



Thunderbird NEWS

JULY 2012 VOLUME 14, #7

4000 MONSERRATE ST. CORAL GABLES, FL 33146 Proud Organizers of the Unique Tropical Park Car Show & the Florida's 300 Mile Rally

MISSION Possible Pg. 4



Lesson from a Near Brake Failure Pg. 11

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NEW CAR NEWS

First Drive: 2013 Ford Focus ST Pg. 6-7

One Hot T-BIRD Pg. 10-11



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Thunderbird
news

JULY 2012 VOLUME 14, #7

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 May, the registrations for the convention show a total of over 200 Thunderbirds.

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.

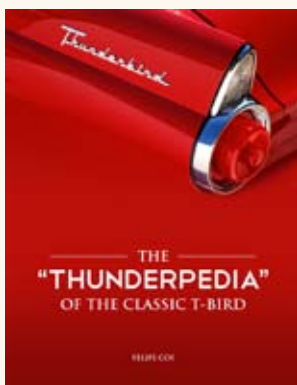
OUR B.B.Q. OF MAY 20TH

We celebrated our annual B.B.Q. on May 20th at Greynolds Park, we had over 40 persons at the BBQ. Lots of food (chicken, ribs, hot dogs, salads, desserts, etc, etc.

Look at the photos in another page
Our thanks to Daisy Hernandez & Leo Saladino for organizing this wonderful event, THANKS.

INTRODUCTION OF THE THUNDERPEDIA OF THE CLASSIC T-BIRD BOOK

I'll introduce the "Thunderpedia of the Classic Bird" at the Memphis international Convention in Memphis Tenn, On August 21st. It has over 300 questions and answers and over 130 pages, all related to our Classic Thunderbirds. There are no other books similar to this. Price will be \$30.00, C.D. \$20.00



Felipe Cos

CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA CTC CHAPTER #114 JULY 2012 VOLUME 14 NO.7

We will have our monthly meeting on Wednesday July 11th at the Trattoria Pampered Restaurant in Miami Lakes at 7.00 P.M.

Please take note that only on July it will be on the second Wednesday of the month. Following months will be on the first Wednesday of every month.

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George Bishopric Newsletter proofreading

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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

Thunderbird
news

JULY 2012 VOLUME 14, #7

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 JULY

LAST MONTH I FORGOT TO INCLUDE
POPPY MADDEN (JUNE 10TH) SORRY POPPY

STEVE GORDON	14TH
PEDRO ALFARO	15TH
GARY STUMP	17TH
RICHARD KRINZMAN	18TH

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

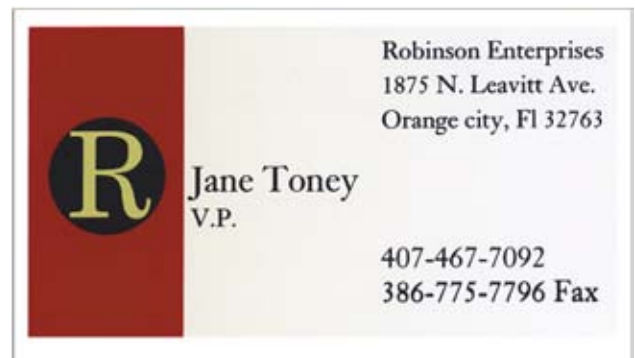
CTCI NEWS

DUES ARE DUE

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SIZE (NON MEMBERS) _____	\$150.00
CARD SIZE (MEMBERS) _____	\$125.00



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

Muscle Stangs of Miami Ayanidys Marante 305 321-0437

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BY FELIPE COS



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Memphis Convention UPDATE

Only about six weeks before the CTCI International Convention in Memphis gets started. At this time there are 370 registrations, representing 700+ CTCI members. Members from all over the U.S., Canada, Mexico, Sweden, and Norway will be attending. With 200 Thunderbirds entered in the show (3 driving up from Mexico City) it promises to be five days of fun and enjoyment.

If you want to attend you have until July 20th to make your Hotel reservations at the reduced group rate. Also July 21, is the deadline to enter a car.

