



# Thunderbird NEWS

OCTOBER 2013 VOLUME 15, #10

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## Mutant Vehicles at "Burning Man"

THE FIRST MUSTANG  
EVER SOLD  
STILL IN ORIGINAL  
FAMILY'S HANDS

Pg 9

1955 & 1956 Air Filter  
Conversion  
to a dry element

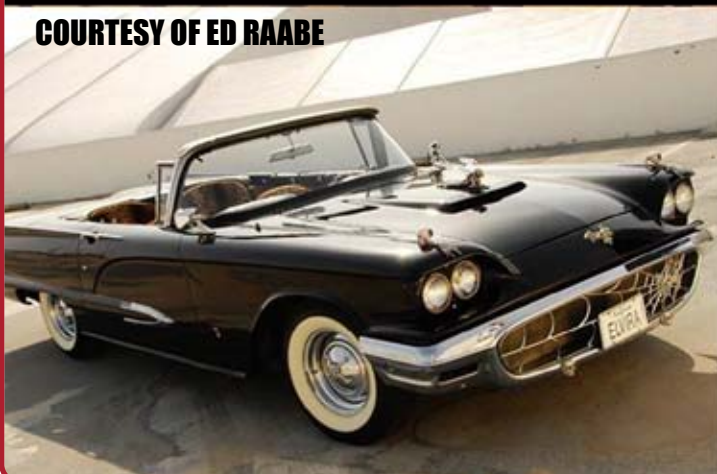
Pg 7



## Red Barn Spectacular

Pg 10-11

COURTESY OF ED RAABE



# Restoring American History

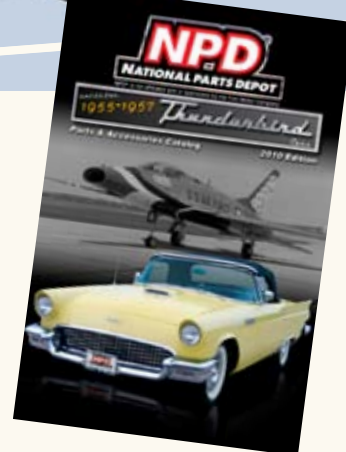
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*Thunderbird*  
news

OCTOBER 2013 VOLUME 15, #10

# editor's REPORT



## Our last meeting was one of the best we ever had!

John Layzel was the honored speaker. He talked about his wonderful adventures on the Pekin-Paris Rally, last May.

He told us how he knew about it, what he did to get enrolled, and how much it cost (don't ask, it was a lot).

How the Rally is done, how they drove for a week through Mongolia on desert dirt roads, sleeping in sleeping bags, even with below zero temperatures and floods. How he was in fourth place for the first 27 days, until his car broke down, how he was able to fix it to continue in the rally, and how he arrived in Paris.

Really, it was a once-in-a-lifetime trip. I hope someday I can do it. The next Rally will be in 2016 (I'll be 79), so that rally could be probably my last chance.

Leo Saladino may be interested; maybe between the of us we could afford it, I'm crossing my fingers (donations are accepted).

## We are opening positions on the board for the next year.

If there is anyone interested in any of the board positions, please call me or send me an email. Elections will be in the month of November. A proposed slate will be sent by email by the end of September.

## The proposed new slate FOR 2014 is as follow: Elections will be in November meeting

President: Ed Raabe

Vice president: Gary Stump

Second Vice President: Daisy Hernandez

Secretary: Poppy Madden

Treasurer: Felipe Cos

Past President Peter Klein

### DIRECTORS:

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Paul Cotner

George Bishopric

Connie Danluck

Norm Gabe

Ed Brown

Felix Hernandez

Mike Mc Neal

Leo Saladino

Ernie Saladino

Bob Toney

Grace Vazquez

**Felipe Cos**

## CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA

CTC CHAPTER #114 OCTOBER 2013 VOLUME 15 NO.10

We will have our regular meeting of November in our BBQ. Date and place will be announced by email.

