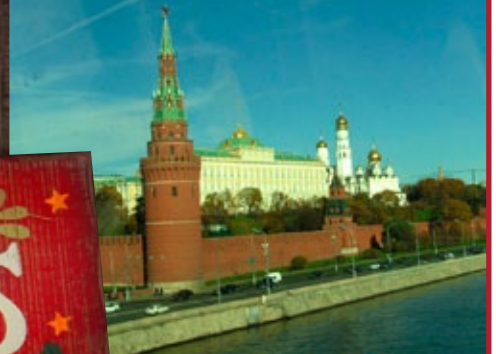




# Thunderbird NEWS

DECEMBER 2013 VOLUME 15, #12

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SOME FOTOS FROM MY TRIP TO RUSSIA



What happened to Puppy Madden in her trip to

Paris

HOW GEORGE BISHOPRIC CAR IS LOOKING NOW

TIPS FROM THE BIRD DOCTOR



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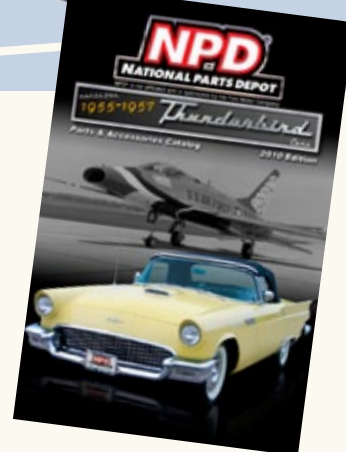


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# editor's REPORT



There has not been any new board slate proposed, so on Dec 14th at the Holiday party Ed Raabe will be elected President.

**The Holiday Party** will be that day at Raul Dominguez's home at 12000 S.W. 49TH St. (305 458-6343) at 6:00 p.m.

Don't forget to bring a \$15.00 wrap present per person for the gifts exchange.

Non-members pay \$25.00. Members are free

You have to confirm with me that you are coming before Dec 8th (786-554-5200)

See you there

**The new addition to the family** is progressing, it is already striped, has new brakes, re-chromes has been ordered, all the new parts have been ordered.



Will keep you informed, below is photo of how it is now.

**Felipe Cos**



## CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA CTC CHAPTER #114 DECEMBER 2013 VOLUME 15 NO.12

We will have our regular meeting of December in our Holiday Party on **December 14th.**

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pclein@bellsouth.net

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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 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](http://www.thunderbirdclub.us)  
2005 Thunderbird: \_\_\_\_\_ [www.fordautomobiles.com](http://www.fordautomobiles.com)  
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## HAPPY BIRTHDAY FOR DECEMBER

<b>CRISTY COS</b>	<b>2ND</b>
<b>CHARLES FRITZ</b>	<b>3RD</b>
<b>WENDI SIEGEL</b>	<b>8TH</b>
<b>KRISTINE FRITZ</b>	<b>9TH</b>
<b>RICHARD GALIANO</b>	<b>14TH</b>
<b>RAUL DOMINGUEZ</b>	<b>19TH</b>
<b>MARIA PEREZ</b>	<b>22ND</b>
<b>HILDELIZA PEREZ</b>	<b>23RD</b>
<b>DAISY HERNANDEZ</b>	<b>29TH</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.

## 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)

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

Contact Felipe at [filo4000@aol.com](mailto:filo4000@aol.com)




# What happened to Puppy Madden in her trip to Paris

Hi all --

Just a quick note to let you know I got home safely last night -- after a little more than 18 hours traveling.

You'll notice this email is being sent at a very early-in-the-morning time for me. My body clock is still on Paris time. But don't worry, I should be back to my "normal" hours in a few days.

The journey home had a couple of incidents worthy of note:

Just after we checked in at the airport in Paris and were heading to the departure gate there was a major security incident in the terminal. Apparently two unattended suitcases were found and a large area of the terminal was blocked off. Hundreds -- maybe even more than a thousand or more -- passengers were not allowed to move toward any of the gates or check-in counters. Many people, speaking many languages and with huge suitcases, were forced to just stand around in one spot and wait. . . and wait.

