



Thunderbird NEWS

JUNE 2013 VOLUME 15, #6

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PRECISION RALLY FOR FUN LEARNING HOW TO RALLY

JUNE 15TH 2013 Pg10-11

FLORIDA 500 miles Marathon

Pg1



We have a new member

Pg1



Pg12-13

2014 Ford Fiesta ST First Drive

Pg7-8



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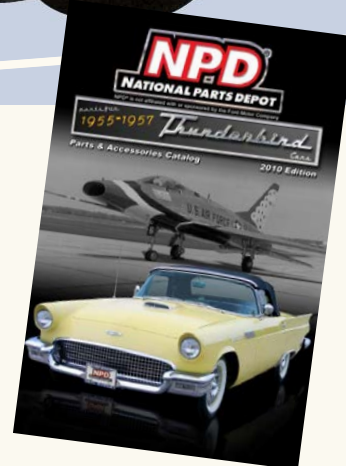
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Thunderbird
news

JUNE 2013 VOLUME 15, #6

editor's REPORT



On June 23rd we will have our yearly brunch at the Hillcrest Country Club in Hollywood, you have to made the reservation with Daisy Hernandez at 305 613-6775, more information by e-mail

On April 5-6 I went to the **Florida 500 miles Marathon**

that began in Miami and ended in Naples
There was 37 cars in three classes, this event is similar to the kind of rally made in Italy with the Mille Miglia
Leo Saladino with his son Mark participated in a 56 Thunderbird, he got 3rd place in his class.
Goldman (he used to be a member of our club) got first place in his category.
Christy and I got also the first place in our category with only 18 seconds error in the two days.
In this event you have to drive at a specific speed in specific places (usually 2 to 4 miles). Every day you have to do that for 7 to 10 times. It may look easy but it isn't.
You want to know if you are a good drive. Try to drive for 4 miles at the same speed.
You may not believe me, but try only once and you will be hooked. The Mille Miglia in Italy cost \$9,000.00, the Great Race in the U.S. cost \$4,000.00 and this yearly event here in our city cost only \$450.00 (a bargain).
There was 6 racers from Brazil, 2 from Argentina, 2 from Uruguay, 1 from Peru, and the balance are locally.
The great finish was with an Argentinean parrillada, look at the photos in inside pages.
Don't miss it next year.

We got a check for \$3,826.00 for our services driving cars at the Ft. Lauderdale R & M auction

Any person that help us in the auction will have a free brunch in our next outing.

We have a new member, Mark Avila M.D. (my doctor) with a 56 that I restored. Welcome to the club!

On June 15th we will have in conjunction with Bullseye a precision car rally European style, it will be free of charge for the club, and all others pay \$25.00.
Rally is only half a day finishing with an Argentinean parrillada.
Information on inside pages.

Felipe Cos

CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA CTC CHAPTER #114 JUNE2013 VOLUME 15 NO.6

We will have our monthly meeting on **June 23rd** at the Hillcrest Country Club in Hollywood http://www.hillcrestgcc.com/Test-page-for-Island-Green_cce37.html
Remember that if your birthday is in June, you don't pay for the Brunch , 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

JUNE 2013 VOLUME 15, #6

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
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HAPPY BIRTHDAY FOR JUNE

FRANK JONES	2ND
POPPY MADDEN	10TH
JUAN GONZALEZ	13TH
MARTIN VAZQUEZ	17TH

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

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

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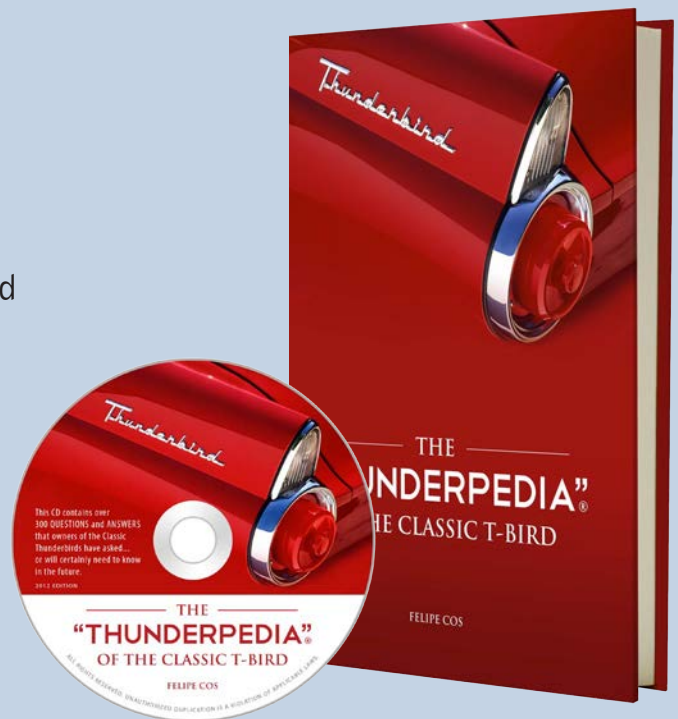
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2014 Ford Fiesta ST First Drive