### BOARD

**Peter Klein** President  
305 376-8578  
pclein@bellsouth.net

**Poppy Madden** Secretary  
954 566-0000  
wuzfuz7@aol.com

**Gary Stump** 1st Vice President  
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**Felipe Cos** Treasurer  
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fio4000@aol.com

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George Bishopric Newsletter proofreading

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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

OCTOBER 2013 VOLUME 15, #10

## THUNDERBIRD INFORMATION SUPER HIGHWAY:

Take note that we have changed our web page name, it is now **WWW.THUNDERBIRDCLUB.US** to get there don't look at it with a search engine, look at it only with [www.Thunderbirdclub.us](http://www.Thunderbirdclub.us)

**Our Club's web page:** \_\_\_\_\_ **www.thunderbirdclub.us**

2005 Thunderbird: \_\_\_\_\_ [www.fordautomobiles.com](http://www.fordautomobiles.com)

Ford racing: \_\_\_\_\_ [www.fordacing.com](http://www.fordacing.com)

Speedvision: \_\_\_\_\_ [www.speedvision.com](http://www.speedvision.com)

CTCI's Home Page: \_\_\_\_\_ [www.ctci.org](http://www.ctci.org)

Daytona's Turkey run: \_\_\_\_\_ [www.carshows.org](http://www.carshows.org)

Metroplex EarlyBirds: \_\_\_\_\_ [www.geocities.com](http://www.geocities.com)

Arizona Classic T-Bird Club: \_\_\_\_\_ [classic-thunderbird.org](http://classic-thunderbird.org)

Santa Clara Valley T-Birds: \_\_\_\_\_ [www.tbird.org/scvt](http://www.tbird.org/scvt)

Sierra Nevada Classic T-Bird: \_\_\_\_\_ [www.tbird.org/snctb](http://www.tbird.org/snctb)

Connecticut Area Classic T-Bird: \_\_\_\_\_ [www.tbirdsofconn.com](http://www.tbirdsofconn.com)

Chicagoland Thunderbirds: \_\_\_\_\_ [www.thunderbirds.org](http://www.thunderbirds.org)

Potomac Classic T-bird: \_\_\_\_\_ [www.hydratech.com](http://www.hydratech.com)

Old Cars \_\_\_\_\_ [www.greatoldcars.com](http://www.greatoldcars.com)

Classic T-Bird Club of Chicagoland\_ [www.ctcc9.com](http://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](mailto:FCOS@THUNDERBIRDCLUB.US) If you want your own just send a note to me. Please follow the previous format in doing so. It is free, no charge. This is another advantage of your club. Any ideas for the page? This page doesn't cost the club a penny for yearly subscriptions, I'm doing it through my business company web.

Please call **Felipe** at (305) 661-5170

## NUMBERS TO KEEP

**The following are contact numbers and e-mail address you need to have on file:**

AACA Ft Lauderdale region-President Ted Plush 954-491-5765

VMCCA Sun Coast Chapter. President David Bobbitt 305 661-1340 [bobbitt@comcast.net](mailto:bobbitt@comcast.net)

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

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

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

Magic Mustang. Frank Alonso 305 551-6077 [fadatec@aol.com](mailto: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 OCTOBER

<b>HECTOR LOVIO</b>	<b>2ND</b>
<b>FELIPE COS</b>	<b>15TH</b>
<b>VALENTINA SALADINO</b>	<b>16TH</b>
<b>WILLIAM KAHN</b>	<b>21TH</b>
<b>DEBBIE FERRETI</b>	<b>28TH</b>