Cruise Nights BY DAISY HERNANDEZ (ONGOING EVENTS)

AUGUST

21-25TH 2012 CTCI MEMPHIS TN INTERNATIONAL CONVENTION

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The spiciest Focus on the menu was prepared by the chefs of the Global Performance Vehicle Group in close cooperation with Ford of Europe's Team RS and the American Special Vehicles Team, SVT. "It's a one-fits-all-markets concept," explains the project leader, Dieter Schwarz. "Design, engine specification, chassis calibration, and tire choice are exactly identical, regardless of whether the car is sold in Beijing, Los Angeles, or London. We are convinced we have found a global setup that fuses performance and comfort with practicality and affordability.

The ST makes a visual statement thanks to unique eighteen-inch wheels, larger front air intakes, a center-mounted exhaust, a massive rear diffuser, flared rocker panels, and a mighty roof-mounted spoiler. Inside, we notice dressed-up pedals, a newly designed leather steering wheel and matching shift knob, auxiliary dashtop instruments (oil pressure, oil temperature and boost pressure), a near-black headliner, and a pair of Recaro seats. Mounted lower than in lesser models, the cloth- or hide-trimmed buckets are comfortable, supportive, and generously adjustable. The spiciest Focus on the menu was prepared by the chefs of the Global Performance Vehicle Group in close cooperation with Ford of Europe's Team RS and the American Special Vehicles Team, SVT. "It's a one-fits-all-markets concept," explains the project leader, Dieter Schwarz. "Design, engine specification, chassis calibration, and tire choice

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Like most modern turbo engines, the 2.0-liter EcoBoost, which develops 252 hp and 270 lb-ft of torque, sounds more characterful than its normally aspirated sibling, and it fields a broader bouquet of dynamic talents, too. It is hard not to be smitten by the faint turbocharger whine on overrun, the spine-tingling intake rasp which turns into a dense full-bodied hum at only 2000 rpm, or the colorful exhaust note that varies from blat-blat impatient to no-holds-barred thunderous. To transmit the acoustic action into the cabin, the engineers installed a so-called sound symposer in the firewall. Add to this the catchy background tune played by the large dual tailpipes, and you can probably imagine why this Ford is truly a stereophonic treat. It also is a rapid machine. On dry blacktop, the ever-eager compact will zip in 6.5 seconds from 0 to 62 mph and on to a maximum of 155 mph. Thanks to a low-inertia charger, variable valve timing, and direct injection, the 2.0-liter four suffers virtually no turbo lag, tardy throttle response, or meager bottom-end torque.

The only transmission available for the Focus ST is a six-speed manual, but it's a slick one. Our only reservation concerns the excessively tall top gear --it undoubtedly helps to save fuel but forces you to downshift rather too frequently to keep up the momentum at freeway speeds. Despite a brigade of electronics, there is still a fair bit of steering fight involved when you push the car hard, especially in the wet. Torque Steer Compensation, Torque Vectoring Control, and Cornering Understeer Control, together with ESP, which can be deactivated in two steps, aim to synchronize the steering input and the torque flow without putting too many dents into your chosen line. This mission is accomplished as long as you're not driving all out; push it hard, however, and the 252-hp Focus ST can be a handful.

One change from the standard is the addition of variable-ratio sport steering. The rack-and-pinion device feels quite light at low speeds but firms up nicely as the mph readout rises. The calibration is so direct that you can keep your hands on the helm when racing through hairpins, where one armful of lock is all it takes to master a 180-degree corner. At the same time, the steering is relaxed enough at triple-digit speeds that a quick flick of the wheel won't upset the car's stability. But there are drawbacks. On rough pavement, the front suspension kicks and tugs like one remembers it from the old days, which means that going fast entails a fair amount of adjusting and correcting. It's fun, but it ain't smooth. The other complaint concerns an underlying artificiality that can on its own tighten or slacken the line, depending on radius, steering angle, and vehicle speed. The intent is laudable, but at the end of the day I felt that less electronic intervention would result in a more natural and intuitive driving experience.