As host of the Cannes Film Festival, this city on France's Cote d'Azur is attuned to the pecking orders of stars. Ford, for its part, seemed to nail the lead role in hot hatches with last year's Focus ST, leaving little room for an understudy. But the Fiesta ST, when it premieres in America this August, will test the opening power of an action hatch on a smaller scale and budget. After partying with the 197-hp Fiesta in the cinematic Alps above Cannes and Nice, the prevailing gossip may blow away Americans who assume the more powerful car is always better: It's the little Fiesta that proves the more, um, focused, fun-to-drive machine. Considering that the Focus ST rivals the VW GTI as the compact hatchback king, that's no idle flattery. We had the advantage of back-to-back drives over three days in these Sports Technologies upgrades of the Fiesta and the Focus, something not afforded to any other journalists at this international launch. And the Fiesta instantly flaunted an edge in agility and sensation that's impossible to fake. It helps to toss out nearly 500 pounds of performance-sapping ballast -- the vast spread between the 2754-pound Fiesta and the 3223-pound Focus. (That's for the four-door Fiesta that's exclusive to America. Europe's two-door version weighs about 130 fewer pounds.) The door count, happily, is the only sop to marketing in U.S. showrooms: Euro and American Fiesta STs are blessedly identical in all key respects, including their stiffened spring and damper rates and 17-inch wheels and tires. Ford cites 19 more horses for the Yankee version, but only because it counts turbo overboost from the 1.6-liter Ecoboost engine. Available for 20 seconds at a throttle pop, at a max pressure of 1.45 bar (21 psi), that overboost is essentially the engine's full-time power anyway. The ST toughens up the standard Fiesta with the signature, glowering grille of the Focus ST; a meaner chin spoiler and awning-sized roof spoiler; a sport steering wheel; alloy pedals; carbon-fiber dash trim; illuminated door sills; and available extra-chunky Recaro seats. Unique colors include a winning Molten Orange. A rear fascia blackened to look like a

diffuser is one objectionable bit of fakery. The car hunkers 0.6 inch lower. New steering knuckles goose the steering ratio to 13.7:1, which is five percent quicker than the standard Fiesta. Rear disc brakes step in for workaday drums. Front brakes get larger 10.9-inch discs and there are higher-performing pads all around and an enlarged tandem brake master cylinder. The twist-beam rear axle is 75 percent stiffer. A six-speed manual transmission -- with a shorter throw than the Focus ST -- is take-it-or-leave-it. The Fiesta also adopts the Focus's brake-based Torque Vectoring Control, an electronic limited slip differential, and Sound Symposer. The latter plucks useful frequencies from the intake manifold and sends them through a firewall port into the cabin.

With 214 lb-ft of torque -- 7 more than the mighty-yet-pricey Mini JCW -- the ST feels wound-up, eager, and flexible. The raspy demon hustled up roller-coaster-steep hairpins -- that would have forced many subcompacts to grab first -- in second gear. Ford says the Fiesta tops out at 138 mph and takes 6.9 seconds to scoot from 0 to 100 kph (62 mph). That acceleration figure seems conservative. But, yes, the Focus ST is at least half a second quicker to 60 mph.

Straight lines were laughably irrelevant along the famous Route Napoleon. The gut-clenching route, including arched tunnels bored through cliff sides, has been featured in Bond films and car ads. Here, the Fiesta dug in and charged with the daring and nimbleness of a mountaineer. The Focus traveled at least as fast, but it felt somewhat less willing to sling through corners and meld with its pilot. Tyrone Johnson, engineering manager for Europe's Team RS, goes way back at Ford, having toiled on the first SVT Cobra in '91 before leading tech for Ford's F1 and World Rally programs. Surprisingly perhaps, Johnson and other Ford honchos admit a preference for the little underdog. "We certainly like what we did with the Focus," Johnson says. "But with the Fiesta, we went a little further." The Fiesta has benefited from ongoing learning, including the



equivalent of 100 laps on the Nürburgring Nordschleife. Compared with the Focus, Ford baked in more roll stabilization decoupling, a fancy way of saying that the Fiesta transfers more weight to its rear under cornering. In tandem with torque vectoring, the weight transfer helps the Fiesta resist understeer and pivot like a pro. A three-mode stability system includes a Sport setting, with torque vectoring operable even with ESC shut off.

