



Thunderbird NEWS

SEPTEMBER 2013 VOLUME 15, #9

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editor's REPORT



34 members were in our trip to the Mystery Train in Ft. Myers, it was a very nice trip.

Daisy Hernandez was the lead detective who discovered the killer in the Mystery Train. You will see her certificate in another part of the newsletter.

We arrived on Friday afternoon after a lunch in the 84 Dinner in Ft Lauderdale. In the afternoon we had a happy hour and then we boarded the train for the 4 hrs ride with a very nice dinner.

Saturday morning we went to the Ford and Edison HomeS, from there we went to the Ford Dinner for lunch. In the afternoon we had another happy hour in the hotel and then we drove to Matanzas's Restaurant on the beach for diner.

Next day we went to the Rick Trewarsky's muscle Car Museum.

We thank Daisy Hernandez for his wonderful work preparing this trip (Hunga) She deserves a medal!

We will have in our next meeting John Layzell as our honored guest, as you may remember he did the Peking-Paris Rally in a V.W.

He was in second place for several days until his car broke down, he was able to finish the rally and finished in the first 10th.

Felipe Cos



CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA CTC CHAPTER #114 SEPTEMBER 2013 VOLUME 15 NO.9

We will have our regular meeting of September 11th at the Trattoria Pampered Restaurant in Miami Lakes at 7:00 p.m.

Please take note it will be on the 11th (second Wednesday). We will have with us as our honored guest John Layzell who made the Peking to Paris rally.

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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

SEPTEMBER 2013 VOLUME 15, #9

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

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HAPPY BIRTHDAY FOR SEPTEMBER

LAURA RUSH	6TH
PETER KLEIN	11TH
NORM GABE	15TH
CONNIE DANLUCK	17TH
JOE CRISAFULLE	20TH
MARLENE RAABE	22TH

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
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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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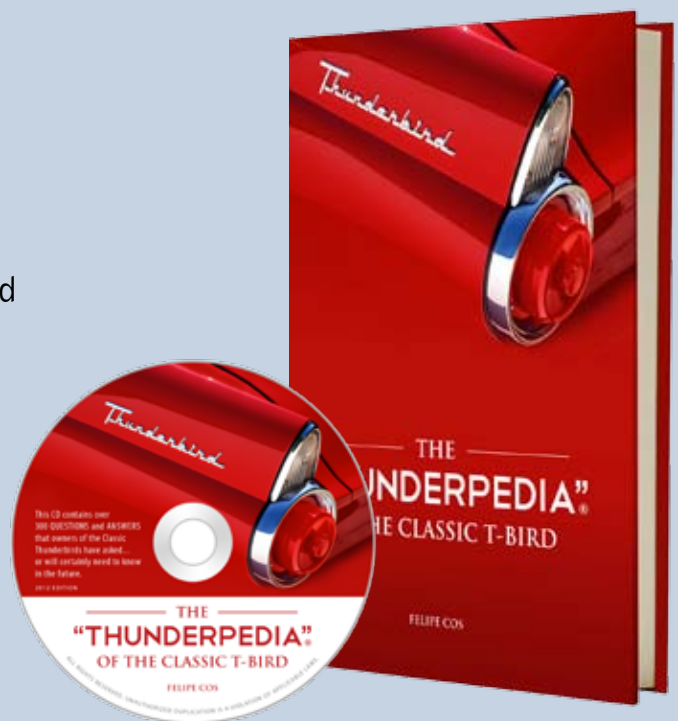
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NEW BOOK RELEASED

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.