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When you switch off ESP, you also disable traction control, thereby clearing the stage for a good bit of lift-off oversteer. In this zero-interference mode, the ST can be a truly wild thing, sliding and carving, swinging like an angry pendulum from wide-eyed understeer to arms-crossed oversteer. To improve grip, Ford equipped the most ambitious Focus with special-compound Goodyear Eagle AS2 tires (235/40R-18), lowered the ride height by 10 mm, and fitted tauter springs and non-adjustable dampers together with redesigned knuckles and fatter anti-roll bars. Although the Brembo brakes used by many competitors are conspicuous by their absence in the ST, the four discs (large inner-ventilated 12.6-inch rotors in the front) keep the 3000-pound Focus in check at all times.

At \$24,495, the Focus ST plays in an almost deserted segment that used to be owned by the Japanese and the Europeans. Just about the only remaining rivals are the Mazdaspeed 3, the Volkswagen GTi and, to a lesser extent, the winged and turbocharged Mitsubishi and Subaru twins. The Ford ST is not exactly a world-beater in terms of refinement, handling balance, or ergonomics. But it does offer a lot of car and performance for the money, it scores an undisputed ten on the entertainment scale, and it won't fall apart when pushed to the limit. All that distances the high-performance Focus from real greatness is some fine-tuning. We'd like to see the computer-controlled cleverness scaled back in favor of a more homogenous steering and suspension setup. And while Ford is at it, its engineers and designers could bring some order into what must be one of the world's messiest center stacks.



A Letter from our president Peter Klein

As we approach the summer, I want to recap our activities for the past six months and thank those many members of the Thunderbird club that have made my job easy. I really should use the term friends rather than members because that's what we all have become by being part of this club.

We started the year by putting on our Annual Car Show at Magic City. Of course, thanks always have to go out to Filipe Cos for organizing and setting up the activity. Leo and Mike were involved in the layout and staffing of the parking lot. We had almost a full club turnout both husbands and wives making it a lot of fun. In spite of the rain, everyone had a great time working together.

At the beginning of February, Connie arranged for the club to have a car rally for the dedication of a State National Park at Lake Okechobee with the Daughters of the American Revolution. The following members participated, Leo, Filipe, Mike, Phil and I met and drove together. Our newest members Ed and Arlene showed up in their '57 T-Bird. Only one misfortune, when Ed ran out of gas going around the lake. Fortunately, Leo came to the rescue and we drove back with a gas can to assist.

In March, Dave Segal contacted our club and offered us the opportunity to take charge of RM Auction at the Ft. Lauderdale Convention Center. Mike coordinated the drivers of the Mercury club, who were season pros having done this for several years. With the help of Leo we were able to organize all the drivers. Frank, Bridget, Leo, Ernie, Mike, Filipe, Phil and I were driving over a 5 day period. We all were having fun and drove some of the most amazing cars. We were able to bring in enough money to help our club

support the free events for the coming years. Other clubs participated to make it a fantastic experience.

April was a quite month for the club, however, for Suellen and I it was off to Israel for a 3 week of traveling. This is an experience I recommend for all. We traveled Jerusalem, Tiberius, Golan Heights, Haifa, Eliot, and Tel Aviv. In addition we ventured into the West Bank to visit Bethlehem and Jericho. We even went to Jordan to tour the ancient city of Petra. There were no incidents and we felt as safe there as in our own home. Anyone interested in seeing over 800 pictures of our trip can come over anytime for viewing.

We had our annual BBQ picnic at Grenald Park with a high turnout of our members. Everyone brought their T-BIRDS. Thanks go out to all the helpers, Arlene, Daisy, Christi, Valentina, Judy, Poppy, Bridgette and Theresa. If I omitted anyone, please forgive me. There was a new card game introduced by Anita and Ron which kept a number of our members entertained.

Congratulations go out to Bridgette Haygood and Phil Marzo for winning trophies for their cars at the local car shows. We are starting to get a number of our members participating in showing their cars. Gary has been able to get a few photo layouts in some national magazines.

I hope all have a wonderful summer. Be careful and safe. I am looking forward to seeing you at our next meeting in July and our annual luncheon at the Ark Restaurant in August.

