



Thunderbird NEWS

MARCH 2013 VOLUME 15, #3

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Bonham's Auction Boca Raton Pg 7



OLDRIDE .COM

1955, 1956, 1957 Ford Thunderbird

Pgs 8-12



Could you tell me what is this car? ANSWER ON PAGE 11



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Thunderbird
news

MARCH 2013 VOLUME 15, #3

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.

If you are interested send me an email filo4000@aol.com



OUR ANNUAL CAR SHOW WAS LAST JANUARY 27TH AT THE MAGIC CITY CASINO.

We have 97 cars with a perfect day, cool in the mid 70's.

We was there at 8:00 am and a lot of members help us to have a very nice show, I don't mention them because I'm afraid to left some one off the list THANKS to all of them.

Photos of the show are in inside pages

We are the Club that takes care of driving the cars at the RM auction in Fort Lauderdale

Peter Klein is the person in charge of organizing it with the help of Leo Saladino and Mike McNeal. If you can help us driving the cars any of the 4 days, call Peter at 305 794-2774

Driving days and times are in an inside page.

Remember that this event is our main fund raising for our club.

Felipe Cos

CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA CTC CHAPTER #114 MARCH 2013 VOLUME 15 NO.3

We will have our monthly meeting on **March 6th** at the Trattoria Pampered Restaurant at 7:00 p.m. Remember that if your birthday is in March, you don't pay for the dinner at the meeting, the Club takes care.

BOARD

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pclein@bellsouth.net

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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

Thunderbird
NEWS

MARCH 2013 VOLUME 15, #3

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

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 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

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

AACA Miami Region President Jean Hawa, 305-661-9758 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

Annual rates for advertising in the newsletter

FULL PAGE _____	\$675.00
1/2 PAGE _____	\$375.00
1/4 PAGE _____	\$250.00
CARD SIZE (NON MEMBERS) _____	\$150.00
CARD SIZE (MEMBERS) _____	\$125.00

HAPPY BIRTHDAY FOR MARCH

DAVID SIEGEL	7ST
LARRY GANNON	9TH
GUS GREGORY	12TH
RICHARD STANLEN	12TH
AMY BALDOMERO	20TH
DONALD WRIGHT	24TH
PATRICIA TROOST	26TH
GRACE VAZQUEZ	28TH
LORRIE GANON	30TH

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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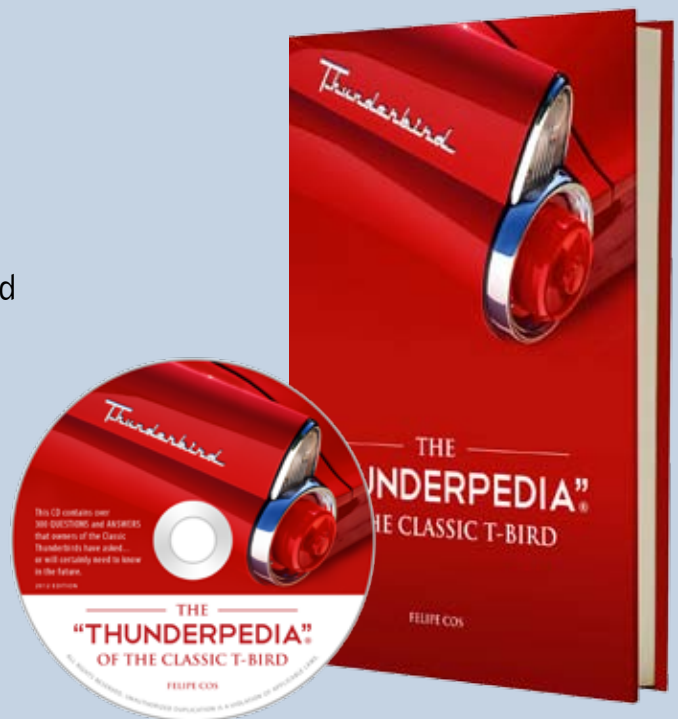
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NEW BOOK RELEASED

Felipe Cos introduced the "Thunderpedia of the Classic T-Bird" at the Memphis International Convention. It has over 300 questions and answers, 1,000 photos and over 130 pages, all related to how to fix our Classic Thunderbirds. There are no other books similar to this.

