



Thunderbird NEWS

APRIL/MAY 2013 VOLUME 15, #4/5

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AMELIA ISLAND 2013 Pg.8-11

CONCOURS D'ELEGANCE

OUR ANNUAL CAR SHOW last January 27th
AT THE MAGIC CITY CASINO Pg.14

R & M AUTION
in FT. Lauderdale Pg.16



*Et Dieu...
créa la femme*

Pg.7

Restoring American History

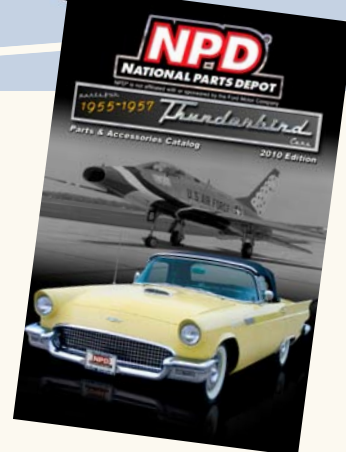
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Thunderbird
news

APRIL/MAY 2013 VOLUME 15, #3/4

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



My visit to the Amelia Island Concours d'Elegance

was a very nice experience, 350 cars, value of cars in some cases was one million.

18 Ford GT (original's one).

This month all the pictures I took will be included, because of the volume of pages this issue will cover April-May.

If you have a chance of going next year, don't miss it, in my opinion it is the second best Concours in the U.S. and it is only a 6 hrs trip.

Made your reservation this month (it may be cancelled) next month will be to late, usually you don't find a reservation 30 miles from there, look for a bread & breakfast home. (Hilton & Ritz Hotels are \$700.00 daily).

I hope you enjoy the photos as I did.

Photos of the Concours are in inside pages.

We was the Club that took care of driving the cars at the RM auction in Fort Lauderdale

more information in the next newsletter.

As you may know I'm in a group of friends trying to make a Concours d'Elegance in 2014 at the Biltmore Hotel, conversations looks good. Will keep you informed.

Felipe Cos

CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA GTC CHAPTER #114 APRIL/MAY 2013 VOLUME 15 NO.4/5

We will have our monthly meeting on **April 3th** at the Trattoria Pampered Restaurant at 7:00 p.m. Remember that if your birthday is in April, you don't pay for the dinner at the meeting, the Club takes care.

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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

APRIL/MAY 2013 VOLUME 15, #3/4

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

HAPPY BIRTHDAY FOR APRIL

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| JANE TONEY | 9ST |
| JAMES QUINLAN | 17TH |
| ROBIN GABE | 18TH |
| RICHARD BOYHAN | 21ST |
| GARY STUMP | 22TH |
| FELIX HERNANDEZ | 26TH |
| RONALD BARAZ | 29TH |
| SHARLA SHEPPARD | 30TH |

MAY

| | |
|------------------------|-------------|
| EILEEN GORDON | 3RD |
| ED BROWN | 6TH |
| LEO SALADINO | 8TH |
| ERNEST SALADINO | 9TH |
| KATHRYN ZIEL | 12TH |

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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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.

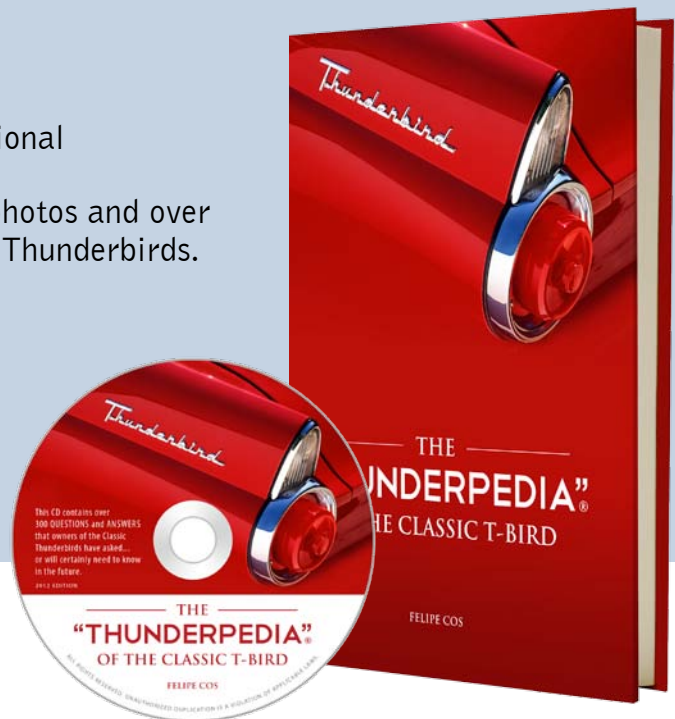
There are no other books similar to this.

