



Thunderbird news

OCTOBER 2011 VOLUME 13, #10

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Thunderbird



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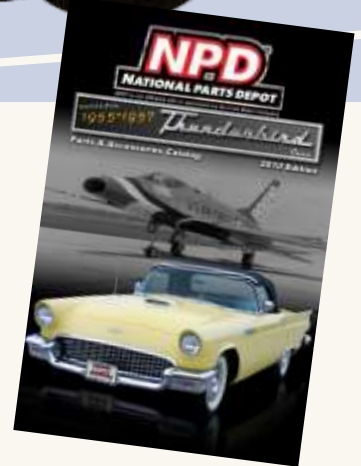


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Thunderbird
news

EDITOR'S REPORT



COKER MUSEUM

When I went to this year's Great Race, Coker's Tires had a banquet for participants at their museum in Chattanooga, Tenn. It is a very nice museum, with a lot of motorcycles and cars. This month you will see a lot of photos that I took during my visit.

Thanks "Corky" Cooker!

Inside this issue you will see a lot of photos from our last brunch. We had a very nice time [and very good food].

ELECTIONS IN OCTOBER

We will have our yearly elections at our October meeting. 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

Enclosed is the proposed slate for our next elections
SLATE:

President: PETER KLEIN

Past President & Travel Chairman: DAISY HERNANDEZ

Vice President: GARY STUMP

Secretary: POPPY MADDEN

Treasurer: FELIPE COS

Directors:

ED BROWN

JUDY SALADINO

GEORGE BISHOPRIC

LEO SALADINO

NORM GABE

BOB TONEY

MIKE MC NEAL

CONNIE DANLUCK

CAR SHOW OF JANUARY 29th 2012

Our yearly car show will be at Magic City Casino on January 29th, 2012. We are in the process of creating the committees for the car show. Can you help us?

CTCI MEMBERSHIP

If you are not a CTCI member, this is the time to join. Our club pays part of the initial membership [\$15.00] you only have to pay \$8.25 for the 2011 last quarter. Fill out the application and send us a check for \$8.25, made out to CTCI. We will pay the balance.

REGULAR MONTHLY MEETING

We will have our monthly meeting on October 4th (Tuesday) at the Trattoria Pampered Chef, at 7:00 p.m.
Cost is \$20.00 including tax wine and dessert.

CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA CTCI CHAPTER #114 OCTOBER 2011 VOLUME 13 No.10

BOARD:

Daisy Hernandez President
305 613-6775
hern3120@bellsouth.com

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georgemia@mac.com

Gary Stump Vice-President
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grytbird@aol.com

Norm Gabe Director
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George Bishopric Newsletter proofreading

4000 Monserrate St. Coral Gables, FL 33146

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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
 2005 Thunderbird: _____ www.fordautomobiles.com
 Ford racing: _____ www.fordracing.com
 Speedvision: _____ www.speedvision.com
 CTCI's Home Page: _____ www.ctci.org
 Daytona's Turkey run: _____ www.carshows.org
 Metroplex EarlyBirds: _____ www.geocities.com
 Arizona Classic T-Bird Club: _____ classic-thunderbird.org
 Santa Clara Valley T-Birds: _____ www.tbird.org/scvt
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 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

PAUL HERSHERIN	14th
FELIPE COS	15th
JOHN RAWN	15th
VALENTINA SALADINO	16th
PATRICIA HERSHERIN	24th
TYE ORLANIS	29th

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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407-467-7092
 386-775-7796 Fax

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
 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
 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. Magic 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

JAN. 14-15 2012

AACA ANNUAL SHOW Miami Beach Art Deco.