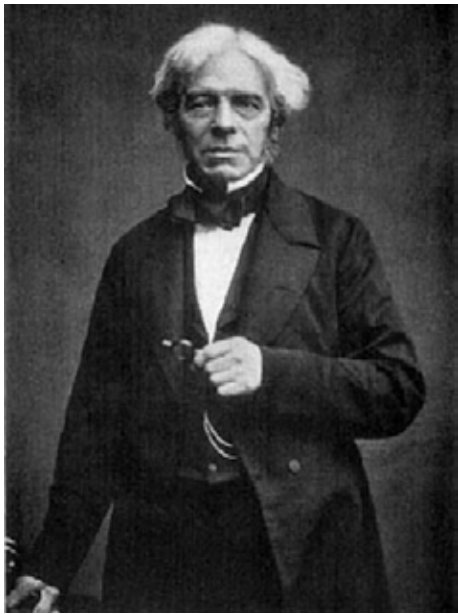
Price for Club members is \$25.00,
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Contact Felipe at
filo4000@aol.com



A Brief History of Cool

With the dog days of summer upon us, it's a great time to pay tribute to one of those now standard car options modern drivers take for granted. Check out this timeline of history's most important automotive air conditioning milestones.



1820 — English scientist Michael Faraday discovered that compressing and liquefying ammonia could chill air when the liquefied ammonia was allowed to evaporate.

1884 — After enduring one hot summer too many, English entrepreneur William Whiteley experimented with cooling his horse-drawn carriage by placing blocks of ice beneath the floorboards and blowing the chilled air inside by means of a fan attached to the axle. The cooling effect of air passing over water was later adopted by Nash.



1902 — Taking his cue from inventor Michael Faraday, New York's Willis Carrier used refrigerated ammonia in the creation of his "Apparatus for Treating Air" — now regarded as the first modern electric air conditioning system.

1930 — An aftermarket add-on known as the "swamp cooler" was first introduced. Popular with street rod owners until as late as the 1960s, the window-mounted evaporative air-cooler got its name from the odor of algae produced by early units.



1939 — Packard became the first car maker to offer an actual automotive refrigeration system. The mechanism consisted of a large evaporator, called the "cooling coil," which took up the entire trunk space.

1941 — Cadillac produced 300 air-conditioned cars with one major drawback: the then state-of-the-art unit offered no compression clutch and, therefore, no way to stop the air pump when the engine was running. Shutting the system off meant having to stop the car, open the hood and remove the belt.

1953 — The Chrysler Imperial became the first production car to offer "Airtemp" automobile air conditioning, followed by select Buick and Oldsmobile models that also added air conditioning as an option the same model year.



1954 — With an eye toward performance, fuel economy and affordability, the Harrison Radiator Division of General Motors developed the first air conditioning system designed for mass-produced cars. The system featured a two-cylinder reciprocating compressor, an all-braced condenser and a magnetic clutch and was available as an option on all 1954 Pontiacs with V-8s.

1960 — About 20 percent of American cars had air conditioning.

1968 — American Motors was the first mass-market automobile to offer air conditioning as standard equipment on all AMC Ambassadors, which were priced at \$2,671.

1969 — Roughly 54 percent of domestic automobiles came equipped with air conditioning.

1994 — Freon (the main cooling chemical in auto air conditioning units) was linked to ozone depletion. New environmental laws required auto manufacturers to switch to R13a refrigerant by 1996.

2003 — Some 99 percent of automobiles in the United States were equipped with air conditioning.

2015 — Looking ahead, a new type of air conditioning for automobiles called TIFFE (Thermal systems Integration For Fuel Economy) will come into production in the next two years and promises to reduce gasoline consumption by 15 percent.



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FROM THE THUNDERBIRD GRILL

COURTESY OF DAVE TULOWISKY

NO DOUGH PIZZA

CRUST:

- 1 (8 ounces) cream cheese, room temperature
- 2 eggs
- 1/4 tsp. black pepper
- 1 tsp. garlic powder
- 1/4 cup grated parmesan cheese

TOPPING:

- 1/2 cup pizza sauce or enough to cover crust
- 1 1/2 cups shredded mozzarella cheese
- Pepperoni or ham or sausage or mushrooms, etc.

