



# Thunderbird news

JANUARY 2013 VOLUME 15, #1

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## OUR HOLIDAY PARTY

at Leo Saladin's home pg10-11

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JANUARY 2013 VOLUME 15, #1

# editor's REPORT



## THE THUNDERPEDIA OF THE CLASSIC T-BIRD BOOK

This is the only book on the market that explain step-by-step how to fix your 'Bird, it has over 300 questions and over 1,000 photos. The cost for our club is \$25.00 plus \$6.00 postage.

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## COULD YOU BELIEVE THAT WE ARE IN OUR 15TH YEAR?

Those 15th years have gone faaaaaaaaaasssssstttttt! We are one of healthiest car club in Florida, with money in the bank and the best social car club. Thanks to all of our members for all the help

## OUR HOLIDAY PARTY WAS LAST DECEMBER 9TH

PHOTOS ARE IN INSIDE PAGES

## NEXT MEETING WILL BE AT MY HOME

(4000 Monserrate St. Coral Gables) on January 19th at 10:00 A.M.

We will coordinate all related to our car show on January 27th.

**Felipe Cos**



## CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA CTC CHAPTER #114 JANUARY 2013 VOLUME 15 NO.1

We will have our monthly meeting on **January 19th at Felipe's home** 4000 Monserrate St at 10:00 A.M.

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George Bishopric Newsletter proofreading

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[www.thunderbirdclub.us](http://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

**Thunderbird**  
news

JANUARY 2013 VOLUME 15, #1

## 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](http://www.Thunderbirdclub.us)

**Our Club's web page:** \_\_\_\_\_ [www.thunderbirdclub.us](http://www.thunderbirdclub.us)  
2005 Thunderbird: \_\_\_\_\_ [www.fordautomobiles.com](http://www.fordautomobiles.com)  
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Chicagoland Thunderbirds: \_\_\_\_\_ [www.thunderbirds.org](http://www.thunderbirds.org)  
Potomac Classic T-bird: \_\_\_\_\_ [www.hydratech.com](http://www.hydratech.com)  
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## HAPPY BIRTHDAY FOR JANUARY

<b>JOSEPH BULLOCK</b>	<b>1ST</b>
<b>POPPY MADDEN</b>	<b>5TH</b>
<b>MARVIN FOX</b>	<b>12TH</b>
<b>WILLIAM ROSS</b>	<b>14TH</b>
<b>JOSE PEREZ</b>	<b>27TH</b>

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



## CTCI NEWS

### 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

## 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](mailto: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

## 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](mailto:bobbitt@comcast.net)

Model A Club: Tom Zannis 305 281-9192  
Car show promoter: Russ Gagliano 954-560-5412  
[merkivr@msn.com](mailto:merkivr@msn.com)

AACA Miami Region President Jean Hawa, 305-661-9758 [www.aaca.org/southflorida](http://www.aaca.org/southflorida)

Car show promoter: Gerry Perez. 786 344-4228  
[gerrycarshow@bellsouth.com](mailto:gerrycarshow@bellsouth.com)

Magic Mustang. Frank Alonso 305 551-6077  
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## Calendar of Events

BY DAISY HERNANDEZ

**JANUARY 2013**

**Sunday, January  
27th 2013**

**OUR MAGIC CITY  
CAR SHOW**



## RECIPES FROM OUR MEMBERS

### THUNDERBIRD GRILL

#### CHOCOLATE-COATED PECANS

6 cups pecan halves

12 oz. Semisweet or bittersweet chocolate squares

4 oz. White-chocolate squares

Heat oven to 350 degrees. Line two jelly-roll pans with foil. Divide and spread pecans on pans. Bake nuts 10 minutes, until golden and fragrant. Cool.

Meanwhile, melt chocolate according to package directions. Pour chocolate over pecans in a large bowl and stir well. (Leave foil on pans.) Divide and spread nuts onto prepared pans.