JANUARY 29TH OUR CLASSIC CAR SHOW IN MAGIC CITY

AUGUST 21-25TH 2012

CTCI MEMPHIS TN International Convention

DUES ARE DUE

\$35.00 MEMBERSHIP ARE DUE, PLEASE SEND YOUR CHECK TO THE CLASSIC THUNDERBIRD CLUB AT

4000 MONSERRATE ST
CORAL GABLES, FL. 33146

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:

Full page _____	\$675.00
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LETTERS FROM OUR MEMBERS

Sweet Tooth and Thunder Birds by Bridget Hagood

It is hard to believe that these two could be so closely related but on a recent trip to Orlando for a ninetieth birthday party in our 1957 Thunderbird, Frank and I managed the connection. You see, I have this sweet tooth, dark chocolate is my vice. After hours on the road we decided to stop at the Cracker Barrel to see if there was a chocolate delight to satisfy my craving. As I browsed through the sugary confections I remembered the article in the CITI magazine that mentioned a die cast T-Bird (with candy) for sale at all Cracker Barrel stores. Frank and I went on the hunt and were unsuccessful at first. I suggested we ask someone who works at the store for help; Frank was leery, but finally succumbed to my suggestion. We had the whole staff of the Fort Pierce Cracker Barrel probing the store for our very own T-Bird. They were not successful! But Frank and I did not give up the search, we continued to look and not only found the die case T-Bird from the CITI article but also a Hot Wheels version. They are now both part of our collection at the "Crib".

This hunt got me to thinking; I wondered if I could mix both my loves, that is, get a dark chocolate T-Bird for my very own consumption. "Jimmies Chocolates" is one of my regular haunts. Frank and I made our weekly run and asked the sales clerk if it was possible for them to make a 1957 T-Bird of dark chocolate. We waited, it took over a week for Jimmies Chocolates to get back to us, and their reply was somewhat unsatisfying. The prototype chocolate car could be made, in white, milk, or dark chocolate, but the cost for the first one would be prohibitive; two hundred and fifty dollars (\$250.00) for making the mold which would then be ours. The subsequent models would be reasonable, or somewhat affordable. For a car the size of a Hot Wheels we would pay ten dollars (\$10.00); expensive chocolate. We are still contemplating the investment. Since chocolate melts in the heat of South Florida, it may not be the best idea for our club to sell these chocolaty cars at our events, and for that matter would the sales person be able to control himself with such a delightful product? Would the public think this product novel enough to purchase two or three, one for the shelf, and the rest for the palate? Something to think about.



Thunderbird



CALENDAR OF EVENTS

BY DAISY HERNANDEZ

OCTOBER

Saturday, October 1st – Sir Pizza - 6 to 10 pm 12562 SW 120 St

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

Saturday, October 8th - Shorty's BBQ 2255 NW 87 Ave 6 pm to 10 pm

Saturday, October 8th – City of Miami Springs Fall Festival car Show – Jumpin Jack

Saturday, October 15th - Denny's 5825 NW 36 St Miami Springs (1978 and older) 6-11

October 14th – 16th – Lake Mirror Classic Auto Festival and Auction – Lakeland, FL

Sunday, October 16th – Corvette Classic Show at Cauley Square Historic Village 22400 Old Dixie Hwy.

Sunday, October 16th – Lefty's Halloween Open Car & Truck Show – Jumpin Jack

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

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

Saturday, October 22nd - Don Cameron 9491 NW 77 Ct. Hialeah Gardens 5-10

Sunday, October 23rd – City of Doral Car & Truck Show – Jumpin Jack

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

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

NOVEMBER

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

Saturday, November 5th – Sir Pizza - 6 to 10 pm 12562 SW 120 St

Saturday, November 5th - Classics by the Bay 9698 SW 328 St Homestead 10 am to 3 pm

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

Saturday, November 12th - Shorty's BBQ 2255 NW 87 Ave 6 pm to 10 pm

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

Saturday, November 12th – 4th Annual Wings Over Miami Car Show - Tamiami Airport

Saturday, November 19th - Denny's 5825 NW 36 St Miami Springs (1978 and older) 6-11

Saturday, November 26th - Don Cameron 9491 NW 77 Ct. Hialeah Gardens 5-10

DECEMBER

Saturday, December 3rd – Toys for Tots Annual Benefit Classic Car Show – Pompano Beach, AACA Ft Lauderdale

Saturday, December 3rd - Sir Pizza - 6 to 10 pm 12562 SW 120 St

Sunday, December 4th - Festival Flea Market Holiday Car Show 10 am to 4 pm

Saturday, December 3rd – Sir Pizza - 6 to 10 pm 12562 SW 120 St

Saturday, December 10th – Club's Holiday Party

Saturday, December 10th - Shorty's BBQ 2255 NW 87 Ave 6 pm to 10 pm

Sunday, December 11th – Toys in the Sun 24th Annual Bike Run & Classic Car Show – Cruiser of South Florida