DIRECTIONS:

Preheat oven to 350 degrees.
Lightly spray a 9x13 baking dish with cooking spray. With a handheld mixer, mix cream cheese, eggs, pepper, garlic powder and

parmesan cheese until combined. Spread onto baking dish. Bake for 15-20 minutes or until golden brown. Allow crust to cool for 10 minutes.

Spread pizza sauce on crust. Top with cheese and toppings. Sprinkle pizza with garlic powder. Bake 8-10 minutes, until cheese is melted.



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MORE INVENTORY



2014 Ford Fiesta Driven



For 2014, the big news for Ford's smallest car is the arrival of the hot-hatch Fiesta ST and of the optional 1.0-liter 3-cylinder EcoBoost engine. Both of those variants will come only with a manual transmission, however, and will play to a relatively small portion of Fiesta buyers. The bulk of Fiesta buyers will choose one of the standard trim levels -- S, SE, SE with appearance package, and Titanium -- all of which continue to use the normally aspirated 1.6-liter four. Even though that engine is carry-over, there is some news on those models for 2014. The 1.6-liter is again paired with a five-speed manual or a six-speed Powershift dual-clutch automatic. Ford engineers concentrated their efforts on the automatic, which, particularly in stop-and-go driving, could be noisy, jerky, and indecisive. In our mostly low- and moderate-speed drive through some of the coastal towns in central New Jersey, the Powershift exhibited none of that bad behavior, and only the occasional gear noise. The transmission also has a new Sport mode that will hold gears longer before upshifting, and for the first time there's a provision for manual gear selection -- unfortunately, it's an awkwardly placed little plus-minus toggle switch on the gear lever and the transmission must be in S before it can be used.

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it can be used. As before, the 120-hp four is no powerhouse, although at least it sounds pretty good as you attempt to wring out its 112 pound-feet of torque. This engine is all about fuel economy, which is all-important in this class. Expect Ford to shout the number 41 mpg from the rooftops -- that's the highway rating for the Fiesta with the optional (\$95) SFE package. The city rating is 30 mpg; both are 1 mpg higher than last year. The SFE package, by the way, consists of aerodynamic bits (and underbody tray and a trunk lid spoiler for the sedan, full-face wheel covers, and higher recommended tire pressure (but the same tires). Without the package, the EPA figures are 29/39 mpg (city/highway) with the automatic, and 27/38 mpg for the manual -- the manual figures actually slipped a bit versus 2013. The most economical Fiesta, however, will arrive later this year in the form of the

1.0-liter three-cylinder, which is expected to beat even the SFE. Facing up Style-wise, the 2014 Fiesta doesn't so much get a facelift as it gets a face graft, with a completely reshaped front end that incorporates the "Aston Martin" hex-shaped grille introduced with the new Ford Fusion and that is now spreading throughout the lineup. It's flanked by new headlights, and looks every bit as good here as it does elsewhere. Roughly half of Fiesta buyers choose the sedan, and they will notice that the rear of the car has been restyled for a more grown-up, less dorky look. We still prefer the funky, four-door hatchback body style, because of its smaller footprint and greater cargo-carrying versatility. For true cargo-carrying versatility, however, the Fiesta still trails the more box-shaped Honda Fit with its contortionist folding rear seat. And neither Fiesta offers a back seat that adults will really want to spend time in. For that, you need a Nissan Versa.





Seems like cars have always had radios, but they didn't. Here's the true story:

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset.

It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear had served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car.

But it wasn't as easy as it sounds: Automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current.

But as more homes were wired for electricity more radio manufacturers made AC-powered radios.

Galvin needed a new product to manufacture. When he met Lear and Wavering, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker.

Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work -- Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention.

Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked. He got enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names. Radiola, Columbiola and Victrola were three of the biggest.

Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it Motorola. But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110

uninstalled.

At a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that, a radio for a new car would cost about \$3,000 today.)

In 1930 it took two men several days to put in a car radio. The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna.

These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression.

Galvin lost money in 1930 and struggled for a couple of years. But things picked up in 1933 when Ford began offering Motorola's radios pre-installed at the factory.