Rolling through Grasse, the center of the world's perfume industry, the Fiesta did reveal a whiff of head toss, creating suspicion over how smoothly it will manage the meaner streets of Detroit or New York. The Fiesta's clutch feels lighter than its big brother's, although take-up can be abrupt in first gear. There's also less torque steer than in the 254-hp Focus. In action-movie terms, the Focus ST is Jason Statham, a compact gorilla. The Fiesta is Jackie Chan -- slender and seemingly friendlier, but with more lethal moves and technique. Or, consider the Fiesta a Mini for people with a life, with a genuinely useful back seat and cargo space. The \$22,195 base price feels eminently fair. For certain power- and space-conscious Americans, however, the Focus ST will seem well worth its \$2300 premium. Ford's hot co-stars raise an interesting choice. Will it be the Focus ST, with more style, power, space, and features? Or the more spritely, still-quick Fiesta, a choice that keeps a few grand in your rocketing pocket? Fortunately, there's no wrong answer.

Turbocharged Ford Fiestas bounce across Rallycross courses and wind their way through WRC stages around the world, but why should rally drivers have all the fun? Perhaps they won't -- the Ford Fiesta ST Concept, which debuted at the 2011 Frankfurt Motor Show, is likely a sign of hot hatches to come. Although the notion of a performance-tuned Fiesta isn't exactly new (RS1800, anyone? XR2i or XR Turbo? Anyone?), this is the first attempt to craft one for global consumption. Jost Capito, Ford's director of Global Performance Vehicles, says this new ST show car is proof positive that the company's Global Performance Plan has legs, and can extend well beyond the forthcoming 2012 Focus ST, which is debuting alongside the Fiesta ST at Frankfurt. Mechanically speaking, the Fiesta ST show car abides by the same mechanical formula used on its big brother. The hot hatch, built off the European three-door model, retains its front-wheel-drive architecture. Power is still provided by a turbocharged, direct-injection, EcoBoost-branded four-cylinder engine, but that's where the similarities end. Displacing 1.6 liters, the Fiesta's dual-overhead cam mill is about four-tenths of a liter shy of the Focus, but it certainly isn't lacking power.

Preliminary figures indicate the 1.6-liter EcoBoost, which is mated to a six-speed manual transmission, produces a stout 180 hp and 177 lb-ft of torque, roughly on par with the similar Volkswagen Polo GTI. Ford says that power is enough to rocket the Fiesta ST from 0-62 mph in 7 seconds, and to a top speed of 135 mph. That's a tick slower than the Polo (0-62 mph in 6.9 seconds, top speed of 142 mph), but impressive nonetheless. As is the case with the Focus, the ST overhaul also ushers in a cosmetic overhaul for the

Fiesta. A tall, blistered hood carries down into a new front fascia dominated by a large honeycomb grille. Side sills, a hoop-style rear wing, and an aggressive rear diffuser add to the image, but the car's hunkered-down, muscular stance is attributed to flared wheel arches; a lowered ride height; and five-spoke, 17-inch aluminum wheels. Interior photos have yet to be released, but Ford promises both a "high contrast" color scheme (we wouldn't be surprised to see Molten Orange accents matching the exterior hue) and grippy Recaro bucket seats. Perhaps the only thing on this car that shouldn't be is the "concept" title: Ford insists the car isn't confirmed for production at this stage, but the number of development mules spotted around the world suggest the ST is more than a mere styling exercise. Even Ford's press materials suggest the show car is a look at what a performance Fiesta will look like when -- not if -- "it joins the Focus ST in the global small car portfolio." As for when, insiders hint a production-spec Fiesta ST could launch a year after the Focus ST, making 2013 seem like a safe bet.

Is there really room in Ford's portfolio for two compact pocket rockets? Time will tell if a new Fiesta ST will complement or compete against the Focus ST, but seeing as the last hot Fiesta was a rousing success across the pond, we think enthusiasts the world over will appreciate having yet another option when it comes to picking a hot hatch.

RECIPES FROM OUR MEMBERS

POTATO/SPINACH CASSEROLE

From Cathy Delnay

6 to 8 large potatoes, peeled, cooked and mashed

(I use 2-pkgs. of Ore-Ida plain mashed potatoes in the dairy case).

