



Thunderbird news

JUNE 2012 VOLUME 14, #6

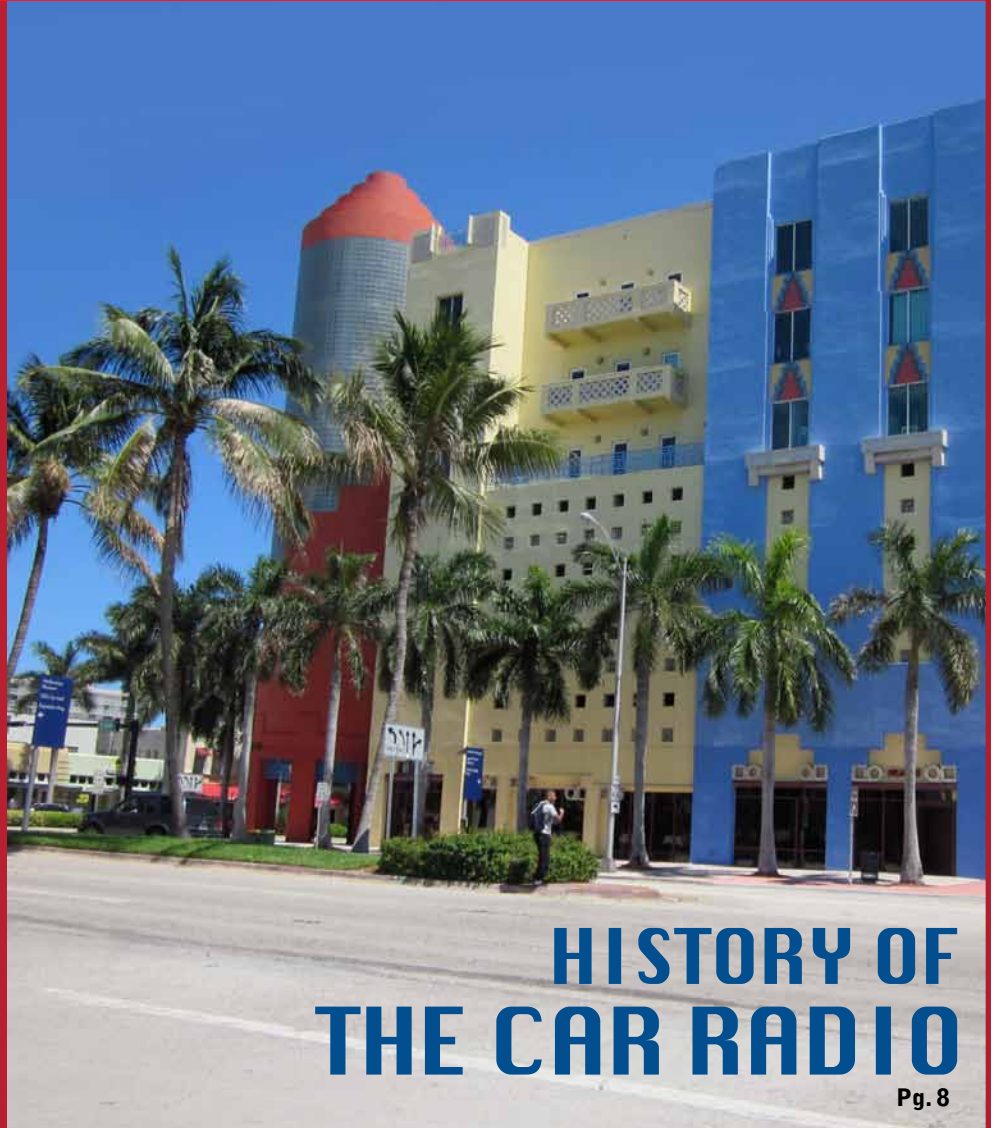
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MISSION Possible Pg. 4