Price for Club members is \$25.00, or order DVD for \$20.00 (postage \$5.00)

Contact Felipe at filo4000@aol.com



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One of the many rationalizations we all make about our hobby is that "it's an investment," and to some degree, it is. Then again, being an investment does not guarantee that it's a GOOD investment.

As part of the Boca Raton Concours d'Elegance, Keith Martin of "Sports Car Market" had a seminar on investing in collector cars featuring a panel of experts, some of whom you might recognize, such as Wayne Carini, of "Chasing Classic Cars." These guys all seem to know each other well, and I'm sure Bonham's was happy to have them there to raise the excitement for their auction.

The panelists seemed quite focused not on the general hobby market, but on the Pebble Beach/Amelia Island set. I guess that's why they suggested that we all go out and purchase Blower Bentleys and Ferrari Berlinetta Lussos, so that we could all get rich selling used cars to Russian Mafia Oligarchs, Arab Sheiks, and those Wall Street bankers we bailed out over the last several years. I suspect much of the advice they gave about auction houses, "all really good operations" had much to do with that cadre of owners. Certainly, Barret Jackson's production of the Batmobile auction had a lot to do with the \$4.2 million price that the car fetched. I don't think the average Joe with a '56 Chevy is as favored by the auction companies.

Still some good points were made: There are lots of Baby Boomers approaching retirement, and many will be indulging pent-up desires for the cars of their youth. Televised Barrett-Jackson and Mecum auctions, which were a programming risk a few years ago, have stimulated demand for old cars, and the volume of cars going through auctions has increased by a staggering amount over the last few years.

The panelists all seemed concerned that the high end market was so high that it might correct, and reminded everyone about the fate of those who bid up Mopar a few years ago. As for recommendations? For mortals, Alfa Duetto's, Buick Riviera GS models, Oldsmobile Toronados, Porsche 911s. At a little more money, the Acura NSX was a good point. There are more and more people restoring those Japanese cars of the 70s, too. The collector car market is increasingly international, and some Muscle Cars in particular don't have much of a following outside of the US, except for in Sweden, it seems.

For the high rollers? Not many surprises; Talbot Lago, Ferrari, Bentley, the usual suspects. Go look at the Dupont Report. Personally, I don't think the market for \$500,000 cars is the same universe as the market of \$50,000 cars, and that it's another reality entirely from the market for \$5,000 cars.

At the end, there was some confirmation of what we all know: You buy a car because you like it, not because it's an "investment." After all, "nobody falls in love with a stock certificate."





The new and exciting 1955 Ford Thunderbird Convertible

1955 Ford Thunderbird

Ford's most exciting news for 1955 was the introduction of the 2-passenger Thunderbird! The new V-8 powered bird was introduced as a sporty competitor to the Vet, but included a full line of luxury options and based on a full-sized Ford. The first year Ford exceeded its projected sales for the T-bird with 16,155 produced. Introductory retail price was \$2,695, just \$5 less than the 1955 Corvette.

Over 5,000 names were considered for the all new Thunderbird, including Hep Cat, Beaver, Runabout and El Tigre. Alden Giberson, a Ford stylist submitted the name Thunderbird based on the legend from the Southwest. The first Thunderbird rolled off the line on September 9, 1954 and was announced as the new sports car by Ford on September 23 and went on sale on October 22nd of the same year. The public responded well to the Thunderbird by placing more than 3,500 orders in the first 10-day selling period. The media responded as well, Motor Trend named the Thunderbird as one of the six best looking cars of 1955 in its September issue.

1955 Ford Thunderbird Production and Specifications

Model Number	Body/Style Number	Body Type & Seating	Factory Price	Shipping Weight	Total Production
Thunderbird					
P5	40	2 dr Convertible - 2P	\$2,944	2,980 lbs	16,155

Chassis Data

Model	Wheelbase	Overall Length	Overall Width	Front Tread	Rear Tread	Tires
Thunderbird	102 in	175.3 in	70.3 in	56 in	56 in	6.70 x 15 tubeless

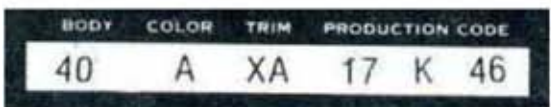
Vin Number Decoding - 1955 - 1956 Ford Thunderbird



Location: Installed on the dash panel in the engine compartment.