Saturday, December 17th - Denny's 5825 NW 36 St Miami Springs (1978 and older) 6-11

JANUARY 2012

Saturday-Sunday January 14-15th - AACA annual Miami Beach car show

Sunday January 29th – Our gigantic Magic City Casino car show



MESSAGE FROM THE PRESIDENT

We had a wonderful turnout for brunch at the Ark Restaurant! We had a total of 28 people and 8 t-birds. The weather was great and a super good time was had by all that attended. Our guest speaker was Jason Killing from Haggerty Insurance who gave the members great tips on car insurance. We also raffled restaurants certificates, a T-Bird frame, a wonderful set of antique Fostoria glasses among other items. The money collected from the raffle was used to offset the price of the brunch. I personally want to thank Frank and Bridget for donating their 50/50 winnings back to the event and that helped even more. KUDOS! It was a great event!

The slate of officers for 2011-2012 was presented to the member and will be voted on at the next regularly scheduled meeting. They consist of

PRESIDENT: PETER KLEIN

PAST PRESIDENT & TRAVEL CHAIRMAN: DAISY HERNANDEZ

VICE PRESIDENT: GARY STUMP

SECRETARY: POPPY MADDEN

TREASURER: FELIPE COS

DIRECTORS:

ED BROWN JUDY SALADINO

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NORM GABE BOBTONEY

MIKE MC NEAL CONNIE DANLUCK

At the last meeting members agreed to change the meet from the first Wednesday to the first Tuesday of every month. So our regularly scheduled meeting will take place on Tuesday October 4th at Trattoria Pampered Chef in Miami Lakes at 7 pm. Cost of dinner with wine included will be \$20 (club pays for gratuity). You know how much food Gabriel gives us i.e. wine, appetizers, salad, bread, main course and dessert with coffee. Can't ask for more.

Thanks again for everyone's support!

DAISY HERNANDEZ



MINUTES OF MEETING SEPTEMBER 11, 2011

ARK RESTAURANT, DAVIE

The September meeting was a bountiful brunch at the Ark Restaurant and we had a turnout of about 30 people for this always popular event.

President Daisy Hernandez opened the formal meeting session at 12:35 p.m. and presented the slate of officers for the coming year. Voting for officers will be held at our October 4th meeting.

This was Daisy's last meeting as president and she said she has been happy to serve for the past two years.

Treasurer Felipe Cos reported we have \$1,973.28 in the club bank account.

Felipe, who is coordinator of our annual January car show, said the 2012 even will be held at the Magic City Casino in Miami. The location was chosen because of increasing costs at the county park where the past few shows have been held. Felipe said the Casino would not charge us for the space – something that will give the club an opportunity to make a small profit from the event.

He said he spoke to officials at the Casino concerning banners on a perimeter fence that would block the view of our show for passing motors who might like to stop and see the cars on display. He said Casino officials agreed to allow us to move the banners to make our show visible. After the show we will replace them.

There was discussion about the need for a generator for the sound system the club will need to make announcements during the show. Gary Stump said he has a generator the club could use for the show. However, Felipe said we would not need a generator because electric power is available at the site.

Felipe announced he has received an invitation for our club to take a trip to St. Augustine to tour the St. Augustine Lighthouse and Museum. The structure is the ninth tallest lighthouse in the United States. It was built in 1874 on the site of an earlier watchtower by the Spanish in the 16th Century.

Daisy adjourned the official business portion of the meeting and some discussion continued.

Ed Brown said the January car show "is going to be very important because it is our first time at the Casino. We need to have as many people involved as possible."

Ed said the club probably should make changes to the application filled out by show participants because the current form "is like the Encyclopedia Britannica." He also said he "would like to suggest something different" and would like to train 15 young judges to judge the cars. We have to find a way to speed up the judging and the calculating the scores."

Mike McNeal suggested the club consider having a meeting in another location that would be accessible to members by using Tri-Rail. He noted the club has members in Miami-Dade, Broward and Palm Beach Counties but many do not attend meetings because most are held in Miami-Dade on weeknights and they "find it difficult or inconvenient."