Meanwhile, police and a couple of guys wearing fatigues and carrying guns brought in a couple of sniffing dogs (I guess to sniff for explosives) -- and then opened the suitcases right on the terminal floor and began emptying them! Since I am short I couldn't really see this but my niece Cindy, who was with me and is several inches taller, was able to see most of it and told me what was happening. Apparently the police and military guys found nothing problematic..

After a delay of at least 20 minutes everyone was allowed to move on. It was somewhat chaotic at passport control

but everything worked out OK and we were able to leave on time.

We had a pleasant, uneventful flight to JFK airport. Cindy got her connection to Boston -- and I boarded my plane for Fort Lauderdale (and the next incident!)

The plane was less than half-full.

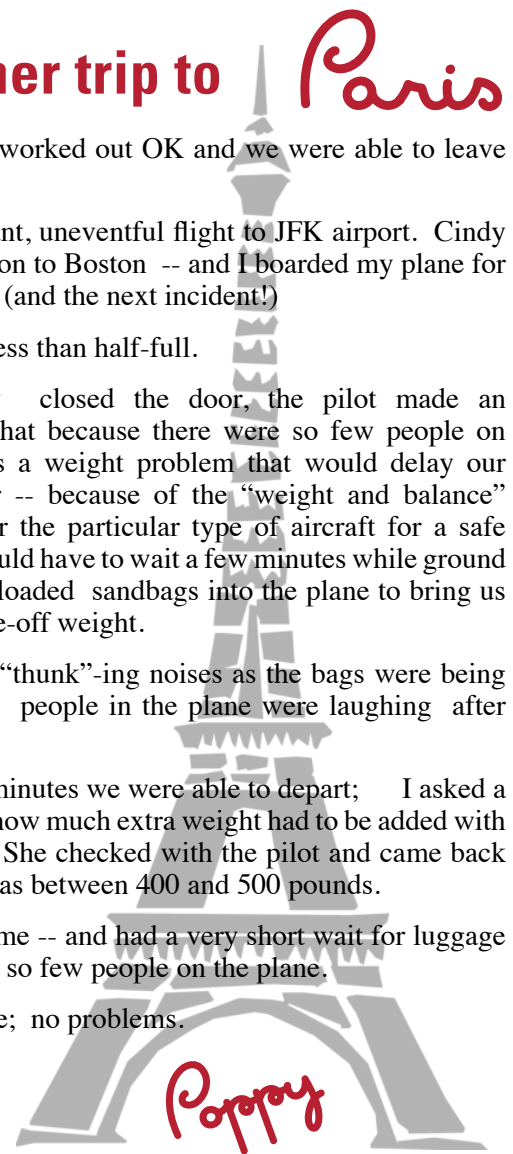
After the crew closed the door, the pilot made an announcement that because there were so few people on board there was a weight problem that would delay our departure. (or -- because of the "weight and balance" requirements for the particular type of aircraft for a safe take-off) we would have to wait a few minutes while ground crew personnel loaded sandbags into the plane to bring us up to a safe take-off weight.

You could hear "thunk"-ing noises as the bags were being thrown aboard; people in the plane were laughing after each "thunk."

After about 10 minutes we were able to depart; I asked a flight attendant how much extra weight had to be added with the sandbags. She checked with the pilot and came back and told me it was between 400 and 500 pounds.

We landed on time -- and had a very short wait for luggage since there were so few people on the plane.

The house is fine; no problems.



## COURTESY OF THE TRAIL BIRD NEWS

### MARTHA STEWART'S BANANA BREAD

1/2 Cup (1 stick) butter at room temperature  
1 cup granulated sugar  
2 large eggs  
1 1/2 cups unbleached flour  
1 tsp. baking soda  
1 tsp. salt  
1 cup mashed very ripe bananas  
1/2 cup sour cream  
1 tsp. vanilla  
1/2 cup chopped walnuts or pecans

1. Preheat oven to 350 degrees. Butter a 9 x 5

x 3 inch loaf pan; set aside. Cream butter and sugar until light and fluffy. Add eggs, and beat to incorporate.

