= Turquoise & white, D or XD= black & yellow

1956: XA=black & white, XB= red & white, XC= dark peacock & white, XD=tan & white, XF= green & white, XG= brown & white [questionable]

1957: XA=black & white, XH= red, XJ=bronze, XK= white, XL= Dresden blue & star mist blue, XH=Cumberland green & willow green.

All interiors were vinyl, although a very few were factory invoiced as having leather trims.

MONTH: A January, B February, C March, D April, E May, F June, G July, H August, J or W September, K or X October, L or Y November, and M or Z December

ARE YOU ABLE TO DECODE YOUR CAR NOW?