Mike suggested a weekend daytime meeting at City Place in West Palm Beach – a complex of shops and restaurants about four blocks from the Tri-Rail Station. He said people could walk or take the shuttle bus from the station to City Place. He said club members could "get on the (same) train wherever they live and we could all get off (together) in West Palm Beach."



COOKERS MUSEUM IN CHATTANOOGA DURING MY VISIT FOR THE GREAT RACE



Tbird Overheating

Norm,

I read your letter published in the September 2011 Thunderbird News and I wanted to drop you a note.

The tests we made investigated the flow of coolant at low engine RPM with three variables:

1. Large or small opening thermostat
2. Modified or stock water pump
3. And as an aside, we also tested the affect of using the stamped spacer.

None of our tests were over 1500 RPM. From the graph, you can see that at higher engine RPM, there is a diminishing affect of modified water pump. So as tested, the modified water pump simply moves more water at low RPM. It may have no affect at all at cruising speeds. But as you know most overheating problems are not at cruising speed, but rather in stop and go traffic.

Our tests led us to this conclusion:

" Conclusion:

Assuming that increased water flow results in better overall cooling performance, we can draw these conclusions:

GOOD: Do not use a baffle

BETTER: Use a large opening thermostat.

BEST: Use a large opening thermostat and a water pump with a modified impeller."

I don't view using a large opening thermostat as a major modification to the original cooling system. In fact I think that a large opening thermostat is original type equipment. Over the years

cheaper thermostats that had small diameter openings crept into the hobby.

Practical experience has proven the benefits of moving more water at low RPM. Many customers have told us that installing the modified water pump was "just the ticket" to alleviate their stop and go overheating heating problems. I would contend that these cars, for whatever reason, are simply not able to shed the heat in stop and go traffic and the benefits of more water flow were just enough to get them from a "net heat gain" to a "net heat loss".

I agree that if your TBird is running hot, there are a lot of things that could be the problem. You have compiled a pretty good list of potential culprits. One problem I would suggest adding to your list is the issue of the disappearing fan blades. Because the hobby is using bigger and bigger "read: thicker and thicker" radiator cores and not fully accounting for the affect of the fan blades moving into the radiator shroud, they are losing their ability to move air as they were designed. When you look at the side of the fan shroud some of the back of the fan blades should be outside shroud. I think that a lot of the air flow is achieved by flowing radially off the ends of the fan blades. If the fan is completely inside the fan shroud, it is not moving as much air as it was intended to.

I attached a copy of the original water pump article CASCO wrote in early 2005.

On another note, CASCO made some simple tests on the different radiator cores available to the hobby and wrote the attached article for our ThunderEnlightening newsletter. I invite your comments if you have time. Thanks.

Regards,

Jim Brown
President CASCO



After reading about the pump modification by Jack Ralph in the March-April 2005 issue of Early Bird it made me wonder about the benefits of such an arrangement. After receiving a couple of phone calls from customers asking if I thought it would work and if CASCO had any plans to produce a pump with similar modifications, I knew we had to devise a test and see what benefits there were.

I discussed the project with John Lonsberry, our restoration shop manager, at CASCO and he said, "It will be like the show Myth Busters" and was immediately interested in working on the project with me.

We started our investigation by asking some radiator manufacturers if more flow through the radiator was a good thing. They agreed that the more flow the better. When we asked if there was a point of diminishing returns one manufacturer said, "When you have so much water flowing into the radiator that it blows the top tank apart it's time to think about reducing the flow rate." So we set out to design our test apparatus with the goal to find the pump configuration that gave us the highest flow rate. In particular we were concerned about the flow rate at or near idle speed since this is the most common time to have overheating problems. In the case of parades, it's also the most embarrassing to have these problems.

Our test assembly used two 30 gallon plastic tanks connected to an engine on our shop's engine test stand. The two plastic tanks were connected together with 2" pipe with a ball valve installed. One tank



ran to the inlet of the water pump, and the other tank was connected to the water outlet on the engine. We filled both tanks with 15 gallons of water. Then we closed the ball valve that connects the two tanks and started the engine. While the engine was running it pulled water out of one tank and pumped into the other tank. We recorded the time it took to pump 10 gallons of water. It was surprising to see just how much water is being moved by the water pump that we have questioned for so long.