2. In a medium bowl, whisk together flour, baking soda, and salt. Add to the butter mixture, and mix until just combined. Add bananas, sour cream, and vanilla; mix to combine. Stir in nuts, and pour into prepared pan.

3. Bake until a cake tester inserted into the center of the bread comes out clean, about 1 hour and 10 minutes. Let rest in the pan for 10 minutes, then turn out onto a rack to cool.

This is Martha Stewart's most requested recipe. Make it and you will see why. **It is soooooo good!**



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## TIPS FROM THE BIRD DOCTOR



### SOFT TOP CARE



by Bob DePaola editor

A convertible top is a very costly item to replace. That is why we should take extra care if we want it to last. You can double or triple its life expediency by following a few simple rules.

Fragile fabric tops were used on convertibles until the '50s. I think of these as raincoats made to be in the rain. When the sun is shining, you don't leave your raincoat outdoors. You put it on a coat hanger in a dark closet. If it gets dirty you don't put it in the washing machine or subject it to harsh detergents, you dry clean it. Treat your fabric convertible the same way you would an expensive rain coat. Keep your convertible top stored in a garage when not in use. Put a covering over the top to keep dust off of it. If you have a car cover, put a top covering under the car cover. Do everything possible to keep dust off the top so you don't have to clean it as often. When you do

clean it, use a hand vacuum cleaner or soft bristle brush. If this doesn't remove all the dirt, use an upholstery cleaner or rug cleaner. Such cleaners are sprayed on as a foam. If the top is not too dirty, you can later lift the dirt off by vacuuming again or use a damp (not wet) sponge. It is not necessary to use an auto upholstery or carpet cleaner. Products designed for household furniture will work just as well, and they are cheaper. Carefully follow the directions on the can. If there are spots on the fabric, they should be removed with a dry-based spot remover after the top is cleaned.

Try not to wash a top with detergents. They leave residues that will rot the fabric and the stitching. I have heard some say that detergents can be rinsed with a hose, but hose pressure is hard on the top. A top may get so much ground in dirt that you will want to wash it. Use a very mild detergent. There are some auto-top cleaners on the market that work well with water. If you water wash, do it infrequently.

To save your top, never put it down, except in a show or the exercise the mechanism a few times a year. When you raise and lower it, you are wearing on the fabric. If you lower the top, be sure it is carefully folded so the bows do not pinch the fabric. Protect the lowered top with a cover and make sure it is clean before folding. Do not store a car cover with a top lowered for long periods. Raise the top when you put it back in the garage.

Fabric tops were replaced by more durable vinyl tops. Vinyl is not easily damaged by detergents but the stitching can be. If you must wash a vinyl top, use a mild detergent and rinse thoroughly. The methods of keeping dust off fabric tops also applies on your vinyl top. Also use a vinyl protectant such as Formula A2001.



If you have the opportunity to protect your convertible top—whether it's vinyl or fabric—do it the very first day you bring it home, before it has a chance to get dirty. Pay special attention to the stitching. Manufacturers use poly-cotton thread—comparatively weak, and always the first thing to go. The stitching needs a UV sealant or protectant, if it's to hold things together for any amount of time. If you never did, now would be a good time to start. It is never too late to protect your convertible top.

When brushing tops, go in the direction of the seams to avoid breaking stitches. Clean a plastic rear window with a sponge saturated with cold water. If spots on the plastic won't come off with a mild detergent and water, leave them. Rubbing with chemical-soaked rag may make it worse or ruin the entire window.

We all experience the unmatched awareness of the outdoors, the rush of the wind, the warmth of the sun and find ourselves one with nature. So here's tops down to you!



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# MORE INVENTORY



# HOW GEORGE BISHOPRIC CAR IS LOOKING NOW





# MIAMI AUTO SHOW 2013

BY GEORGE BISHOPRIC

Arriving on Miami Beach, I was reminded about why I didn't miss Sobe. Unspeakable traffic with throngs of demolition-derby

drivers headed to the International Auto Show. That alone explains the dramatic run up in automotive profits of late. Consumers are interested, and looking.