Melt white chocolate according to package directions. Transfer to a re-sealable plastic storage bag. Snip one corner of the bag and pipe decoratively over tops of nuts. Freeze until chocolate hardens, about 5 minutes. Remove pecans from pans; break onto large pieces. Divide into decorative boxes, if desired. (Can be made ahead. Store in airtight containers in refrigerator for up to one week.)

#### SPICED PECANS

Whip together: 1 egg white, 1 tsp. water – Stir in 1 lb. Pecans.

Mix together: 1 cup sugar, 1 tsp. salt, 1 tsp. cinnamon. Mix pecans in sugar mixture. Bake on a flat pan 1 hour at 300 degrees. Stir every 15 minutes. Spread on wax paper to cool.



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# MORE INVENTORY



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Out of the crash and the bailouts and European carbon-emission rules rises a very different automobile industry at the Miami International Car Show. The stars of the show were electric cars, running around a circular test-track like the Obama family's Christmas train set. There they were: Nissan Leaf, Fisker Karma, Chevy Volt, and Mitsubishi "Sunbeam," which can make darker or lighter toast, according to your preference.

The smaller electric cars are simply appliance-like, like any econobox that's amazingly silent, sneaking up on pedestrians like a cat after a mouse. The Fisker1 is amazing to look at, but that low roof is accomplished by leaving no room for passengers with full sets of limbs or a cranium. Of course, with electric cars, the bottom line is emissions. If '50s models from "Memory Lane" and had run the same little course, everyone in the convention center would have died of carbon monoxide poisoning within minutes. That's progress you can measure, and that's not even thinking about the oil and transmission fluid they would have oozed onto the convention floor.

Post crisis, Fiat and Chrysler2 are a surprisingly good fit. Mexican-made Fiat 500s are scurrying around town. American-made Chryslers are sold in Europe under the "Lancia" name, to the chagrin of Lancisti, for the moment. The new Dodge Dart is on an Alfa Romeo platform. Ohio-built Jeeps3, are there in force, and the Cherokee will be the platform for a new Maserati Italian-made SUV. There was an announcement of an Alfa4 dealership to open in West Broward; we shall see, and I'd be willing to bet that the current Challenger will not see a follow-up model, unless it is a much smaller car on another Alfa platform. It winds up being a good thing that Cerebrus5 delivered it to "the Italians6." Sure hope it works, long-term.

GM's7 product line is about as all-new as it gets. There is very little pre-crisis carry over. Cruze, Volt8, Camaro, present. Corvette to be replaced in the next year. The new Malibu brings Camaro styling features to that mid-size sedan, and the new Impala, perhaps the most attractive car to wear that badge in a generation, takes the battle to the Avalon set. The tiny "Sonic" (Korean) fills the low end of the line.

No more luxu-barges at Buick: Lacrosse, Regal, Verano, are all pretty new. Enclave, a personal favorite, remains unchanged, and the "Encore," a new small SUV, was shown. A very modern and competitive fleet. Cadillac has the very nice small ATS and a large XTS, soon to replace the Town Car in the airport limo business. That's a little unkind, as the big sedan is quite modern with a lovely interior, but built more around hauling people that competing around the race track. I do find it reassuring that Chevy was not sold piecemeal to Chery, or any other Chinese auto giant.

Ford's featured attraction was the Fusion, which achieves that magic trick of looking more "expensive" than it is. This is achieved by totally ripping off former assets Aston Martin9 and Jaguar. Honda does the same, shamelessly copying the VW Passat in the new Accord. VW should talk to Apple's copywright lawyers. The Focus has a few new models, including a Michigan-made electric10, and the "hot hatch" ST. Over on the Lincoln stand was the new MKZ hybrid. A lovely design, if only for the "floating" console. Keep it



up, and maybe the Lincoln brand can recover, after all. Stay tuned for a new small car (hint: not a sedan) in Detroit. I like the MKS, for someone else, but it just doesn't scream "aspirational." Lincoln has a long way to go.