First Symbol - Engine	
P = V8 OHV 292 cu. in.	M = V8 OHV 292 cu. in.
Second Symbol - Model Year	
5 = 1955	6 = 1956
Third - Assembly Plant	
A = Atlanta, GA.	M = Memphis, TN.
C = Chester, PA.	N = Norfolk, VA.
D = Dallas, TX.	P = Twin Cities, WI.
E = Mahwah, NJ.	R = San Jose, CA.
F = Dearborn, MI.	S = Pilot Plant
G = Chicago, IL.	T = Metuchen, NJ.
H = Lorain, OH.	U = Louisville, KY.
J = Los Angeles, CA.	W = Wayne, MI.
K = Kansas City, MO.	Y = Wixom, MI.
L = Long Beach, CA.	Z = St. Louis, MO.
Fourth Symbol - Body Style	
H = Thunderbird	
Last Six Symbols - Production Sequence	
Starting at 100001	



Body Type Code	
40 = Thunderbird	
Body Color Code	
A = Raven Black	P = Thunderbird Gray
E = Snowshoe White (1955)	R = Torch Red
E = Colonial White (1956)	T = Thunderbird Blue
J = Buckskin Tan	V = Goldenrod Yellow
K = Fiesta Red	Y = Sunset Coral
L = Peacock Blue	Z = Thunderbird Green
M = Goldenglow Yellow	
Trim Code	
XA or A = Black & White	XD or D = Black & Yellow (1955)
XB or B = Red & White	XD = Tan & White (1956)
XC or C = Turquoise & White (1955)	XF = Green & White
XC = Dark Peacock & White (1956)	
Date Code (example - 17 K 46 - 17 = day of month K = month 46 = Forty-sixth car produced)	
A or N = January	G or U = July
B or P = February	H or V = August
C or Q = March	J or W = September
D or R = April	K or X = October
E or S = May	L or Y = November
F or T = June	M or Z = December

Transmission Codes	
Code	Transmission Type
1	3-Speed Manual
2	Overdrive
3	Fordomatic 2-speed

1955 Ford Axle Codes	
Codes	Ratio
0	4.11 to 1
1	3.10 to 1
2	3.56 to 1
3	3.70 to 1
4	3.89 to 1
5	2.91 to 1
6	2.69 to 1



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Power steering, power brakes, power windows and a 4-way power seat are available.

OPTIONAL HARD TOP CAN BE QUICKLY REMOVED . . .

POWERED BY THIS HIGH-TORQUE THUNDERBIRD SPECIAL V-8

The brilliant new Thunderbird Special is an advanced form of Ford's famous V-8 engine. It has an 8.1 to 1 compression ratio, 292 cubic inch displacement and 3.75 inches by 3.30 inch stroke. And there is a 4-barrel carburetor, dual exhausts plus a special pressure-type cooling system. Conventional 3-speed transmission is standard. Also available are Overdrive . . . or Fordomatic Drive with its new lightning-fast automatic low gear that means no waiting when you want power at the wheels.

HOLDS THE ROAD LIKE A COAT OF PAINT

Ford Engineers designed the Thunderbird's chassis for top strength and minimum weight . . . with an extra-low center of gravity for greater stability. New Ball-Joint Front Suspension gives the Thunderbird excellent cornering ability. This advanced type of suspension uses ball joints that have specially shaped seats so that they can't bind or get out of line. They're completely sealed so that water and dirt can't get in.

*For further information about the **FORD THUNDERBIRD** see your Ford Dealer*

. . . CONVERTIBLE TOP CAN BE FOLDED AWAY IN SECONDS!

Virtually free of vibration, the Thunderbird has a high, straight front-endline. There is a large air scoop on the hood.