MY NEW TOP Pg. 6

Don't be Fuelish! Pg. 10



HISTORY OF THE CAR RADIO

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My New 1956 T-Bird

Pg. 9



Restoring American History

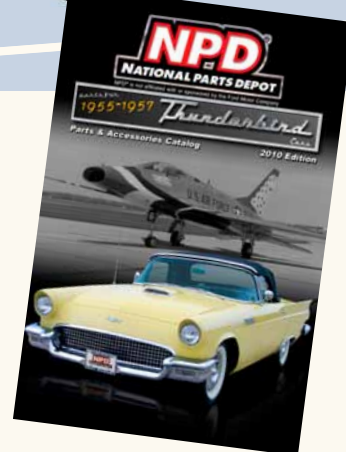
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JUNE 2012 VOLUME 14, #6

editor's REPORT



MEMPHIS UPDATE

2012 CTCI International Convention
Memphis, Tennessee
August 21-26

If you are planning to attend the 2012 convention in Memphis next August, you can register for the convention and make your hotel reservations online. Go to the Memphis Thunderbirds Club's website at www.Memphisthunderbirds.com. You must be a CTCI member to attend the convention. The host hotel is full, but there are nearby accommodations available. As of April 10, the registrations for the convention show a total of 178 Thunderbirds, with 65 of these entered in Concours and 58 in Touring, the rest being in the Display class.

There are 3 Thunderbirds driving from Mexico City, Mexico. Other members from outside the U.S. are coming from Norway, Sweden, and Canada. Our club is taking four cars to the convention. If you are interested, call me at 786 554-5200.

MISSION POSSIBLE See page 4

Felipe Cos



CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA CTC CHAPTER #114 JUNE 2012 VOLUME 14 NO.6

We will have our monthly meeting on Wednesday June 6th at the Trattoria Pampered Restaurant in Miami Lakes at 7.00 P.M.

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George Bishopric Newsletter proofreading

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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 2010-2011

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

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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.fordacing.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
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

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

HAPPY BIRTHDAY FOR JUNE

FRANK JONES	2ND
JUAN GONZALEZ	13TH
VALENTINA SALADINO	13TH
GRACE VAZQUEZ	17TH

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



FUTURE EVENTS

AUGUST 21st-25th

CITYCTCI MEMPHIS TN International Convention


CTCI NEWS

DUES ARE DUE

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Annual rates for advertising in the newsletter

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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
gerrycarshow@bellsouth.com

Magic Mustang. Frank Alonso 305 551-6077
fadatec@aol.com

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MISSION Possible

BY FELIPE COS



The "Mission Possible" car is coming along just fine..

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I believe that the car will be complete by end of June.



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MORE INVENTORY



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MAY

Sun, May 27 Seminole Casino Hwd Annual Memorial Weekend Car & Truck Show
Jumpin Jack Productions 201108

Mon, May 28 Memorial Day

JUNE

Sat, Jun 2 Saturday

Sun, Jun 3 Miami Lakes Automall 2nd Annual Classic Car Show - Miami Lakes Jumpin Jack Productions 201109

Sat, Jun 9 Saturday

Sun, Jun 10 Sunday

Sat, Jun 16 Saturday

Sun, Jun 17 Father's Day Annual Hot Rods and Harleys Event - Jumpin Jack Productions (pending)

Sat, Jun 23 Saturday

Sun, Jun 24 Sunday

Sat, Jun 30 Saturday

JULY

Sun, Jul 3 Miami Springs Annual Independence Eve Ca Show - Circle Miami Springs Jumpin Jack Productions

MY NEW TOP

SEE BELOW THE NEW TOP THAT BOB FERRETTI GOT CLOSE TO HIS HOME

This is the Hard top I found on E Bay a few weeks ago. No one bid on it because it had to be picked up only. The seller lived in Jupiter Florida an hour a way. I was the only bidder and got it for \$700.00. It was used one season on his 2002 Thunderbird and fits models through 2005.