1 8-oz container sour cream

2 tsp. salt

1/4 tsp. pepper

2 tbsp. chopped chives or green onion tops

1/4 cup butter or margarine

1 pkg. (10 oz) frozen chopped spinach, thaw and

well drained (squeeze)

1 cup shredded cheddar cheese

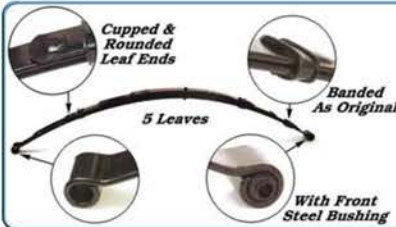
In a large bowl, mix all ingredients except cheese.

Spoon into a greased 2-qt. casserole. Bake, uncovered, at 400 degrees for 15 minutes. Top with cheese and bake for 5 minutes longer.

Yield - 6-8 servings.



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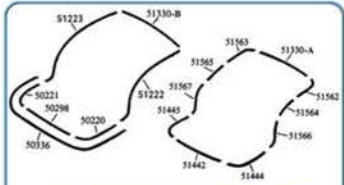
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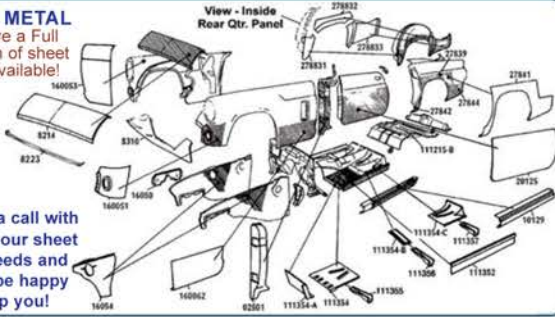
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PRECISION RALLY FOR FUN, "LEARNING HOW TO RALLY"

JUNE 15TH 2013

EUROPEAN STYLE (ITALIAN MILLE MIGLIA) OPEN TO ANY ANTIQUE CAR

COURTESY OF THE CLASSIC THUNDERBIRD CLUB & BULLSEYE POWER COATING

This is a **European Style Rally**, similar to the one that they do in Europe, very different to the American Style Great Race or similar; it is a rally for fun with the purpose to teach you how to run a European style rally. Any person that can keep the same speed continuous for 2 or 3 miles can make this rally

WHAT DO YOU NEED: You need a navigator, a GPS and a stop watch. You may use any car older than 25 yrs.

WHY THE NAVIGATOR?: You will be driving at an specific speed following the instructions in specific places; the navigator will be in charge of telling you what route and speed you must follow and he will be taking the times with the stopwatch when ordered. The GPS is the equipment you need in order to have the correct speed, newer and older cars speeds are not 100% correct, following the GPS speed you will be sure you are doing it right.

HOW DOES IT WORK? You will be leaving the starting point and will follow the instructions at any speed you desire until you reach the AUTO CONTROL #. At the AUTO CONTROL # [uneven number] you will start the stopwatch and have to drive your car at the instructed speed until the sign of AUTO CONTROL # [even number] where you will take your final time. Then you may continue at any desired speed until the next AUTO CONTROL. Example: Auto control # 5 [beginning] finish at auto control #6 [end]

You will have to write your time also in the last page that will be presented at the end of the rally where we will check what difference you have with the correct time. Winner will be the person with fewer mistakes.

In the instructions book you will have 6 columns:

Column # 1 is the distance from the starting point to the place you are driving.

Column #2 is the distance from the previous instruction to the next instruction. [This instruction is very important; they will tell you if you are in the wrong course when you find the next instruction.

Column #3 is the action you have to do [turn left, turn right, go straight, etc. etc.]

Column #4 is the sign where you have to initiates the previous column instruction #3; it could be a signal light, a mile marker, a speed signal, etc. etc.

Column #5 advise the beginning and the end of the auto control [uneven number is the beginning of AUTO CONTROL, even number is the end of AUTO CONTROL] Also the speed shows how fast you have to drive at this AUTO CONTROL.

Rally will start at 9.00 a.m. and will finish with a lunch "paella" approximately at noon, Trophies will be presented approximately at 2.00 p.m. You could go home by 3.00 pm. Rally will be run in the "RED ROADS" [South of Miami]

You only have to follow the instructed speed at the AUTO CONTROL, other than that; you may go at any speed you desire always following the speed limits. In the AUTO CONTROL ZONE YOU WILL NEVER DRIVE OVER 45 M.P.H.



This rally "for fun" is a non-profit event; the \$25.00 charged is only to cover the expenses of the rally like course preparation, books, food for both, beverages, trophies, etc.