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



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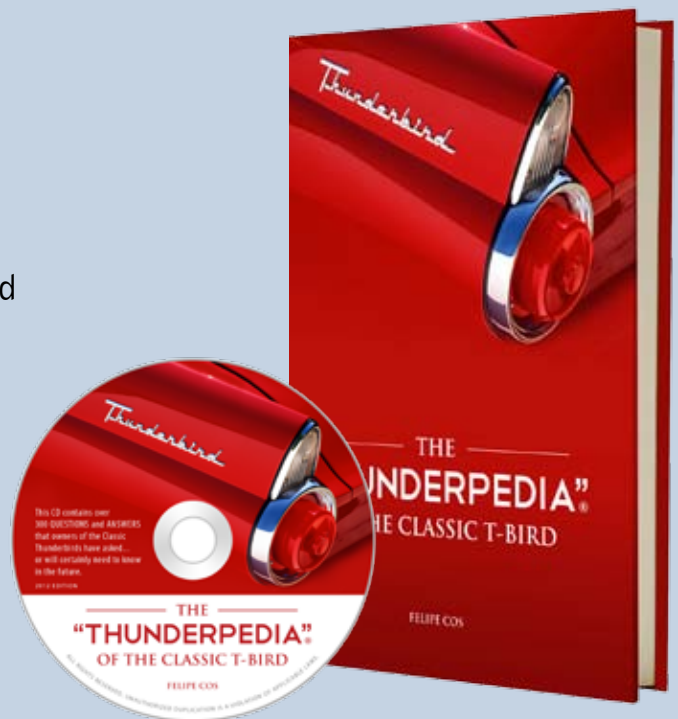
**CHROME** Jose Hernandez  
**305-953-4143**  
**4335 e. 10 ave. Hialeah, FL 33013**

## 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**





## PHOTOS OF JOHN LAYZELL OUR SPEAKER OF LAST MEETING



RAUL DOMINGUEZ NEW MEMBER'S CAR (1956)



### SAVE THE DATE!

The South Florida Classic Thunderbird Club Annual Picnic will be held on October 27th at Olleta State Park located at 3400 NE 163rd St, Miami, FL 33160. Please watch for e-mails providing more information to this event. Hope to see everyone there!



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# 1955 & 1956 Air Filter Conversion to a dry element

The following is a variation of the dry filter installation presented by another of our club members a couple of years ago. In this example all that is required to convert your oil bath air filter to use a dry element is the purchase of a polished stainless air cleaner cover (#9600B) available from CASCO and a dry element (NAPA 6161 or K&N E-1447). The pictured example uses the paper NAPA element.

Simply remove the top portion of the oil bath filter and set aside. Clean the oil from the lower section making sure it is completely dry and oil free before proceeding. Drop the dry filter element into the air cleaner housing and place the polished cover on top. Tighten the wing nut until the cover is firmly against the dry element. That's it; no modifications, gaskets or spacers are needed.

On 56 air cleaner assemblies the filter will not immediately set down over the section that is humped up to clear the choke assembly, but don't worry. When you tighten the wing nut on the cover, the dry element crushes down enough to mold around the hump and still seal. An example of a 1956 air cleaner with the dry element installed is shown below.

The installation maintains a stock appearance while allowing the advantages and higher performance of a dry element air filter. If the filters I mentioned are not your preferred brand, ask for a filter element that fits a 1985 Buick or Oldsmobile with a V6 and a two barrel carburetor. The filter dimensions are H = 2.125 inches, ID = 9.8 inches and OD = 12 inches.

Respectfully submitted by Phil Brown  
Nebraskaland Thunderbird Club

## CROCK POT PECAN PIE

You will go "nuts" over this holiday classic, which crocks up beautifully!

### INGREDIENTS

- 1 uncooked pie-crust
- 3 eggs
- 1 cup sugar
- 2/3 cup dark Karo syrup
- 1 cup pecans, broken up
- 1/2 cup margarine, melted
- 1 teaspoon vanilla

### DIRECTIONS

- 1- Spray the slow cooker with nonstick cooking spray.
- 2- Place uncooked pie-crust in the slow cooker and press up the edges about 1/2 inch up the sides.

- 3- In a medium-mixing bowl, stir the remaining ingredi-ents until well mixed. Pour on top of the pie-crust.
- 4- Cover and cook on HIGH for 2 to 3 hours.

mmm mmm

GOOD!



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# MORE INVENTORY



# Check out The First Mustang Ever Sold Still In Original Family's Hands

COURTESY OF POPPY MADDEN

## The First Mustang Sold

Only a couple of cars that have achieved classic icon status for practically all car-loving Americans. The Ford Mustang, the original 1964, is certainly one of them.

To mark the car's 50th anniversary, the company tracked down customer No. 1. That's right, the first customer took possession of the classic back when Lyndon Johnson was president and the Beatles were just getting started in America.