Got it painted for \$350.00 (not the best paint job) but it is OK. I couldn't miss out on this deal. My roadster tops I use at the car show were more expensive. See you at the BBQ. Bob



Registry 1955-56-57 Thunderbird

The purpose of this Thunderbird registry is to find and document as many of these fine cars as possible. All information is welcome, even if the car has been totaled, parted out, or sold to a new owner.

To register your Thunderbird, please send the VIN and all other codes from the data plate on your Thunderbird to:

David Tulowitzky
14191 Tudball Ave.
Port Charlotte, FL 33953
Or email: tulobird@aol.com



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Sometimes it is fun to find out how some of the many things that we take for granted actually came into being! It all started with a woman's suggestion! Seems like cars have always had radios, but they didn't. Here's the true story:

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios (Lear had served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

SIGNING ON One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work -- Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- He got enough orders to put the radio into production.

WHAT'S IN A NAME That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names -- Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression.

(By that measure, a radio for a new car would cost about \$3,000 today.) In 1930 it took two men several days to put in a car radio -- The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

HIT THE ROAD Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression -- Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.) In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed with the first handheld two-way radio -- The Handie-Talkie -- for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturer in the world -- And it all started with the car radio.

WHATEVER HAPPENED TO The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

Forwarded by Bill Reiher and Frank McGrath

My New 1956 T-Bird

BY PAUL & JOYCE COTNER, NEW MEMBERS

It was back in 1978, the day we arrived at our home in Miami, that I first laid eyes on my neighbor's 56 T-Bird. It was parked outside of his garage, tires flat and under a weathered tarp. I couldn't wait to meet my new neighbor! I was thinking that if he has a two-seat T-Bird parked outside of his garage.....imagine what he has parked inside that garage!?! I thought maybe a Duesenberg or maybe a Classic Cadillac.

Later I learned that he had nothing but junk inside that garage; he was letting that T-Bird self-destruct in the Miami humidity outside! Interesting person!

Well, he did not want to sell the car at that time but finally agreed to get rid of some of the junk to make room for the T-Bird inside the stuffed garage. There it sat for many years, seldom ever running....I only recall seeing it on the road twice in many years.

Fast forward now to March 2012...The car & owner now resided in Stewart, FL. The owner & I have remained friends all these years. I needed a project and offered to restore his Bird.....He offered and I purchased the car.

Got it back to Miami and am giving it a major restoration. I am pleased that there is very little evidence of any prior body work or rust damage. This car, however, is no quick restoration as most everything needs major redoing.

To date I've installed new suspension & steering bushings and brake lines; all needed to be replaced. Parts of the car are now in several different locations...(and this bothers me a lot!!.....Hope I one day will get it all back together.

Currently the chassis is at Prestige Auto Collision shop here

in South Miami where all the paint is being removed. The port-hole top is off and at a local trim-shop getting a new headliner & new rear glass weather striping & port-hold trim. The windshield dog-legs are in Grafton, Ohio being repaired prior to re-chroming. The driver's door hinges are at a local machine shop getting fitted for new pins. The engine is at Billy Joe's machine shop being rebuilt. The transmission is now back from the rebuild shop, sitting in my back-yard workshop awaiting the engine. The chrome bumpers are all apart and about to go to Hialeah for a fresh coat of chrome. A new grill, parking lights, wiring harness and tail lights and many other parts are coming from Concourse Parts in California. Hopefully the deep windshield-wiper scratches in the windshield can be buffed out. I estimate this project T-Bird will be drivable in about another 9 to 10 months. Thanks to Felipe Cos for his excellent advice!

The photos were taken before I started; maybe I should have left well-enough alone!!



Don't be Fuelish!