In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running.

The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947. In the meantime, Galvin continued to develop new uses for car radios.

In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts.



In 1940 he developed the first handheld two-way radio. The Handie-Talkie for the U. S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II.

In 1947 they came out with the first television to sell under \$200.

In 1956 the company introduced the world's first pager.

In 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon.

In 1973 it invented the world's first handheld cellular phone. Motorola is one of the largest cell phone manufacturer in the world. And it all started with the car radio.

WHATEVER HAPPENED to the two men who installed the first radio in Paul Galvin's car. Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola.

In the 1950's he helped change the automobile experience again, when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning. Lear also continued inventing. He holds more than 150 patents.

Remember the eight-track tape players? Lear invented that.

But what he's really famous for are his

contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot. Designed the first fully automatic aircraft landing system. In 1963 introduced his most famous invention, the Lear Jet, world's first mass-produced, affordable business jet.

Not bad for a guy who dropped out of school after the eighth grade.

Sometimes it is fun to find out how some of the many things that we take for granted actually came into being!

and

It all started with a woman's suggestion!

A LETTER FROM YOUR PRESIDENT Peter Klein

HOT, HOT, HOT that is the best way to describe the month of August. However it was a month of fun for those who attended the wonderful weekend in Ft. Myers. The whole weekend was planned and directed by our good member and friend Daisy Hernandez
THANK YOU DAISY!!!

We started our weekend by meeting at 84th Dinner where we had a great breakfast (brunch). We joked and had the pleasure of seeing a number of new members and friends. We proceeded to caravan across Alligator Alley moving at a pace which the FHP could have made their month with tickets.

Prior to our dinner we all met up in a private room provided by Marriot. We drank and snacked before heading over to the Railroad station for our Mystery Train ride. We were fortunate to all of our members seated in the same train car. During dinner performers acted out a mystery plot, which we were to solve the murder. The winner for the evening event was our own Daisy. As a prize, she got MUGGED.

Saturday we set out for the Edison Ford Museum. The museum was the winter home for Edison. He was the mentor and friend of Henry Ford. As we walked about the grounds and heard the guide explain the history and

interaction of the two men, a few of us could not stand the 93 degree temperature and proceeded to the air conditioned museum building. This building housed a number of the collectible invention that was Edison's greatest achievements. Half of our group left after the first day.

Saturday evening was a pleasant dinner on the water front at the Matanzas Harborside restaurant on Ft Myers beach. We celebrated our new member, Vivian, birthday.

On Sunday we proceeded to Muscle City Car Museum. We had the pleasure of the owner of the museum give us a brief history of the collection. There are currently over 200 General Motors cars in the museum and another 80 cars in various state of restoration. There was one Thunderbird which was for sale. We all spent about 2 hours then we traveled home. Fun was had by all and we plan to do more.

We all realized that during the summer months the club can only plan for activities that are indoors and air conditioned. I look forward to seeing you at our meeting September 11TH.

Peter



The Gilmore Car Museum

COURTESY OF ED RAABE

In August, Arlene and I visited the Gilmore Car Museum located on 90 acres of farmland near Kalamazoo Michigan.

Donald Gilmore began with a single Pierce-Arrow "project car" and ended up with over 30, when he decided to create the Museum. He relocated 8 "classic" Barns to the farm that now house the collection.

There is also a modern administration and Heritage Center. Recently constructed is a replica of a Ford New Car Dealership complete with service station. On the grounds are a period 1941 Diner originally from Connecticut and a 1930's Shell Service Station. It takes at least a whole day to see everything!



Dealer Showrooms

In addition to the Ford Showroom, there are buildings dedicated to Franklin and Pierce Arrow. They have just broken ground on a Lincoln showroom and a Cadillac showroom will follow that.

Marques represented in collections are Ford, Franklin, Hudson, Pierce-Arrow, Lincoln, Checker, Tucker, Cadillac and LaSalle and Checker. The Classic Car Club of America has a building that includes a large collection of Mascots and Hood Ornaments.