Regards,
Peter Klein



**We have a
NEW MEMBER**

William & Tania Ross with
a '65,
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When I purchased my 1955 Thunderbird I already knew that these were "hot" running cars by reputation. My car was no exception! In traffic the temperature gauge would regularly pin to the Hot side.

I read a few articles on the subject, such as Gil's Garage written by Gil Baumgartner of the CTCI which can be found on The CTCI website www.ctci.org. Bill Brown, President at CASCO, also wrote a piece featuring his companies modified water pump and aluminum radiator. Norm Gabe wrote an in-depth, informative response in the September 2011 "Thunderbird News" on the subject and Bill Brown responded in our October 2011 club newsletter. Articles on Club Blogs can also be found by using Google to search them. They make for interesting reading and have mostly the same conclusions.

A synopsis of what I read about the topic is the following.

- The radiator must be in good condition free of leaks and blockages.
- The hoses must be firm and should be replaced if they show signs of softness, especially the lower radiator hose.
- Inspect the radiator cap for leaks and replace if necessary.
- Install a "large opening" Thermostat for better flow.
- Eliminate Antifreeze from the water mix and add a cooling additive to lower cylinder head temperature.
- Replace the original 3 or 4 blade fan with a 6 blade to increase air flow.
- The upper and lower fan shroud should be in place.
- Replace the lower fan shroud with a more effective one that covers the entire lower radiator from corner to corner.
- Be sure your timing is set correctly.
- Check your heat riser flapper on the right side of the exhaust manifold to be sure it is moving freely and not stuck closed.
- Check the water pump for play and leaks. Replace if necessary. To increase water flow efficiency, a replacement Water Pump the deeper blades is available through CASCO.
- Check the cylinder wall water jackets for rust build up and remove where possible.
- Install a more efficient aluminum radiator.
- Install an electric supplementary fan in front of the radiator for "around town" and parade driving.
- Remove the engine compartment lower shields from each side of the inner fenders for better air flow.

MODIFICATIONS APPLIED

- Inspected the Radiator for rust and leaks.
- Inspected all the hoses for softness and the potential to collapse.
- Replaced the leaking radiator cap.
- Cleaned out the blocked overflow tube.
- Installed a Robert Shaw large opening 160* thermostat.
- Installed a 6 blade fan to improve air flow.
NDP part T-8600-3
- Replaced the lower shroud with one that increases the radiator coverage to improve cooling.
NPD part T-8148-1A
- Added a 16oz bottle of Lucas Super Coolant cooling additive to a 50/50 coolant to water mix.



This illustration shows the original shroud compared to the increased coverage obtained by adding the "Extra Cooling" shroud.



RESULTS

Driving temperature at "highway speeds" has been reduced, but was never really an issue.

Driving "around town" After 15-20 minutes, in "stop and go" traffic the temperature will still climb to the hot side, not all the way and it will now stabilize. Once I get going again the gauge will drop to $\frac{3}{4}$ or the high side of "normal".

I have found there is a slight leak from the heater core, which may require some attention if I want to use the heating system for emergency cooling. In the meantime It's shut off.

I may be draining the cooling system and replacing the Antifreeze with plain water and adding the cooling additive to see if that helps.

I think the next step will be to install a "pusher" electric fan in front of the radiator with a manual switch.

I'll let you know when I do some more mods.

Lesson from a Near Brake Failure

BY PETER EISENBERG

I had a near brake failure while traveling in my Thunderbird recently and the experience is worth sharing and has prompted me to think more diligently about maintaining and driving a vintage car. Get to know your particular car with its pros, cons and idiosyncrasies. Pay attention to its service requirements as it is different that your modern car today.

To understand what happened you must first know my car was modified with front disc brakes using a kit supplied by Thunderbirds One. That kit includes a custom mounting plate that replaces the original drum brakes backing plate to which the calipers are bolted. The calipers are dual-piston with fixed pads, vintage 1965-66 Ford Mustang.