Gail Wise was a 22-year school teacher looking for her first car, and she didn't want to drive her folks' 1957 Fairlane any longer. Johnson Ford in Chicago sold Wise her first set of wheels on April 15, 1964 not knowing it would be a classic. And wouldn't you know it – she still has the keys and the car in her garage. She actually bought it a couple of days before Ford President Lee Iacocca introduced the car at the World's Fair. Her dealer didn't know he was so supposed to hold them back until the big announcement.

The sparkling ragtop she and her husband enjoy today, though, went through some bad times.



## From Daily Driver To Rust Bucket

Tom Wise says he used it as a daily driver around Chicago, and the salt from the Windy City's harsh winters wore some holes in the fenders and body work. Mechanical problems became too much, and the car was parked in the garage in 1979.

Wise actually built an addition on the garage so the Mustang could be stored until he fixed it up. But that didn't begin until 2006 when the kids were gone and retirement offered the necessary time.

There was some dispute back then about who really had the first Mustang sold, with another Chicagoan claiming to have a bill of sale dated April 16, a day after Gail took delivery. For years, Mustang clubs had believed a the first Mustang was sold in Newfoundland, Canada on April 17.

The Wises have an authenticated bill of sales stating: "PAID Conditionally By Check, April 15, 1964."



## A Much-Loved Collectible

With the 50th anniversary of the classic next year, the car is certainly a collectible, says Ford. But an up-to-date appraisal hasn't been done yet. A look through ebay.com and Hagerty.com, though, indicates that a garden variety 1964-65 Mustang convertible sells for around \$25,000. The added value of being the first one sold in America would surely bump that number up a bit, with the quality of the restoration also being a factor.



## The "Youth Car"

Why so special? Consider the history. The Mustang was unveiled first in the fall of 1963 near Ford's Dearborn headquarters for several major magazines - Time, Newsweek, LIFE, Look, Esquire and Sports Illustrated. By April 13, 1964, when the car made its public debut at the World's Fair, interest was at a fevered pitch. Ford President Lee Iacocca addressed a huge gallery of press, calling it the "youth car." The Wise Family had their work cut out for them making Rusty here look like a kid again.



## The Car Was A Sell-out

It may be tough to believe looking at this mess. But back in '64, dealer stocks were gone the first weekend, and Ford took an additional 22,000 orders for cars to be delivered as soon as they were built.



## Stripping It Down

When restoration is being done, any car, especially a classic, needs to be taken down to the metal. Luckily, parts for an American classic are easily obtained.



## Uniquely American Design

This had to be a great day for the Wises. Not yet repainted blue, but it's shiny and new again and you can almost imagine yourself on a warm summer day with top down and Beatles music playing from the dashboard.



## Retired, and With Great Wheels To Enjoy It

It's a great story to see an American classic kept and restored by the original family. Some of life's sweetest rewards come from those momentary decisions we make, like going to a dealership 49 years ago, and luck. It is hard to believe that the salesman didn't know he wasn't supposed to sell them yet. But that was before the age of Twitter and the like that seems to tell everybody what is going to happen before it actually does.

It's nice to see such a special American icon in the hands of a hard-working American family, and not the play-thing of Powerball winner.



# Red Barn Spectacular

Each year The Gilmore Museum in Hickory Corners near Kalamazoo Michigan hosts The Red Barn Spectacular Classic Car Show.

Arlene and I coordinated our visit to the museum to include the show and we were glad we did!

Owners from all over the region flock to this show each Summer.

There were over 720 cars in attendance and an a Flea Market with over 200 vendors that covered over 2 acres adjacent to the show field.

Never have I seen so many Kaisers, Frazers and Henry Js in one place. Frazers were built not too far away at the old Willow Run Bomber Factory that Joseph Frazer bought after WW II. 1954 The Kaiser Manhattan featured a 140hp Supercharged engine! There will be a few pictures of these "Spectacular" cars among the following. We visited the Ypsilanti Automotive Heritage Museum later in our trip and I will write a story on that in the near future.

Kaiser, Frazer, Studebaker, Plymouth, Pontiac, Mercury , Desoto, Oldsmobile, Nash and Edsel were among the Orphan Marques in attendance.