Price for Club members is \$25.00, or order DVD for \$20.00

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BY GEORGE BISHOPRIC

Every car represents an era, a time, a place, and each has a following. A special car has a story to tell of a trip to a better life, like Rolls, Bentley, Mercedes, and Cadillac, even if each of them has had near-death experiences along the way. I'm watching that near-death experience today with Lancia, which still has a following from Italy, France, Spain, and the Middle East, oh, and Pebble Beach.

The legendary company was acquired by Fiat in the late 60s, and my Beta is the last in-house Lancia design (yes, the engine block itself came from Fiat). Now Fiat, which acquired Chrysler in the dark bailout days, is on life support itself, only kept alive by profits from Chrysler's salvaged North American Operations. Fiat 500s are selling at the same rate as Minis after a slow start, but Lancias, now re-badged Chryslers in Europe, are widely seen as abominations by the faithful and are not selling at all.

A modern Fulvia was shown a few years ago, but it seems as unlikely as a re-make of "La Dolce Vita." Lancia is nothing but a brand, lost in an international conglomerate, like "Ivory," or "Rubbermaid." Fiat hasn't let the car make a decent model since the Themis

of the eighties. While Lancisti shriek about a gussied-up Chrysler 300 posing as model worthy of the Lancia tradition, it's pretty difficult to see how a minuscule Fiat-based Lancia Ypsilon is a much prouder addition to the line, and a dealership does have to offer something. That said, re-badging Studebakers as Packards wasn't received terribly well, either.

The problem though is not Lancia, it's the world. European austerity is crushing Fiat, with sales down almost 20%. Opel and Ford are down about the same amount there too. Both the heads of Fiat and Renault are complaining that in the name of "austerity," Europe's economy is being strangled. Italians are not buying cars in a world of \$8.00 a gallon gasoline and economic insecurity. Fiat is trying to keep Alfa Romeo and Maserati going with new products, but financial markets are not optimistic about even this part of Marchionne's strategy. It's not even sure that a recovery for mass-market cars in Europe will happen any time soon.

The collector car market isn't just greying, the world has changed. Gina Lollobrigida* and Sophia Loren drove Fulvias and Appias into legend in an Italy with 2 million cars and open roads.

There are now 40 million vehicles clogging the streets, and parking in Rome is at best, "challenging," even in a Fiat 500, where you are permitted to drive at all. Markets are international, and even a strong local identity is no guarantee of marketability if your brand is unknown in North America, Japan, and China.

The world where our favorite collector cars were created, one of exploding peace and prosperity, where cars were seen as mobility and freedom, and not just as more traffic and pollution, is gone. Our Thunderbirds' mystique is the power of the 1950s. Jet aircraft styling was a promise of a flight to a better world of freeways, suburbs, and modern conveniences, and we've had some bad surprises along the way.

But don't give up hope, just yet for the car hobby. I took my nephew shopping for his first car at Carmax, where he had seen a low mileage Nissan Versa online. It was a good car, but dull as dishwater. When he got into that Ford Fiesta, though, you could see the romance begin. Attractive design, lots of features, and the knowledge that this 5 door hot hatch would take him to graduate school and beyond, probably carrying everything he owns for a few years as he builds a new life on his own. And that's the promise of the open road to a wonderful adventure, which has always been the reason for the romance with the automobile in the first place.

*Growing up in Sarasota, our male mailman was a retired circus performer who had been the stunt-double for Miss Lollobrigida in "The Greatest Show on Earth." What can be done with padding and camera angles! My dental hygienist was a retired trapeze artist, as well.