Nissan/Infiniti11 is all about electricity.....and a fairly unchanged line. Kia, owned by Hyundai12, is smarting from falsified fuel economy ratings was out front, where Lincoln used to be. Toyota13 had some sedans, but they might have been food processors. The new Scion sports car is a sure hit. Have already seen one on the road, and loved it. I slept through the rest of the Asian cars. Ok, the Lexus LFA is gorgeous, and secretly, I like the small CT Hybrid hatchback.

BMW14 had a great "matte" finished 6 series four-door coupe. . I'd have to describe the car as "luscious." People seemed to relate to the car as a food item, as everyone had to touch it, to see what the chocolatey paint felt like. Some of those people seemed to have eating disorders, and at a car show, you never know what might happen. Same effect on a matte cinnamon-flavored, I mean colored, Chevy Sonic. As a note of caution, I saw a matte-grey Audi in the rain on 95 the other night, only with difficulty. "Stealth" is perhaps not a good feature for accident avoidance.

Mercedes didn't have much to show that was new, but I still find the E350 Convertible one of the most elegant designs on the market. Porsche15 had the new Boxster, probably their last independent model now that VW16 owns them. Jaguar17 kept the new F-type in hiding I think Tata also owns many prominent Indian politicians). Frankly, looking around at all the new fuel-efficient stars of the show, many of the luxury leaders looked a bit out of touch.

1 Stimulus funds for design and development in California.

2 Merger part of bailout/rescue.

3 Jeep, sold to Renault (part of French Government), bought by Chrysler, sold to Daimler Benz, which was bailed out by sovereign wealth funds of Qatar.

4 Merger with Fiat forced by Italian government when Ford wanted it.

5 Private equity group that bought Chrysler from Daimler, unable to raise money in private markets to save their own interests.

6 Fiat has been the perpetual ward of Italian state.

7 Now owned by UAW, CAW, US and Canadian governments, if you didn't know.....

8 For the record, announced in 2007, before crisis, stimulus, or bailout.

9 Kuwaiti and American investors bought from Ford when the marque was having a near death experience in 2006.

10 Ford got stimulus funds to build the Focus electric in Michigan.

11 Owned by Renault.

12 Bailed out by Korean government after Asian debt crisis.

13 A creation of import restrictions and government export policy from Japan.

14 Received millions in TARP funds for its finance arm.....

15 Leveraged itself to buy VW, market crashed, wound up owned by VW

16 15% Government-owned after near bankruptcy in the 70s.

17 Almost bankrupt Ford sold them to Tata, India.



## This tip was borrowed from the Smokey Mountain News and the Trail Bird News

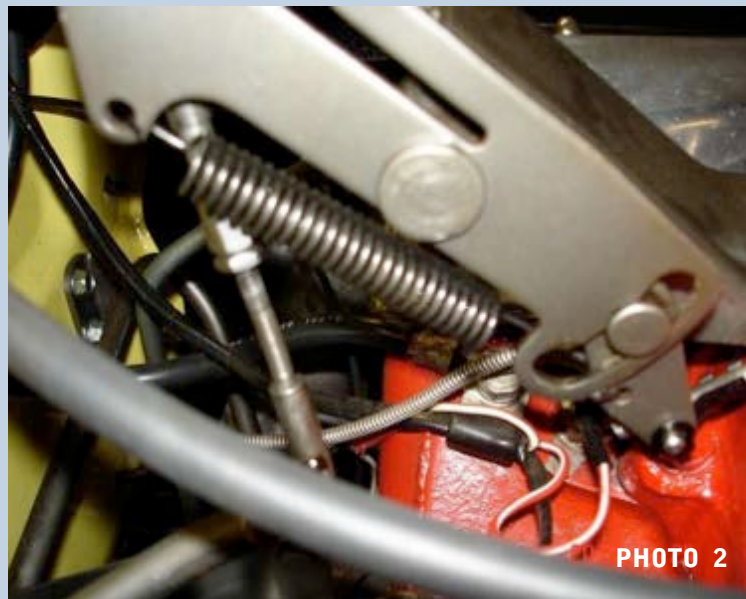
### ENGINE WON'T REV UP?