BY GEORGE BOSHOPRIC

Recently, we had an exchange via email about a European Passat that got 73+MPG. Lots of us looked at that number and were outraged that government regulations would keep such a miracle out of the US marketplace. Of course, many of the internet sources that kept up the outrage entirely failed to consider the Chevy Volt, which easily gets twice that 73 MPG figure.

I have a rule about forwarded emails, and it works for everyone, right or left. If the email provokes outrage, or tugs at the strings of your heart, you should assume that like a perfume ad, the email was created somewhere, by someone with an agenda. Just like those who promise millions from Spanish Lottery winnings, they want to provoke a reaction that is so strong that you stop thinking.

The car in question, a European Passat, was recorded as getting 73 MPG. The

car was driven 45 mph across France and back over a weekend on interstate-type roads. Because the article was from the UK, some have assumed that the gallons used were imperial gallons, larger than US gallons.

In any case, it's good mileage. Still, just yesterday, I read of an American couple, in a US Passat (an entirely different car) that logged 83 mpg, under similar interstate driving conditions. So, we can see that EPA regulations, that do keep some European diesels out of the US market, still allow the best high mileage diesels to be sold in the USA.

In Europe, which has less oil than the US, a conscious decision was made years ago to conserve petroleum by encouraging diesels. Half of the fleet in France is oil-burners, mostly because the taxes on diesel are much lower than on regular gas. There is no such price

advantage at the pump here, where diesel is often as much as premium, or more. Because of this policy, diesel is at every station, and you don't pay a higher price because you're not driving a Peterbuilt.

Nixon produced the 55 mph speed limit. Gerald Ford levied a \$1 tax on a barrel of oil. Carter created corporate average fuel economy standards.

Since then, the speed limit was increased, fuel economy standards lowered, and the tax code was changed to encourage the sales of mega SUVs. Only in the last few years have fuel economy standards been increased, and gasoline use across the US has fallen.

There are good economical choices out there. Technology has so improved that the 20mpg of a '71 Pinto is about the same as some mid-sized SUVs.

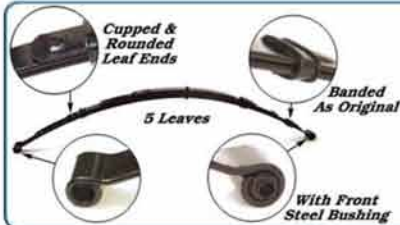
We all need to think about fuel economy! At some point, we need to produce more oil, but we'll never be self-sufficient from domestic sources (2% of world reserves) when we use 20% of world production. Conservation will be essential. I'm glad everyone is thinking of it, and that we have appealing choices out there.

And if you're worried about GM and its government ownership, just remember, that the German government owns 15% of VW, and the state of Tennessee paid for the plant that the US Passat is built. There's no pure play on capitalism to be found here..or anywhere else in the Auto industry.

My next car will be some kind of electric or hybrid, I'm sure. Stay tuned, there are many fascinating technological developments to come!



YOUR CLASSIC THUNDERBIRD PARTS LEADER!



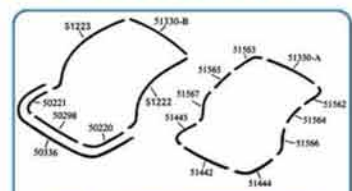
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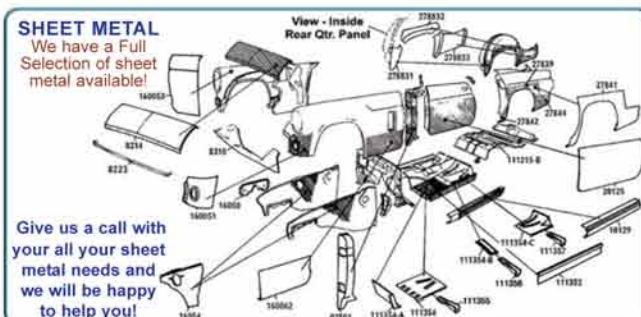
8005-STD 55/57, 3 row core . . . 345.00
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