AMELIA ISLAND 2013 CONCOURS D'ELEGANCE









Revolution of the Species

> THE 2015 MODEL COULD BE THE MOST RADICAL MUSTANG SINCE THE FIRST ONE. *by* DAVE MABLE

Mustang is Ford's oldest continuously produced nameplate (Ford might cite its F-series, but that didn't bear the F-150 badge until a decade after the Mustang arrived). In its lifetime, Mustang has been many different cars: a reskinned Falcon, something closer to the Torino, a hideous and malformed mutant Pinto, and a Fox, the platform it shared with a variety of Fords, Mercurys, and even a couple of Lincolns across three decades. In its current form, though, Mustang has become something it flirted with from inception: great. We named the GT and Boss 302 to our 2012 10Best pantheon, and called the Boss "the best Mustang ever." For 2015, Ford's ungulate will undergo its most revolutionary redesign yet. We hear it'll arrive Thursday, April 17, 2014, or 50 years to the day it originally went on sale. This should make for one helluva birthday.

■ PLATFORM

Dimensionally, the 2015 edition won't differ much from the current car, but it will employ an all-new unibody. The next Mustang's track, both front and rear, will be slightly narrower. Wheelbase looks to shorten up by less than an inch from today's car. With more-stringent impact requirements pending during the car's anticipated life cycle, overall length could creep up by the same amount the wheelbase shrinks to allow for suitable crash structures.





First Ford product to get fliptop was this Continental Mk. II prototype. When Continental Div. decided not to build retrac, development

work was handed to Ford Div., who rushed it into production and made it the 1957 "Retractable." Name for 1958-59 was changed to "Skyliner."

PHOTOS: FORD MOTOR CO.



Ford's production fliptop used 13 switches, 9 circuit breakers, 5 motors, 610 feet of wire. Rear of body stands higher than conventional 1957 models.

Fliptops *continued*

Smith was with GM in 1953, designing conventional convertibles, when he got the call from Hollowell at Ford. Hollowell asked Smith if he could produce a working model of a retractable hardtop within 18 months. Smith, who had no idea even how to begin, said yes.

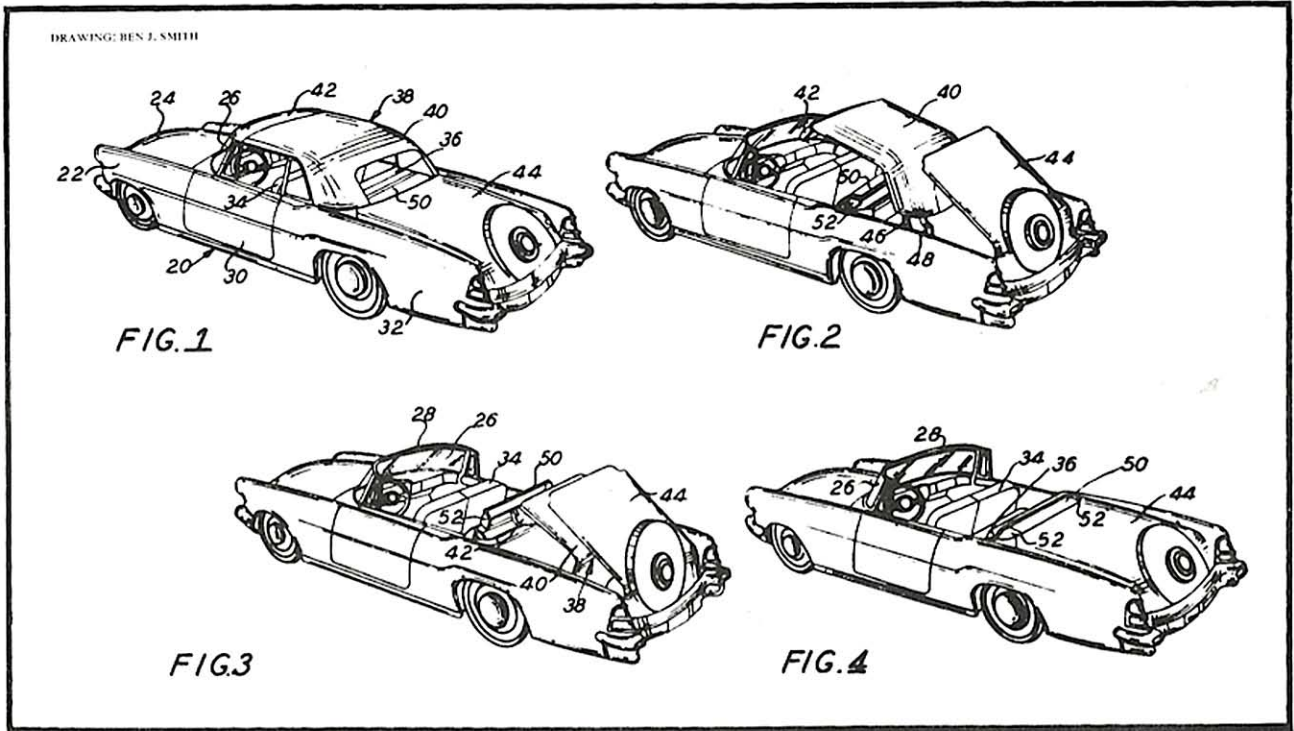
Work started in July, 1953. Ben Smith's first thoughts were along the lines of the 1950 Nash Rambler convertible, which used steel cables to drag a fabric roof over the side-window arches. Smith and his very capable associate, Roy Butler, soon found this wouldn't work for metal,