“First On Race Day”

Race Cars of all types, from the 1904 San Francisco to New York cross country pioneer “air cooled” Franklin Model E Runabout, a 1910 “Super T” Ford Indy Racer, a 1930’s Hudson “Bentley Beater” Le Mans Car, a ‘52 Hudson Hornet “Double H” Stock Car to the famous Shelby 427 Cobra, were presented.

Franklin E Runabout



Ford “Super T” Racer



Model T Speedster



Hudson Supercharged
Le Mans



“Double H Power”
Stock Car Hudson



Shelby Cobra



Important Milestone Cars

Among the collection are some pretty rare cars. The famous Tucker Torpedo was displayed with a Sales Office and lot of Memorabilia.

A Hudson Hornet convertible that would make Jack Kerouac proud! Mercury's beautiful 1957 Turnpike Cruiser had a powerful Lincoln Engine and every gadget imaginable! Chrysler fielded 50 Gas Turbine powered cars that were test marketed to 203 people for evaluation from 1963-1966. The Turbine produced 425 lbs. of torque 18,000 RPM, would go 0 to 60 mph in under 10 seconds and get around 11 miles per gallon of gas, kerosene or even diesel. It was designed by Elwood Engle who worked on the Thunderbird when at FORD. Looks a little like a T-Bird, doesn't it?

Tucker Torpedo 1948



Hudson Hornet 1951



Turnpike Cruiser 1957



Chrysler Turbine 1963



Pedal Car Collection

For the Kid in all of us, an incredible collection of "original condition" pedal cars



"My Little Deuce Coupe"

From Mild to Wild, Hot Rods and Customs. George Barris "King of the Customizers" built the legendary Deuce Coupe. From Bucket T's to "High Boys" America was going Car Crazy!



OVER
20
YEARS

MURDER
MYSTERY
& FINE DINING

Murder Mystery and Adventure Tour!

By Oscar Castro

What a trip, not one minute of inactivity! The adventure began at the 84 Diner where we all met for lunch on Friday. After the lunch, we all headed across the state towards the Marriot Courtyard Inn in Fort Myers. What a beautiful hotel! It was very clean and extremely well maintained. The oversized rooms had all the amenities to make our stay a pleasant one. Inside the courtyard was the pool surround by a beautifully landscaped garden. We could have sat there for hours enjoying the nice breeze, but we needed to get ready for the Welcome Reception.

After getting out of our traveling clothes and enjoying a nice refreshing shower, we changed into our evening wear and headed down to the Sanibel room where our Hospitality Suite was located. Even though we all knew that we were soon going to be having dinner at the

train, we couldn't help ourselves and we proceeded to sample the delicious spread that had been setup for us. We had different cheeses, crackers, cookies, peanuts, plenty of wine and a wide variety of distilled spirits to choose from!

We then carpooled, about 3 blocks, to the main event of the weekend, the Murder Mystery Train Ride and Dinner Show. The entire group was assigned to the same wagon, and the atmosphere was like a big Thunderbird Club party. Leo went around with his "Kiss Cam" taking action shots of everyone. He then discovered that he had not loaded the camera with film so he came back and we had to do it all over again. The out of film camera story sounds a little fishy, but the results were kind of fun, so we didn't complain.

The inside of the train was beautifully decorated in a turn





of the century theme, which made you think that you were back in time somewhere around the 1900's. A troop of actors in period costume, kept us entertained with their comical rendition of a classic whodunit!

As the evening progressed and we enjoyed our excellent five course meal (the best prime rib I've had in a long time) along with great and efficient service, the murder mystery unfolded before us. We took notes as detective Sherwood Elmes and his sidekick Dr. Watkins, revealed clues to help us discover who murdered the Duke of Hazard! At the end of the night, we turned in our "clue" sheets, along with our guess of who the murderer was. Our own Daisy Hernandez figured out the clues and correctly indicated that it was CENSORED who had committed the murder. I must tell you that we were sworn to secrecy and cannot reveal the name! As the evening came

to a close, we headed back to the hotel to rest up for the long day that awaited us the next morning.