Now there were plenty of stock, modified and Kustom cars to be seen. I have tried to include some of the rare cars you don't see everyday so my apologies to the Ford and Chevy lovers who think the world revolves around their Marque. I am one of those, by the way! I did manage to add a few.

Enjoy, **Ed Raabe**





# Mutant Vehicles at "Burning Man"

COURTESY OF GEORGE BISHOPRIC

Well, my friends. Does your classic car not get enough attention? Do your attempts to make your driver car "distinctive" still get lost in the parking lot? And does the idea of 24" chrome wheels make you feel nothing but vertigo?

Here is your solution: The Mutant Vehicle.

All are simply flights of fancy. Some only move the driver and a few passengers. Some are used as mass transit. Some are inhabited, and some, equipped with bars, DJ booths, and dance floors are rolling parties.

They each show personal expression that makes DOT engineers have nightmares, but it's the only type of vehicle allowed at Burning Man, other than the regular 4X4 law enforcement presence that's there.

Enjoy these photos, it was a wonderful event.



# YOUR CLASSIC THUNDERBIRD PARTS LEADER!



## REAR LEAF SPRINGS

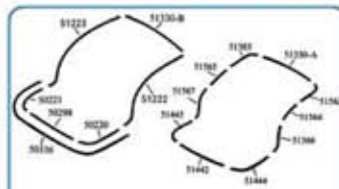
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We have been told that all of our hardtop & soft top weatherstrips are "The Best Available".

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### HARDTOP KITS

51500-AK 55/Early 56, 7 Pc. Kit . . . 394.95  
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- ✓ 2 - Front bushing bolt & nut
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- ✓ 4 - Spring mounting retainer
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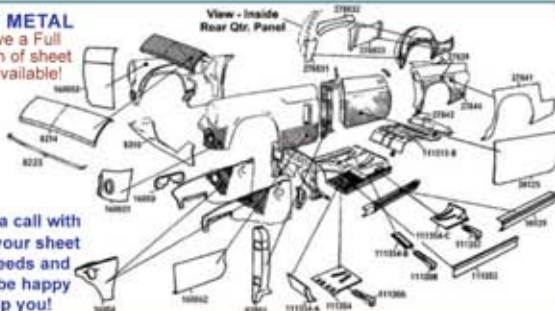
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## CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA

September 11th, 2013 at Trattoria Pampered Chef, Miami Lakes

BY POPPY MADDEN-SECRETARY

### MINUTES OF MEETING

President Peter Klein, who was celebrating his birthday that night, opened the meeting shortly after 7 p.m.

He thanked Daisy Hernandez for organizing the club's July trip to the Mystery Dinner Train in Fort Myers and to the nearby Edison and Ford Museums. He also said any future events planned for the club in the summertime "should be in air-conditioned buildings because of the heat.

Our club barbecue, which traditionally was held in May or June, has been moved to October 27 because of the hot weather during those months.

Secretary Poppy Madden (somewhat jokingly) asked Daisy to plan "No more trips because this year (she) broke (her) ankle and couldn't go on the train and museum trip. Last year (she) wanted to go with the club to the private Jancko Museum but couldn't because (she) had a blood clot in (her) lung. The trips are bad for my health."

Peter announced that members should have received emails with information about special club shirts that will be available. Information about colors, sizes and prices were included in the email and in printed material given out at the meeting. The shirts are available in both men's and ladies' styles.

The shirts will have the club logo on both the front and the back. When someone asked why the design would be on both sides Peter said it was so that when we attend car events "People can see us coming and going and know who we are."

Treasurer Felipe Cos introduced a special guest guests at the meeting. John Layzell of North Miami, who recently competed in the famous Peking to Paris Endurance Rally and spoke about his adventure after we ate. John's wife of 30 years, Celia, joined him at the gathering.

Because of the large turnout and the special guests, everyone at the meeting introduced themselves and told what kind of cars they own.

When Felipe's wife, Christy, introduced herself, she said they have been married for 55 years.

Felipe said "It is better to have a four-wheeled lover than a two-legged lover."

After the introductions John Layzell began telling us about his adventure in the famous 7,610-mile rally by saying "I want to start with the end in sight; the real reason I am here is I am recruiting for 2016. There will be another Peking to Paris Rally in 2016. The guy who won this year, Jerry Crown, is 81 years old and he also won in 2010. He said he is going to do it again in 2016."