though, so they began tinkering with 1- and 2-piece roofs on moving steel arms.

By Dec. 1953, Smith and Butler had finished a $\frac{3}{8}$ clay model and a static buck. The buck contained only those parts necessary to make the roof work. Slowly, by refining the placement of hinges, springs, panels, motors, and connections, they created a satisfactory working model.

Next step was to show management. This time they came up with a $\frac{3}{8}$ -scale working model, which they refined and re-refined until they got it working perfectly every time. Came the hour of unveiling and Ford management crowded in to inspect the model at close range. Then, amid proper ceremony, everyone took his seat for the big demonstration. Smith pushed the button to raise the decklid. It rose all right. It



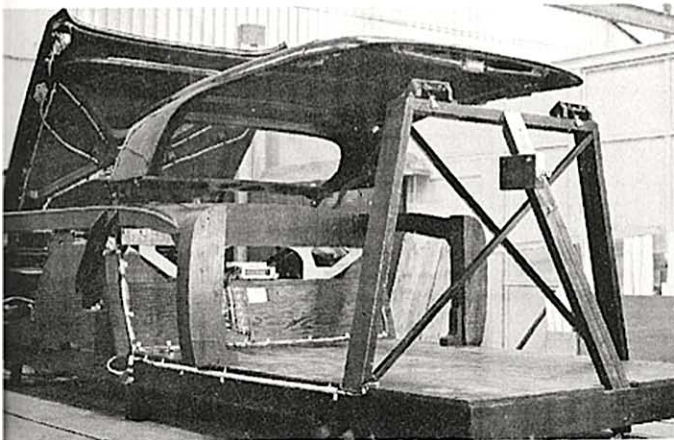


These are original patent drawings filed by Hollowell, Smith, and Butler in Sept. 1954. Note that Mark II's lines were already well defined by then.



Like most, editor's '59 Skyliner had all power accessories, including seats, windows. At \$3350 base, it was that year's most expensive Ford.

PHOTO: BEN J. SMITH



Full-sized static buck followed development of 1/8-scale working model. Prime requirements were that there be room for rear seat, some luggage.

PHOTO: BEN J. SMITH



FoMoCo put up \$2,190,000 for r&d. Mark II retractable underwent hundreds of trials and errors before it was made to work satisfactorily.

PHOTO: JOHN R. HOLLOWELL



Screw jacks turned by electric motors do most of the work. Loading the trunk is awkward due to high fenders. With top down, space is tight.