Rick Rawe

Several of you will recall my discussion at the Christmas Party a couple of years ago with respect to my '56 not responding when pushing the accelerator pedal. The engine was running, but nothing happened when I pushed the accelerator pedal.

This can be unnerving if you are sitting at an intersection when the light changes, but nothing happens when you give it the gas. My explanation was that the accelerator pump cup had come off of the pump piston rod because of softening of the cup from ethanol in the fuel. My solution was to send the assembly off to Daytona Parts Company in Florida where for a reasonable price they replaced the cup with a leather type not affected by ethanol.

Initially, this seemed to fix the problem until I had a repeat failure of the car to respond when depressing the accelerator pedal. Further inspection revealed the culprit to be a weakened throttle spring - F/M kickdown (part #9736) which caused the linkage to malfunction. Normally the spring tension will keep the kickdown linkage and throttle linkage operating together (PHOTO 1) until significant accelerator pedal depression (floored) has occurred, at which time the carburetor linkage has reached the end of its stroke, but the kickdown linkage has not. The spring tension is then overcome, and the carburetor linkage stays in the arced slot (PHOTO 2) at full open position while the kickdown is operating. A weakened spring allows the boss to come out of the enlarged area at the bottom of the arced slot (Photo 2) resulting in no motion from



the bell crank linkage to the carburetor.

The kickdown rod will operate normally while the carburetor linkage will not operate in extreme cases. A new spring was installed and problem solved! Remember, this spring is the smaller of the two on the bellcrank, and is only used on 56/57 cars with automatic transmission.



# My Garage Sale Find

BY PETER KLEIN

Every Saturday morning I go to garage and estate sales looking for collectibles. Well about three years ago I was driving in Miami about 10 blocks from my home and noticed a "garage sale" sign on the main street and proceeded to the sale. As I approached the grounds of the person's home, I notice there was a shed with a car covered by a tarp. I looked under the tarp and to my surprise there was a 1956 Thunderbird. The car was in rough condition and covered with dust.

I inquired as to whether the car might be for sale. The owner indicated that it had belonged to his father who was the original owner and it had been in the family the entire time. About 10 years ago (2000) he (the father) transferred the title to his son, who had hoped to restore it. It had been in the shed for about 4 years. The owner was unsure what he was going to do since he had a sentimental attachment to the car.

I gave him my business card and for several weeks tried to contact him to see the car again, but unfortunately I was unsuccessful. Eventually I forgot the whole incident.

Now (fast forward 3 years) I am driving along the same main street in the morning and I see another sign for a garage sale and proceed to the location which turned out to be the same place 3 years earlier. As I walked onto the grounds, I notice the 1956 Thunderbird in the same location with the same

covered tarp. The car had not been moved an inch all this time.

I found the owner and asked if he remembered me and he said he did. I asked if the car was available and his reply was the same. He had not made up his mind. Again I gave him my business card and said I was still interested.

I received a phone call about 4 hours later. Apparently, a young couple had stopped at the garage sale and looked at the car for over an hour. They made a very low offer but he had promised that he would call me. I told him that I could be there in about an hour.

I immediately called up the founder of our Thunderbird Club, Filipe, to see if he was available to come with me to check out the car. Coincidentally he was working on his doctor's 56 Thunderbird, which he had recently restored, and would be available in about an hour.

I picked Filipe up and off we went to the location. Filipe walked around the car twice, look at the interior, and under the hood. Without saying a word, he gave me a thumbs up signal and negotiations began. I offered the same low price as the young couple but the owner needed more. I was able buy the car at slightly above what the young couple had offered.

Now the adventure begins with the restoration project!