We tested the flow rates with these four variables:

1. RPM: We ran tests at 550rpm and 1500rpm.



2. Thermostat size: There are at least two different size thermostats currently available to the hobby. The one with a small opening is available in 160 and 180 degree and has an opening of .887 square inches. We refer to this thermostat as the small thermostat. The other thermostat which is available in 170 degree has an opening 1.724 square inches, referred to in this study as the large thermostat.

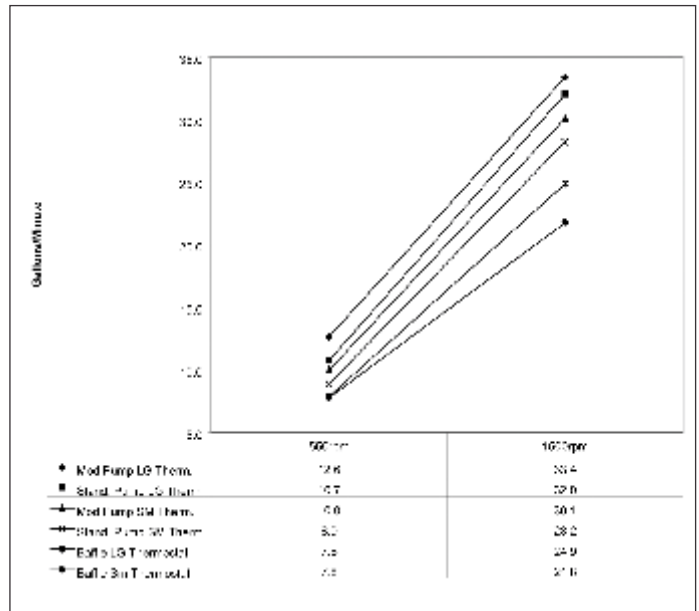


3. Baffle: Since there have also been ongoing discussions among hobbyists about the effect of using the baffle, we tested it at the same time.



4. Pump modification: We ran tests with a standard water pump and also with the same pump modified with additional vanes on the back side of the impeller. In a similar arrangement to Jack Ralph's modification.

Since we were pumping water above the level of the engine's water pump, the data shown in the graph may not represent actual flow rates through a closed coolant system. However we feel comfortable making comparisons between each configuration.



The poorest performance is shown by the two bottom lines. These two lines are with the water pump baffle installed.

The middle two lines show the performance difference between the standard pump and the modified pump using the small thermostat.

The top two lines show the difference between the standard pump and the modified pump using the large opening thermostat.

CONCLUSION:

Assuming that increased water flow results in better overall cooling performance, we can draw these conclusions:

GOOD: Do not use a baffle

BETTER: Use a large opening thermostat.

BEST: Use a large opening thermostat and a water pump with a modified impeller.

So how do we answer our customer's question whether or not CASCO will produce a modified pump? It looks like there is some real benefit to be gained from this modified pump arrangement and therefore we will be giving the production serious thought. However it is important to point out that when working on engine cooling we can't ignore, proper ignition timing, a good clean radiator (or aluminum), proper fit of the fan in the fan shroud, a thermostat that is opening fully (especially the large one), and possibly auxiliary electric fans if you have air conditioning.

Update: CASCO introduced part number 8501HO in June 2005 and has sold several hundred units. Customers consistently claim better cooling at low RPM.



ThunderEnlightening^{T.M.}

Classic Auto Supply Co., Inc.

Thunderbird Specialists



A NEWSLETTER FOR THE CLASSIC THUNDERBIRD OWNER AND RESTORER

ISSUE NUMBER TWENTY-THREE • FEBRUARY 2011

BEST COOLING RADIATOR

Have you wondered which radiator cools the best? We have, and today we may have come a little closer to understanding which radiator is the best and why.

WHAT IS AVAILABLE?

First lets look at what radiators are readily available to the Classic Thunderbird market. Here at CASCO we offer two styles of copper-brass (Cu/Brass) radiators. Both have four rows of 1/2" copper tubes. Part number 8005G has 144 tubes while parts number 8005H boasts 192 tubes. The manufacturer is able to get more tubes in the 8005H because they space them closer together. The third radiator CASCO offers is the all aluminum radiator. The aluminum radiator, part number 8005J, has two rows of 1" aluminum tubes. So at their core, these radiators are not only made of different materials, they also have different size tubes and different spacing between the tubes. You might wonder why aluminum radiators use 1" tubes and Cu/Brass use 1/2" tubes. Our understanding is that aluminum



tubing is stronger than the copper tubing. As a result, flattened aluminum tubes can handle more pressure than the copper counterparts without bulging. Some calculation shows us that the 8005H has the highest square inches of contact with the fluid in the radiator.