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

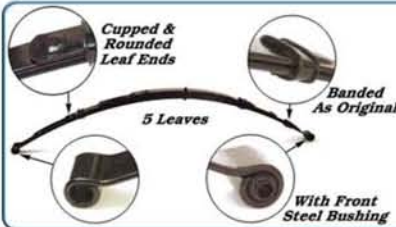




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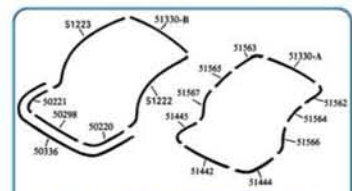
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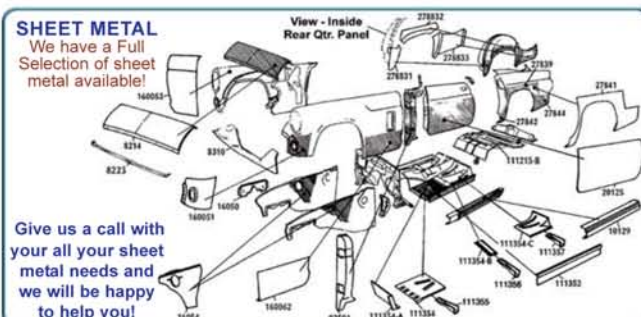
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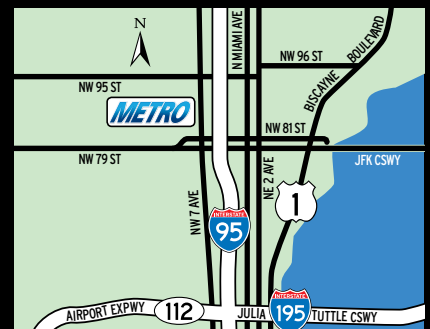
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CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA

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

BY POPPY MADDEN-SECRETARY

MINUTES OF MEETING

President Peter Klein opened the meeting at 7:15 p.m. and introduced new members Oscar and Marcia Castro.

Peter discussed several topics relating to club finances and activities. He said that two ways our club earns money is with out annual January car show and by driving vehicles in the RM Auction that is held in Fort Lauderdale. (this year's auction was to be held Mar. 22-25.)

The money that is raised from these events is what pays for our barbecue that has traditionally been held in May and for the food for our December holiday party.

Peter noted that some people who said they were going to attend the May barbecue at Greynolds Park last year did not attend because, they said, the weather was too warm. He said someone suggested it be moved to April.

He also said the club should begin to charge people who do not show up for events paid for by the club when they had previously said they would attend. "Last year so many people said they were coming; we ordered enough food for them. Many of them did not show up so we had much too much food. The club pays for this."

Peter suggested the club might want to combine the barbecue with our regular April meeting in the future.

Another problem he noted was that people from other car clubs have been asking why members of our club have not been attending their shows. Peter said he would like that members from our club go to "at least two other shows a year as a club" to encourage people from those clubs to attend our January show. He said that possibly our club treasury could buy lunch for our members when we are at other shows as a group.

Daisy said that if any of our club members know of shows being conducted by other clubs they should email the information so that it can be sent to all of our members.

Peter said the information can be mailed to him, and/or Felipe Cos and Phil Marzo

Ed Raabe said he would like for the club consider doing some kind of event, possibly a show, at Bonnet House, an

historic home with beautiful landscaping at Fort Lauderdale's beach area. He suggested it be held possibly in October or November and suggested it could be a charitable event.

Connie Danluck said that our organization "is a car club. I am totally against involving us in any benefit show for a charity unless it is for McPherson College."

McPherson College, located in Kansas, is known as the only college offering a curriculum in the restoration of antique and classic vehicles. (A scholarship fund for that program was created a few years ago by former club President Ed Brown in memory of his wife, Liz.)

Our club has its annual brunch in September. Peter said it has been suggested that we consider a different location, rather than The Ark restaurant in Broward. He asked for suggestions for a different location -- at a place that would provide us with a separate room for our group.

Gary Stump proudly announced that he received the "Best in Show" award for his '58 Corvette at a recent show in Dade County.

Ron Baraz noted that a few years ago a group of our club members took a five-day cruise and "we had a great time." He said he is "going to volunteer my wife" Anita to look into the possibility of a reasonably-priced cruise for our club later this year. He said that if enough people go the club might be able to earn money for our treasury. Cruise lines usually give incentives to lure group travelers.

Daisy said she heard that Royal Caribbean has cruise scheduled early next year that will feature a 1950's theme with music from that era. She said perhaps we should consider that trip.

President Klein also said he is trying to organize a trip for our club to travel to the west coast of Florida to have a joint meeting/event with the Thunderbird club there.

The meeting adjourned around 8 p.m. when our delicious-as-usual food was served.