# Our Holiday Party Sunday, Dec. 9, at Leo Saladinos's home







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## CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA

Sunday, December 9th, 2012 at the Hollywood home of Ernie and Judy Saladino

BY POPPY MADDEN-SECRETARY

### MINUTES OF MEETING AND CHRISTMAS/HOLIDAY PARTY

This month's meeting was part of our annual Christmas/Holiday Party and attracted some 40 people for food, fellowship and fun at the home of Ernie and Judy Saladino in Hollywood.

Their home features a huge living room-dining-kitchen area that was perfect for our large crowd.

The food, mostly Italian, was excellent and plentiful. The offerings included delicious chicken fingers prepared by Francesco LoGiudice, who is visiting here for a few months and staying with Ernie and Judy. His father and Ernie were childhood friends and went to elementary and middle school together in Sicily.

President Peter Klein opened the meeting at 5:50 p.m. and asked everyone attending to introduce themselves and tell what cars they own. With many people owning multiple vehicles our 40 or so people "represented" at least 150 cars -- most of which are not Thunderbirds. (Jaguars seem to be rather popular these days.)

During that part of the meeting Ernie had a Skype "telephone call" from Francesco's parents in Italy -- and told us Francesco's father owns a 600 Fiat with a rear engine. Later there was a Skype conversation with Judy's daughter in California.

Peter announced that the club had a "very special presentation to make" while so many club members are together.

"We have a person who has done more than anyone to keep us together; he has been involved as a founding member in 1999 and has been the treasurer and probably knows more than anyone about Thunderbirds.

"In recognition of his leadership; and outstanding contributions to the Classic Thunderbird Club of South Florida" we honor Felipe Cos as an Honorary Member," Peter said.

Past President Daisy Hernandez said Felipe is the first person to be named an Honorary Member in the club.

Peter said there are other members who have also done a lot for the club and may be recognized officially in the future.

Peter also cited Phil Marzo who joined the club this year and has taken his "new" two-seater T-Bird, which is customized with some very attractive chrome trim, to several car show in the region and has received trophies for the vehicle.

Peter also told those attending -- many of whom do not usually attend our regular monthly meetings -- that "A number

of you don't come to our meetings. What we really are is a social club who reach out to each other. Two times a year we reach out to everyone and ask you to help. One of those times is for (next) January 27th which is our 14th Annual Car Show and will be held at the Magic City Casino in Miami. Ours is the only car club show where the participants vote for the (most popular, etc.) cars.

"Also this past year we were invited by RM Auctions to help drive the cars (being auctioned) in Fort Lauderdale. If you are interested, or know anyone who might be, let us know; we can do that," Peter said.

Gary Stump said he went to a car show in South Dade in November and gave out flyers about our upcoming January show and also will be giving some out at a car show at a Chevrolet dealership.

Connie Danluck said that a restaurant named Woody's on Biscayne Boulevard would "like to work out something to have 'Drive-in' events at their place on a weekend night and might do something with discounts on food" for drivers who participate.

The "official" part of the evening ended shortly before 7 p.m. and then we began the always-popular "Mean Santa" gift exchange.

This year's format was a little different than in past years and added a little more drama to the "game."

In the past each person took a piece of paper with number on it from a bowl to determine the order in which people would get to choose their gift. This year we had tickets with printed numbers -- the kind used in 50-50 drawings and raffles -- that we picked from a bowl. The matching numbers tickets were put in a different bowl and selected at random.

In past years if you had a low number, you selected early in the game -- and if you had a high number you selected later. Since the rules allow a person to "capture" a gift selected by someone who picked earlier, when we had the old system a person had an idea when it would be their turn and could keep track of some previously-selected items they might be interested in getting for themselves.

This new system limited that to some extent -- but seemed to make the game a little more interesting. Of course there were the usual "fights" over several more-popular items so the new selection system really didn't make much difference.

And, a good time was had by all!