Registration with the check of \$25.00 in the name of Classic Thunderbird Club should be send 5 days before the day of the rally. NO EXCEPTIONS.

You may bring your children in the car. This is a family oriented event [food and drinks for children is \$5.00 each]



INSTRUCTION EXAMPLE:

TOTAL DISTANCE	PARTIAL DISTANCE	ACTION TO FOLLOW	SIGN IN THIS INSTRUCTION	AUTO CONTROL #	TIME
3.45	1.2	↑		AUTO CONTROL #1 <u>35 M.P.H</u>	
??????	??????	↑		AUTO CONTROL #2	-----

REGISTRATION:

DRIVERS NAME _____ NAVIGATOR _____
 ADDRESS _____ ADDRESS _____

 PHONE _____ PHONE _____
 EMAIL _____ EMAIL _____
 INSURANCE COMPANY _____ POLICY # _____
 CAR YOU WILL BE DRIVEN: _____ YEAR _____ # OF CHILDREN ____ X \$5.00= _____

We will exempt the Classic Thunderbird Club, Bullseye Power Coating, their members, owners, families, employees and relatives from any liability connected with this rally.

Signed on Dade County, Florida on the _____ day of _____ 2013.

SIGNATURES:

 DRIVER NAVIGATOR

MAIL REGISTRATION WITH CHECK FOR \$25.00 [PLUS CHILDREN FOOD] TO:

CLASSIC THUNDERBIRD CLUB
 4000 MONSERRATE ST
 CORAL GABLES, FL. 33146

ANY QUESTIONS? CALL FELIPE COS 786 554-5200



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CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA

May 1st, 2013 at Trattoria Pampered Chef, Miami Lakes

BY POPPY MADDEN-SECRETARY

MINUTES OF MEETING

President Peter Klein opened the meeting at 7:40 p.m. and thanked club members who participated in the RM Auction in March. He said a preliminary check appears that our club will receive a little more than \$3,000 for the participation, which mostly involved driving cars to the auction block.

He said he had a meeting with Mike McNeal and Leo Saladino, who co-coordinated driver activity at the auction and they reviewed what transpired this year so they can make it even better next year.

Peter said drivers have to be reminded to “say nothing about the cars” because “We do not know anything about the cars, we just drive them.”

Drivers from our club were joined by some members of the Mercury Club and the Corvette Club. Peter said some drivers would stand near cars they wanted to drive and RM wanted them to drive other vehicles.

He also suggested the club obtain some blocks that in future auctions could be used to make sure cars do not roll back when drivers take them to the spot where they are on display when being bid upon. He said RM had some blocks but more are needed.

“It turned out well,” Peter said of the overall experience at the event which involved a total of five days, two of which were getting cars ready and three of which were actual public bidding.

(Following discussion of the auction, a break was taken for us to eat.)

After dinner it was time to talk about more food.

Our annual barbecue had been scheduled for June 2 but Peter said several people “have complained that even though the barbecue is great, it’s in the heat of the summer so we are thinking of switching it to November.”

Additionally, The Ark Restaurant, where we have had our annual brunch meetings, has closed.

Peter said he has heard that the Hillcrest Country Club in Hollywood has a excellent brunch and is open to the public. Norm Gabe also suggested we look into the Miami Shores Country Club, which also has a brunch.

(Since the meeting was held, plans have been made to have our brunch on Sunday, June 23, at the Hillcrest Country Club in Hollywood.)

Oscar Castro reminded members that the Festival and Car Show at the Wings Over Miami Museum at Tamiami Airport in Kendall was to be held Saturday, May 25 and all of us were welcome to attend.

Daisy Hernandez said a discount coupon is was available on the “Groupon” web site for admission to the Dezer Collection and Car Museum in Miami Beach. The couple is an admission fee of \$20 instead of the usual \$40.

Peter suggested we consider a club outing to take the Mystery Train dinner trip in Fort Myers sometime later this year.

Mike McNeal, who was one of the coordinators of the drivers at the RM Auction, said he also recently drove at the Barrett-Jackson Auction in West Palm Beach. He said he got to drive five cars in five days. ‘RM is more fun,’ he said.

Mike also noted that there was a “mystery driver” at the RM Auction who “comes to auctions unannounced, on a skateboard. He looks like a street person.

“This is the third year he did this. He aid he just loves to drive. Leo told him he couldn’t park his skateboard under the desk” where the driver registration list is maintained, Mike said.

Mike added that “one of the guys in the Mercury Club took him home because it was after dark. He lives in a mansion off Las Olas Boulevard and has a five-car garage!”

The meeting adjourned shortly before 9 p.m.