WHICH MATERIAL CONDUCTS HEAT BEST?

A quick look in Mark's Standard Handbook for Mechanical Engineers shows us that thermal conductivity is best in Copper followed by aluminum and then by Brass. So there is no clear winner there. But it would seem to indicate that maybe Cu/Brass units might have an edge.

Type	CASCO Part#	qty rows	qty tubes/row	qty of tubes	tube size	Wetted Surface Area Sq Inch
Cu brass HE replacement	8005H	4	48	192	0.5	302
Al aluminum SD replacement	8005J	2	45	90	1	283
Cu brass HD replacement	8005G	4	36	144	0.5	226
Cu brass original		3	36	108	0.5	170

AIR FLOW TEST.

Today we ran a test to see how the different radiator cores affect air flow. For this test we used CASCO's electric *puller* fan. This kit bolts to the engine side and *pulls* air through the radiator. This fan kit is used if you want to remove the original engine driven fan and fan shroud. It offers the owners of modified cars a truly modern look. It was the perfect fan to use for this test. All we had to do was measure the amount of vacuum generated between the fan and the radiator. The higher the vacuum reading, the more restrictive we could say the core of the radiator was. The results showed that the 8005J aluminum radiator is the least restrictive to air flow. The 8005H Cu/Brass radiator measured just over .25" WC (water column). The aluminum radiator measured approximately .22" WC. In order to gain a perspective of the difference between the vacuum readings, we put dollar bills on the face of the aluminum radiator





until the vacuum was just over .25" WC like we saw with the Cu/ brass 8005H radiator. It took 8 dollar bills sucked to the face of the aluminum radiator to raise the vacuum reading to just over .25" WC.

CONCLUSION

CASCO Restorations has installed all three different radiators on a variety of TBirds. They all do a good job. But based on our practical experience, we have long touted the aluminum radiator as the best cooling. We never had any proof to support our belief. But now that we have seen that the aluminum radiator passes air more freely, we are one step closer to understanding why the aluminum radiator may run cooler. Hopefully this summer we can run tests to measure the actual temperature drop the coolant sees as it passes through the different radiators. Stay tuned.....

THOUGHTS FROM DON...

My name is Don, and I started working with CASCO in 1972 when I was Parts Manager of the Ford dealership. I came to work for CASCO in 1979. Over the years, I have seen many changes and additions to our company. Thanks to our customers, business has grown, expanding to five divisions and to two generations. CASCO Parts started in Bill and Sue's basement in 1969, the Manufacturing division started in the mid 70's, and the Restoration division opened in the late 70's. In the nineties we got patterns for flat automobile glass for cars from the late 20's to the mid 60's and offered a drop ship service to other antique auto dealers, and thus the fourth division, CASCO Glass. This grew to the point that one person was cutting glass in the morning and packing boxes in the afternoon. In 2001, we purchased a CNC water jet cutter to cut the glass more efficiently, which is also capable of cutting metal, and thus CASCO Water Wire, the fifth division, came into being.

Over 53,000 of these "Little Birds" were manufactured, and I believe that over 30,000 still exist yet today. As most of you know, we are not the only dealer that does this, but we are the largest that does this and only this. Other companies sell parts for later Birds and Mustangs as well. Over the years we have learned that our customers want three things, in this order: 1- Good service, 2- Good quality parts, 3- A reasonable price. Service has become more important in the last few years, seems as though everybody is in a hurry today, but this is just a car, and it will still be there next week. As a rule, reproduction

parts are better quality than the original parts. Ford was building cars then, now we think of them as a large piece of jewelry. Also, some customers do not want foreign made parts, but in today's world that is almost impossible to avoid.