Saturday Morning, bright and early, we all headed down to the Hotel's Bistro where we enjoyed a very nice made to order breakfast before heading out to the Edison / Ford Winter Home Museum and Gardens. When we arrived at the museum, our own personal tour guide was waiting to take us around the beautiful grounds and show us everything.

He was very knowledgeable and took the time to answer each and every one of our 1001 questions. We learned a lot about Mr. Edison and Mr. Ford. The sheer quantity of exhibits and activities prevented us from experiencing them all and left us planning to come back and visit again with more time.

We bid goodbye to our tour guide and headed out for lunch at the Ford Garage in the historical downtown district, where we enjoyed some delicious food and a wide assortment of specialty beers. They had an old Model A hanging from the ceiling and every once in a while, it would spin the wheels, backfire, and blow smoke out the tail pipe. After lunch, we went exploring among the many boutiques and shops before heading back to the hotel.

Saturday evening, we went to dinner at a waterfront restaurant called Matanzas. We had our own private corner





of the restaurant with big glass windows, overlooking the bay. After dinner, we stood till the wee hours on the dockside terrace chatting the night away before returning to the hotel.

Sunday morning started with an early breakfast at the Hotel Bistro then we checked out and said goodbye to those that were heading back home early. The remaining adventurers then caravanned to Rick Treworgy's Muscle Car City Museum! What an incredible collection of fine cars! GTOs, Chevilles, Chevys of all kinds, and a minimum of one Corvette from EACH model year, and more than one for some of the years. Especially interesting was a 1929 Wooden Gypsy Wagon, the predecessor to our modern day Motor Homes. We felt extremely lucky when Mr. Treworgy came out of his office and gave us a short history of the museum, some of the cars, and what their typical day in the museum is like. He then answered a bunch of questions from us and posed for pictures. We then walked around the museum, taking some time to browse the huge gift shop and finding some interesting souvenirs to bring back home.

After the museum we headed a bit north for our final activity of the weekend, lunch at Harpoon Harry's and a walking tour of the Fisherman's Village. We dined on a dockside table where we watched the boats passing by while we ordered almost one of each item in the appetizer menu, among them, the Oysters Moscow, they were awesome! It was there where I saw for the first time, a very special of species of birds, called the Bussboyrd. They stand around in the distance, and as soon as the occupants of a table finish and leave, they swoop in and pick up all the leftover food, then fly away with their beaks full, leaving the table practically clean.

We were now ready to come back home, but the restaurant was actually at the very end of the pier, and between it and our cars, were a lot of interesting shops and boutiques. It took forever to walk the two short blocks.

We finally reached the cars and started the drive back home, where we spent most of the time thinking about when we can do another fun trip like this one!





TIPS FROM THE BIRD DOCTOR

COURTESY OF DAVE TULOWISKY



POLISHING ALUMINUM VALVE COVERS

The aluminum valve covers on my 'Bird were getting oxidized, dull and dingy from age. I thought it may be time to polish them and try to restore some of the luster that they had when new. To help in the process, I made a Jig using a piece of 2 X 6 and a couple of all-threads to bolt the covers to a sturdy work surface. After bolting one cover to the board it was easy to work, and I proceeded in the sanding/ polishing process. The covers had some stains from antifreeze or possibly other chemicals that would not come out with the general sanding of 1500 grit wet and dry sandpaper. Therefore I used 400 grit to remove these stains and a few of the deeper scratches followed by sanding both sides of the cover with 1000, 1500, 2000 and finally 3000 sanding paper. All the scratches put in by sanding with the coarser paper can be removed using the fines grades of paper. If you have to, don't be afraid to use a file on deep scratches or gouges. My covers were in poor condition from the factory with a lot of voids and craters imbedded in the casting that are impossible for me to correct. I did not sand the top fins or around the Thunderbird emblem as I did not want to lose any of the detail. I cleaned between the fins by spraying brake cleaner in the slots with the covers standing on end and let the dirt and grime run