Ford's Sportster



The 1956 Ford Thunderbird Convertible in its 2nd year of production.

1956 Ford Thunderbird

With the success of its first year, Ford made only a few significant changes to the 1956 model. One of those was the addition of an outside location for the spare tire which allowed for extra trunk space. The tire mount moves out of the way by use of a hinged bracket. New cowl side vents along with new glass wind deflectors make for improved passenger ventilation and greater driving comfort.

Advanced features of the new high torque Thunderbird Y-8 engines for 1956 include high compression, short-stroke design, new Double Twin-Jet carburetor with integrated automatic choke and a new 12-volt ignition system.

1956 Ford Thunderbird Production and Specifications

Model Number	Body/Style Number	Body Type & Seating	Factory Price	Shipping Weight	Total Production
Thunderbird					
M6/P6	40A	2 dr Convertible - 2P	\$3,151	3,088 lbs	15,631

Chassis Data

Model	Wheelbase	Overall Length	Overall Width	Front Tread	Rear Tread	Tires
Thunderbird	102 in	175.3 in	70.3 in	56 in	56 in	6.70 x 15 four-ply tubeless

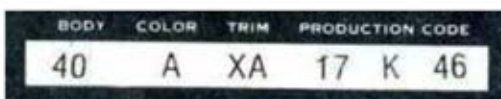
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F = Dearborn, MI.	S = Pilot Plant
G = Chicago, IL.	T = Metuchen, NJ.
H = Lorain, OH.	U = Louisville, KY.
J = Los Angeles, CA.	W = Wayne, MI.
K = Kansas City, MO.	Y = Wixom, MI.
L = Long Beach, CA.	Z = St. Louis, MO.
Fourth Symbol - Body Style	
H = Thunderbird	
Last Six Symbols - Production Sequence	
Starting at 100001	



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XA or A = Black & White	XD or D = Black & Yellow (1955)
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C or Q = March	J or W = September
D or R = April	K or X = October
E or S = May	L or Y = November
F or T = June	M or Z = December

Transmission Codes

Code	Transmission Type
1	3-Speed Manual
2	Overdrive
3	Fordomatic 2-speed

1956 Ford Axle Codes

Codes	Ratio
0	4.11 to 1
1	3.10 to 1
2	3.56 to 1
3	3.70 to 1
4	3.89 to 1
5	2.91 to 1
6	2.69 to 1



Could you tell me what is this car?



PHOTO BY SONDRÉ KVIPT - KUSTOMRAMA

Goldenbird

A restyled 1955 T-Bird. It was displayed in the Ford Rotunda in the spring of 1956 and in the Detroit Autorama in the late 50s. It was hand picked for the 2010 Customs Then and Now exhibit at the 2011 Grand National Roadster Show in Pomona, CA.



1957 Ford Thunderbird



The 1957 Ford Thunderbird Convertible

Some major styling changes took place on the 1957 Ford Thunderbird from previous years. Inside, the instrument panel was redesigned with clustered dials plus new designs to the all-vinyl upholstery and trim combinations. Outside the spare tire went back into the trunk, which didn't occupy too much room in the 5 feet by 5-1/2 feet space. The standard top for the '57 Thunderbird, made of glass-fiber, was removable and had stylish port windows (also available without port windows). A manually operated

soft top was also an option but at an extra cost. Tops were available in black, blue, tan or white and comfort-sealed against the weather. The rear boasted rear fins which were growing in popularity by automakers.

The Thunderbird's optional engine choice for 1957 contained 312 cu. in with 285 hp while the standard engine has 212 hp. Also available was 3 choices of transmission including a new 3-speed manual.