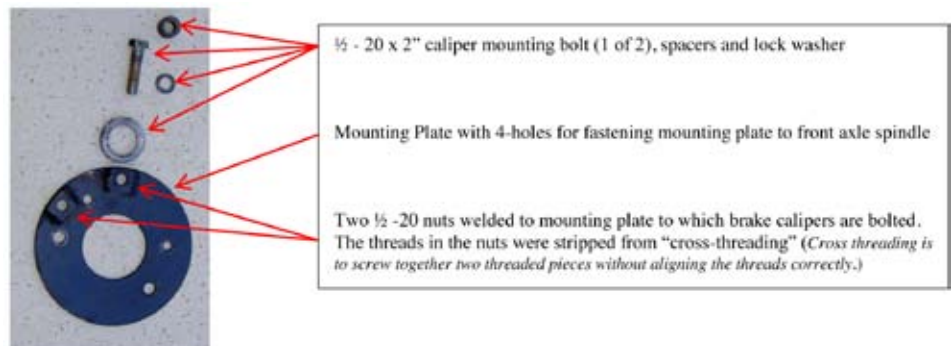
My recent service to the car included greasing/re-packing the wheel bearings that required dis-assembling and removing the disc rotors. To remove the disc rotors you must first remove the brake calipers. During re-assembly, when the right-front caliper was installed, the 2-bolts (1/2-20 x 2") that hold the caliper were "cross-threaded"; I lost one bolt on the highway and the other bolt was only "finger-tight". The noise I heard (a loud scraping/metal-on-metal) was

the brake caliper hitting the inside of the wheel when I applied the brakes. A new mounting plate was required for the repair that I was fortunately able to obtain from Thunderbirds One without too much difficulty.

The other question that must be asked is why were the caliper bolts "cross-threaded"? Certainly it could have been carelessness on the part of the mechanic who did the service, but it just as well could have been his lack of experience with the brake calipers themselves. Different from modern disc brakes used on today's cars with "floating" brake pads, early disc brakes use "fixed" brake pads that are bolted in place and must be installed after the calipers are mounted on the car. Installing the calipers with brake pads already installed in the caliper could cause

the caliper assembly to bind and not line up properly, then tightening the mounting bolts – especially with a power wrench – could cause "cross-threading."

I provide the details of this event to emphasize the need for us to learn about our cars and become educated about maintaining our T-Birds. The EarlyBird Magazine is a wealth of information and the CAR es pondence CLINIC that is part of every issue is a good place to start. I would also recommend a recent CTCI publication, TECH TIPS FOR OPERATING AND MAINTAINING YOUR 1955, 1956, 1957 Classic Thunderbird, by George Barlow and Gil Baumgartner. It's available through the CTCI Club Store.



Memories from an OLD CAMERA

Thunderbird Economy Run... Ford Times 1958 At midnight, May 10, 1958, seventy-five members of the Thunderbird Club of Southern California, in thirty-seven Thunderbirds set out on a 320 mile trip from Los Angeles to Yucca, Arizona to compete with each other for low consumption of fuel. The rules permitted them any speed within legal limits, but required them to reach Yucca by 11 A.M. on May 11th. They also required a gas stop at the halfway point, Twenty-nine Palms, California. Officials in charge of the run were

amazed to find that five gallons of gas were too much for the tanks. Results of the competition, which was sponsored by General Petroleum Corporation under strict economy rules, were astonishing. The average for all cars was 23.58 miles per gallon. The best mileage, 34.59 mpg, was achieved by Duane Sparks in a 1957 T-Bird equipped with overdrive. The second best mileage was achieved by Bob Carinoff with a 1956 T-Bird equipped with Fordomatic.



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1 egg, lightly beaten
1/2 small onion, finely chopped
1 tsp. black pepper
1 tsp. garlic powder
Thousand Island spread or salad dressing
Hamburger buns (or thin sandwich buns)
1/4 cup olive or canola oil
6 thin slices Swiss cheese
2 cups sauerkraut, drained

Mix beans, bread crumbs, egg, onion, pepper and garlic in a bowl, adding enough bean liquid for mixture to hold together without being wet. Divide into 6 portions and flat-ten into 4-inch patties. Heat oil in a large skillet over medium-high heat. Add patties and cook, turning once, until a crisp crust forms on both sides, about 6-8 minutes.

Top burgers with cheese slices, cover skillet, turn heat to low and let cook until cheese melts.