John said he became interested in doing the rally when he was in high school in 1966 and read a book, "The Mad Motorists," which told the story of the first Peking to Paris Rally in 1907.

"I said in 1966 'This is something I have to do.'

"The book said that in 1957 some (people) tried to do the race but because of the Soviet Union the area was closed and it never happened. The first time it was done again was in 1997 on the anniversary of the original race.. In 2007 it was done again for the 100th anniversary and it was so popular that they did it again in 2010 and said they would do it again in 2013," John said.

Over the years John would frequently talk about participating but didn't do anything about it -- other than talk.

He said that last year his wife told him, "I have some bad news for you. You are not getting any younger. You need to do this thing or stop talking about it."

"I told her it was our retirement money I would be spending, our vacation money, our kids legacy." She said she was tired of me talking about it and said, "Just do it!"

So he did.

He said that when he made the decision to enter the event, "I didn't have a car. I'd read about all the problems cars (in previous events) had and decided I wanted an air-cooled car. I decided the Volkswagen Beetle was the car I had to get."

He said he had already selected his navigator, his son, Brett, 27, who is in the restaurant business.

John explained he checked out the different pros and cons of various years of VW models and narrowed his choice down to 1969 or 1970/

He said he found a 1970 Beetle for sale in a California auction and decided his maximum bid would be \$5,200. He was able to get it for a few hundred dollars less than that.

As is usual with auctions John had no idea of the history of the car or it's previous owner. After he "won" the car he learned the previous owner had used it to compete in the Baja, Mexico rally. He contacted the man, who is in his mid-70s, and said he'd like to do the Peking to Paris rally "but he couldn't. He said he would coach me through it" as my son Brett and I spent a year re-doing the car for the event.

The car was first shipped from California to Florida where the Layzells worked to ready it for their adventure. "We are not trained mechanics. we did it in our garage."

They named the car "Little Red" and it had the number "55" on it.

Then they had to send it back to California where it was put in a container and then on a ship to China where the race started.

"We never got a chance to road-test the car. We had it on I-95 a few times and we had never done a rally before. Twenty minutes before the truck arrived (to transport it across the country) we were still working on it," John said.

Soon afterward they met up with the trusty car again in China and before long they were beginning a 7,610-mile, 33-day journey that would have them spending eight nights sleeping in tents in the Mongolian desert -- and eventually ending up in a few ultra-luxurious hotels in Europe before being greeted by huge crowd in Paris's elegant Place Vendome.

For much of the trip the Layzells were in a prime position among the 96 cars competing in the event. Most of the time they were in fourth position!

But then, with a little less than a week to go -- on the 28th day -- they had a problem.

"I believed we had a vapor lock. I was fiddling with the carburetor, the fuel pump, etc. Most of you probably know all mechanical problems are electrical. We needed a spare condenser. We had two of them in the back of the car but we didn't know that was the problem.

"On Day 28 we plummeted from fourth to 26th place. We couldn't make it up. We got a 12-hour penalty because we missed a time check, John explained.

John said "certainly the highlight of the trip was in Mongolia, in the open desert.

He described the "roads" there as being like roads in then United States were "about how U.S. roads were, probably in 1910.

"They were all dirt roads and tracks. The route book we were given (that gave directions for the entire trip) said in that area 'CBT' -- which meant 'Choose Best Track.' It was minus-6 degrees centigrade some nights. We were in tents, we had sleeping bags and we were freezing, John recalled.

He said there were no fuel stations in Mongolia so rally organizers had arranged for truck to be there to provide fuel for the 96 cars competing and about ten support vehicles provided by the organizers. The support vehicles included mechanics and doctors.

Of the 96 vehicles that started the rally at the Great Wall of China, 84 of them made it to the "finish line" at Place Vendome.

Layzell, who spent thousands of dollars for the once-in-a-lifetime experience, was asked by a club member how he and his son got along under such unusual and often-trying circumstances.

He replied, "Not a day went by when we wouldn't look at each other and say 'You fuckin' asshole!' It did our relationship just fine."