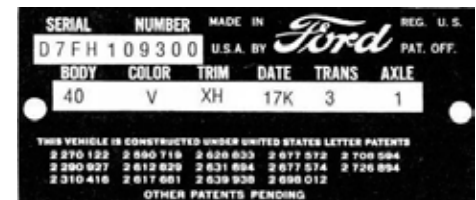
1957 Ford Thunderbird Production and Specifications

Model Number	Body/Style Number	Body Type & Seating	Factory Price	Shipping Weight	Total Production
Thunderbird					
C7/D7/E7	40	2 dr Convertible - 2P	\$3,408	3,134 lbs	21,380

Chassis Data

Model	Wheelbase	Overall Length	Overall Height	Front Tread	Rear Tread	Tires
Thunderbird	102 in	181.4 in	51.6 in	56 in	56 in	7.50 x 14 four-ply tubeless

Vin Number Decoding 1957 Ford Thunderbird



Location: Installed on the dash panel in the engine compartment.

First Symbol - Engine	
D = V8 OHV 312 cu. in.	F = V8 OHV 312 cu. in. Supercharged
Second Symbol - Model Year	
7 = 1957	6 = 1956
Third - Assembly Plant	
A = Atlanta, GA.	M = Memphis, TN.
C = Chester, PA.	N = Norfolk, VA.
D = Dallas, TX.	P = Twin Cities, WI.
E = Mahwah, NJ.	R = San Jose, CA.
F = Dearborn, MI.	S = Pilot Plant
G = Chicago, IL.	T = Metuchen, NJ.
H = Lorain, OH.	U = Louisville, KY.
J = Los Angeles, CA.	W = Wayne, MI.
K = Kansas City, MO.	Y = Wixom, MI.
L = Long Beach, CA.	Z = St. Louis, MO.
Fourth Symbol - Body Style	
H = Thunderbird	
Last Six Symbols - Production Sequence	
Starting at 100001	

Body Type Code	
40 = Thunderbird	
Body Color Code	
A = Raven Black	N = Gunmetal Gray / Seaspray Green
E = Colonial White	Q = Thunderbird Bronze
F = Starmist Blue	R = Torch Red
G = Sun Gold	V = Flame Red
H = Gunmetal Gray	X = Dusk Rose
J = Willow Green	Y = Inca Gold
L = Azure Blue	Z = Coral Sand

Trim Code	
XA = Raven Black & Colonial White Vinyl	XK = Colonial White Vinyl
XH = Flame Red Vinyl	XL = Dresden (med. Blue) & Starmist (lt. Blue) vinyl
XJ = Bronze (Copper) Vinyl	XM = Cumberland (med. green) & Willow (lt. green) vinyl
Date Code (example - 17 K - 17 = day of month; K = month)	
A or N = January	G or U = July
B or P = February	H or V = August
C or Q = March	J or W = September
D or R = April	K or X = October
E or S = May	L or Y = November
F or T = June	M or Z = December
Transmission Codes	
Code	Transmission Type
1	3-Speed Manual Shift
2	Overdrive
3	Fordomatic 2-speed
Rear Axle Code	
Code	Ratio
0	4.11
1	3.10
2	3.56
3	3.70
4	3.89
5	2.91
6	2.69



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 - ✓ 1962-1972 FAIRLANE
 - ✓ 1949-1956 MERCURY CAR
 - ✓ 1968-1971 TORINO

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- ✓ 4 - Spring mounting insulator
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- ✓ 2 - Center bolt & nut

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CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA

February 6th, 2013 at Trattoria Pampered Chef, Miami Lakes

BY POPPY MADDEN-SECRETARY

MINUTES OF MEETING

President Peter Klein opened the meeting at 7:30 p.m. Twenty member were present, including new members Richard and Lucy Stanley. Everyone introduced themselves and we all said what kind of cars we own -- even those that are not Thunderbirds.

Gary Stump said that one of his cars will be on the STARZ Network show "Magic City" for a few years.

Treasurer Felipe Cos said that someone contacted him at our club's annual show, Jan. 27 at the Magic City Casino in Miami. The man was an organizer of the Winter Tour Race for antique cars and GT cars that was to be held Feb. 24 in Homestead. The maximum speed that would be allowed for the antique cars was to be 45 miles an hour.

The man gave Felipe free tickets to distribute to members of our club and several persons said they were interested in attending and accepted tickets.