A few years ago I thought that every "Little Bird" would be restored and our sales would decline, but that has not happened. This last recession was the first time we saw a contraction in our customer's spending. Even in our small rural community we have lost thousands of jobs in the last fifteen years. Yes things are tough all over, I even saw a Lawyer with his hands in his own pockets the other day. I have told younger people, my philosophy to being happy is to do what you like and to like what you do. Working at CASCO, I have always tried to like what I do and to treat everyone the way I would like to be treated. I believe that the people at CASCO will do the same after I am gone. On behalf of all of us at CASCO, "We thank you for your support!"

Thanks to Don for his contribution to our newsletter. His extensive knowledge and endless jokes have been great to have around!

BUSTED BRAKE LINE? NO WORRIES!

OK not completely, but if you add this clever combination valve to your disc brake system you'll get the most from your dual master cylinder. With this kit installed, if you bust a front line, you still have rear brakes. Likewise if you lose a rear brake line, you still have front brakes. Without this installation, you are grabbing low gear, and yanking on your emergency brake because even though you have a dual master cylinder, you do not have a dual brake system.

What is a combination valve? A combination valve incorporates a distribution block and a proportioning valve into one package which provides the necessary fluid control for disc/drum brake systems. The distribution feature is where the safety piston lives. When a free flow (busted line) is experienced, the piston moves, isolating the broken line from the brake system. The proportioning valve regulates the rear brake line pressure to reduce the likelihood of rear wheel lock up.

The kit includes combination valve, mounting plate, mounting hardware, and lines. Bolts to the battery heat shield with no drilling or additional holes required. Part number 2B257K for power brake cars sells for \$170.00 plus shipping. Please specify year of car, and power or standard brakes when ordering.

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Holley Model 4000 'Teapot'

Engineering marvel or fire starter? The debate over this carburetor still rages



WORDS AND PHOTOGRAPHY BY MIKE BUMBECK

Some pine for the short days of winter to give way to hot summer nights. The rest of us scribe shaky X-marks with frozen fingers on each passing calendar day in anticipation of swap meet season. Even if the junk you already have is good, more junk cannot possibly be bad. Swap meet devotees always have a running list of items, but every once in a while, the swap meet is not merely a search, but a discovery process. Walking about the Grove at world-renowned Famoso Raceway in Bakersfield, we learned that Holley made a downdraft carburetor known as the teapot, which looks either upside down or

inside out, depending on which way you think about it.

The Holley 4000 series teapot looks like a teapot because the throttle body and the fuel bowl are mounted above the four throats, with the primaries enclosed in a cast-metal housing with two choke doors up front where the air gets in. The second set of throats is behind the primaries. The carburetor is called concentric because the design is centered around the center of a circle—like a bull's-eye target. There was a two-barrel version of the concentric Holley carburetor, but the 4000 series four-barrel teapot was the hot setup, and was really a pair of two-barrel

carburetors in one unit. A primary pair of throats worked with a secondary pair that operated on demand determined by intake manifold pressure.

Even though some might think of Holley as an aftermarket performance company, Holley built millions of production carburetors for the Big Three before multi-point electronic fuel injection became the status quo, and the production automobile carburetor went the way of the K-Car after the last 1991 Subaru Justy rolled off the assembly line so equipped. The Holley 4000 series carburetor was just one of these units, appearing on engines by itself or as a pair on 1950s Lincoln and Mercury division products, as well as the E-Code Ford engines. Like many Holley carburetors manufactured as original equipment, the teapots surely made their way onto many other engines as time and supply wore on.

While it may be hard to comprehend exactly why, an argument rages over the Holley 4000 series carburetor. There are legions that will swear sideways that the teapot was a superior design, that they have never had a problem, and that the teapot got its moniker by virtue of its appearance. Others say the carburetor is an ill-conceived underhood time bomb with a tendency to backfire and set the atomized and top-mounted float bowl full of gasoline on fire. This argument, like many others, may never be settled. The asking price on the set of twin teapots complete with manifold shown here was \$750. Reports from the field say there are teapots all day long for roughly \$40. Rebuild kits are still available. So goes the teapot. ☞



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(NOTE: Phone numbers & email are for office use only, or for the roster if you choose to have it published. Roster addresses may be sold only to T-Bird vendors to be used only for catalog purposes.)

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License Number _____ State/Province _____ Is your T-Bird primarily Original or Modified?

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