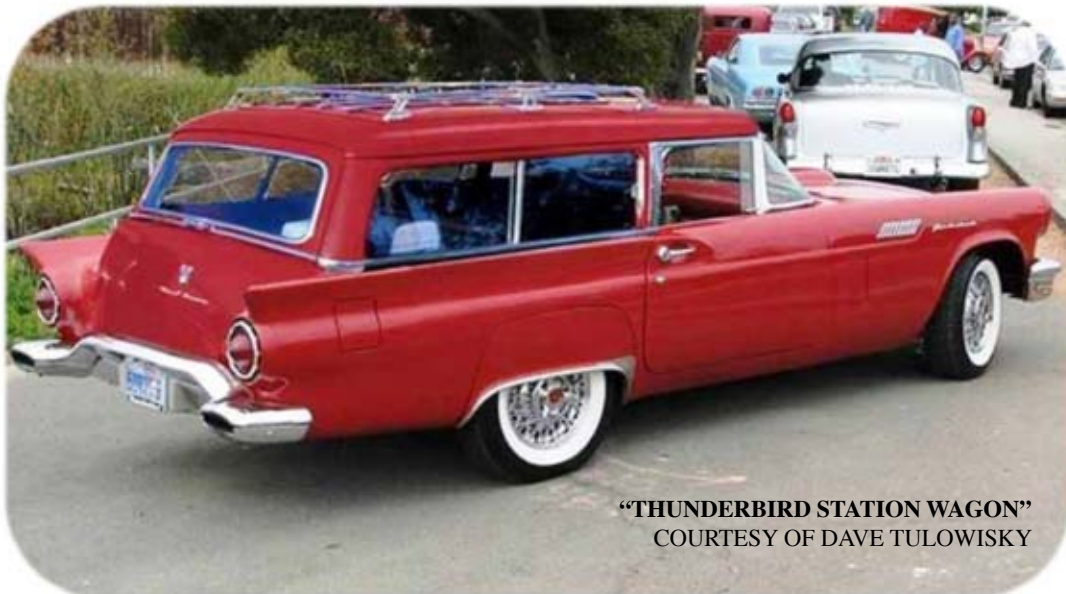


off. After sanding, I proceeded with the polishing, using a couple of aluminum polishes I had on hand followed with the electric buffer. The polishes made specifically for metals work the best.

My covers had not been removed from the engine for a few years, so I was prepared to install new gaskets after the polishing was finished. However, to my surprise when I removed the covers from the engine the gaskets were not damaged or cracked; and I was able to reuse them. This was because they were installed years ago with a slight amount of grease on the bottom side of the gasket allowing them to be removed with ease.

If you do not want to tackle this job yourself, we have a member that does stainless and aluminum restorations. Jack Edison has the knowledge and equipment to restore your covers as good as new.

Dave Tulowitzky



“THUNDERBIRD STATION WAGON”
COURTESY OF DAVE TULOWISKY



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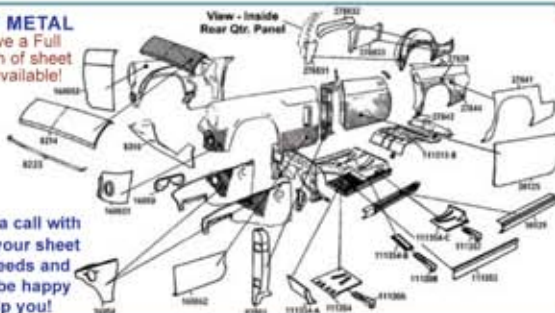
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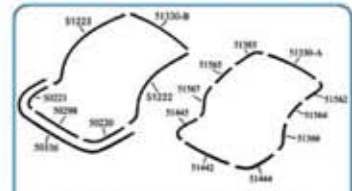


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