Peter announced that Gary said people should check the web site SouthDadeCarShow.com for information on car events in Dade. Peter said Phil Marzo is the club's person to contact for information about car shows -- and that if anyone is going to a show they should tell Phil. Phil can be contacted at: Pro200@comcast.net

(secretary's note: there is also a website that includes upcoming shows in Broward, Palm Beach and Dade Counties; it is: cruisingsouthflorida.com)

Felipe reported we had 98 cars at the January show and the club made \$1,604 from the event. He said that at the show we had a couple of years ago at Tropical Park we had 220 cars but the club made more money at Magic City Casino because we did not have to pay to use the site and for other things such as portable toilets.

Connie Danluck said she thinks we should open the show to more categories of cars and have fewer restrictions. "We'd get more people," she said. Connie also said that we should get the Magic City Casino people to advertise our show (shortly before it is held). She said the casino does a lot of advertising on the radio and that we should try to get them to say something like "and don't forget the car show" on whatever date we have it.

Daisy Hernandez said her "Concern is we are an antique and classic car club having an antique and classic car show -- and we didn't have many antiques and classics."

Peter said that the car show is a fund-raiser for our club and "We now have \$1,600 we didn't have before, to pay for our social events. We get a lot of people (in our club) who do not go to our show but do come to our free events; the parties and the picnics. But these people do pay dues -- which also supports our club." He also noted that some club members live farther north than Miami-Dade County and that he would like to set up some kind of an event more convenient for them.

Connie mentioned that she had worked on helping organize some things for the January show and said, "The people at Magic City are glad to work with us in any way and are very helpful."

Phil Marzo said "Most people from Broward do not like to go to Dade."

Mike McNeal, who lives in Pompano Beach, said he'd like to comment about that.

"Don't expect people from Broward to bring their cars down here; I drive

on 95 --- it is a nightmare. When you look at the people coming to our club events these are people who support us -- the Mustang Club, the Mercury Club, etc. Maybe we ought to encourage people near the Magic City Casino to go to that location for the car show," he said.

Daisy said "Hialeah is full of cars" that might be appropriate for our show.

Peter commented that "When you think about Thunderbirds, you think about our classics. I have passed out fliers; people are not responding. People with the later 50s, 60s and newer ones, (and) people with Mustangs are not interested in coming to our shows. We have a whole year to work on this -- and we will."

Ed Raabe, who lives in southern Broward, suggested we look into the possibility of having the show at the Bonnet House, an historical home and museum at Fort Lauderdale Beach.

Gary Stump said one of the problems might be that "The weekend we have our show is the weekend between the weekend of the football games that decide who is going to be in the Super Bowl and the (actual) Super Bowl. There are four or five other clubs with shows the same weekend. I think we did pretty well with our show this year."

Connie said, "You'll never find the perfect weekend to hold the show in South Florida. Maybe we should change the name and note call it the 'Thunderbird Club Show;' maybe we should change it to 'The People's Choice' show or something."

Phil said he "Never saw so many jeeps" at our (previous) shows.

Gary noted that this is the first year they were specifically invited. "I spoke to the head of the jeep club -- he definitely wants to back next year. I also spoke to the head of the Corvette Club and he also has people who came and who are interested in coming again next year.

Peter announced that our club will again be driving cars on and off the auction block at the RM Auction that will be held at the Broward County Convention Center at the end of March.

All club members are encouraged to volunteer in this endeavor. The actual auction will be Friday Mar. 22, Saturday Mar. 23 and Sunday March 24.

Drivers are also required for Wednesday, Mar. 21 and Thursday Mar. 22. On those days we will help unload cars that are going to be auctioned from the trucks that are transporting them to Fort Lauderdale, and also assist with verifying the VIN number and paperwork for each vehicle.

Twenty-five drivers are needed for the Friday, Saturday and Sunday sessions.

Ten are needed for the Wednesday and Thursday program.

Contact Peter Klein as soon as possible to arrange when you will be able to drive. People should expect to be there at least four or five hours. He will need your shirt size (you will get a special T-shirt for the event). You will also be provided with lunch and/or dinner. You may invite friends to participate. Obviously everyone who drives these cars must be a licensed driver.

Mike McNeal and Leo Saladino will be in charge of the drivers at the auction site.

The meeting adjourned at 8:30 p.m.