Spread bun with Thousand Island.



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CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA

June 6th, 2012 at Tratoria Pampered Chef, Miami Lakes

BY POPPY MADDEN - Secretary

MINUTES OF MEETINGS

President Peter Klein opened the meeting at 7:10 p.m. and commented that "we are becoming more of a social club because of the two activities we have – our annual car show and driving cars at the RM Auction -- we are making money."

Treasurer Felipe Cos reported the club's bank balance is more than \$6,000 and that the club's CD matures next month. He suggested we put \$1,500 of the bank balance in the CD, He also said that perhaps some of the bank money could be used to pay for a dinner for members who attend the Classic Thunderbird Club International convention in Memphis this summer.

Secretary Poppy Madden suggested we consider putting the CD funds in a money market account next month because money market accounts are paying higher interest rates than CDs. Robin Gabe suggested moving our funds to an online bank which would pay more than a local one. Peter said most online banks will only take personal accounts. No decision was reached.

Peter said that we had a problem relative to the club picnic in May. "A lot of people said they would go to the picnic and did not show up so we bought more food than was necessary and had a lot left over. Perhaps we should charge people something ahead of time (for next year's picnic) – that way we would not have a situation like this."

Teresa McNeal suggested that people who say they will go to the picnic should have to send a check ahead of time" so organizers have an accurate idea of how many people will show up and thus will know how much food to provide.

Peter said he received a few complaints about the event. "There was too much food and it was very hot out. He suggested we move the event to March or November next year. A vote was taken and the majority supported having it in March.

Bob Toney said that "Instead of having it in the cave like we were, I think we should have it where it is outside. (the event was in a shelter at the base of a hill in Greynolds Park in North Miami Beach.)

Leo Saladino said the event started at the top of the hilly area but "the weather got bad so we went downstairs to the shelter."

Daisy Hernandez said she "added up all the benefits (the club pays for) and we get about \$100 per person in benefits (a year) and membership is only \$35 a couple. We pay the gratuity for these (monthly meeting) dinners and club members don't pay the \$20 entry fee for our car show -- so a couple is getting \$200 in benefits but only paying \$35. If we drive cars at the auctions we are paying the club back because the club gets money for the drivers."

Peter said that one of the problems is that he put out a notice at the corporation where he works and got six drivers. "The real key is to get more and more of our members to turn out. We had people (who came to drive at the auctions) who are members from the north, people we never see at meetings. Possibly some of that money could go to our August (annual brunch) meeting at The Ark.

He entertained a motion, which passed unanimously, that the club will subsidize a portion of the cost of the brunch.

Peter said the club has to really thank Mike McNeal and Leo Saladino who "were absolutely invaluable in putting together" the arrangement for our club to provide drivers at the RM Auction. "We had men, women and some teen-agers; hopefully next year they will invite us back."

Peter asked how many members have been going to our new web site on the computer. Three people raised their hands. The site is: www.Thunderbirdclub.us

He suggested that possibly in the near future instead of emailing our monthly newsletter to members it could be accessed through a hyper-link on the club web site.

Concerning possible club outings Peter said he contacted the Dauer Museum in Plantation and wanted to set up something for the club to visit the private collection. He said the museum is not open on weekends and that he would try to arrange something for our club to visit in July.

Norm Gabe suggested we consider visiting the private collection of Dr. Joel Jancko in Plantation. Peter said he would contact Dr. Jancko and his wife about a visit.

Another event that came up for discussion was the annual Christmas Party which traditionally has been held at the home of the club president. Peter said he would be happy to have it at his house but was concerned because he lives quite far south in the Miami area and the parking situation in his neighborhood is bad.

Leo said there are facilities he could use at the Hallandale condominium where he lives but that we would have to pay to rent the space. Valentina Saladino said they have adequate parking available at the building. They are going to look into that possibility.

Ed and Arlene Raabe said they would investigate the possibility of having the party at the clubhouse in the development where they live in Pembroke Pines.

Peter announced that our annual car show at the Magic City Casino in Miami will be held on Jan. 27.

The meeting adjourned shortly after 8 p.m.