The crisis is over, and the automobile world has been changed, forever. It's hard to remember that back in 2008, Hummer had a big stand, and that even "green" Toyota had huge trucks pulling big boats and jet skis. This this year, Subaru, VW, and Hyundai featured bicycles. Lamborghini showed a bicycle!. The biggest change was a sense that the worst is past. The smell of death from the carcasses of Pontiac, Hummer, Isuzu, Suzuki, Saturn, and Saab has been cleared.

It's not just that gas-guzzling dinosaurs are gone; the number of electric cars and various hybrids shows that these products are almost mainstream. Ford's electrics are on the market and attractive (and yes, our friends in Dearborn took government handouts for that). BMW had a futuristic electric there that doesn't look much like an "ultimate driving machine," but which does have a significant resemblance to a Proctor-Silex toaster. Mitsubishi and Nissan had their usual electrics, along with Chevy's Volt. Cadillac showed it's new ELR plug in hybrid coupe. An attractive car, but at \$72K, it remains to be seen if it will sell well. Then again, that's Tesla range, and they're astounding everyone, including fire departments, if you watch Fox too much.

There has probably never been a better time for large four-door sedan buyers. If you haven't seen Chevrolet's new Impala, you should. A truly excellent vehicle, and "Consumer Reports" top choice in its class, it makes you wonder why anyone would look at a Cadillac, until you see the new Cadillacs. The new Cadillac CTS is a marvel, and now with a four cylinder turbo as its base engine, which moves it well, as the new version is 250lbs lighter than the old model. The cup-holders alone are worth a test drive.

That's the key direction of cars, smaller, lighter, smaller engines. Mercedes has it's CLA, a very small sporty sedan which "starts" at \$29,995, and finishes up in genuine Mercedes territory once you've signed on the dotted line. Audi has no problem moving \$60K cars with turbo 4s. The mileage standards are really having an impact.

Maserati showed it's new Ghibli sedan, smaller, but I doubt the V-6 twin-turbo base engine will impress with mileage. The car has clearly impressed BMW and Mercedes, who see this move into their bread and butter market as a real threat. I don't need the performance or expense of a Maserati, but I'd really like to have that interior. Stunning. In Europe there's a limited edition Fiat 500 with that Poltrona Frau interior. In fact, a consistent finding at every price point was improved interiors with interesting finishes, textures and fabrics. You don't have to buy a leather interior to avoid mouse-fur seats, anymore.

On the other end of new products, I can't say enough about the Mazda 3. A small car that just looks "right." It doesn't look like a shrunken big car, or a like the crate that it came in. The interior is incredibly well finished, without the acres of black



Everyone's favorite, the new Corvette



My personal "Best of Show," the Mazda 3  
A car that happens to be small.

plastic one expects in a small car. Impressive, and my "Best of Show."

As for Ford, the Mustang is looking tired and out of place in a sea of hybrids and electrics with it's huge motors and Mustang missed the upgraded interiors memo. (Ok, the Camaro is a plastic-fest too, along with all cars aimed at boys-Scion, too. Men! Demand equal rights in car interiors!) With the Impala being as good as it is, the Taurus is in need of a major update, tomorrow. The Focus and Fiesta remain fresh and impressive, and are the future. The Lincoln stand? I just don't know. While the MKZ is a very beautiful car, I sense no excitement about it, and don't see that many in South Florida, which is a bad sign. The MKS I find handsome and roomy, but you wonder who's buying it, other than in Delray Beach. Ford is currently testing out "Vignale" upscale lines on regular Fords in Europe, so if Lincoln doesn't get some great new models very soon, I don't see how they survive. Maybe Ford should have thought of those development costs when they turned down bailout funds?

Cars are better than ever, fuel efficient, safe, and filled with electronics that make driving better. I suspect that Apple and Google will be waging war on the dashboard soon, and that the horrid My Ford Touch, loathsome BMW iDrive, and awkward Cadillac Cue systems and their ilk will be vanish like pagers and floppy discs before long. In the meantime, drivers voted with their cars this week, and flocked to the International Auto Show. If Miami Beach motorists keep driving like they do, they're going to need new cars, very, very soon. Be careful do do those CarFax checks!





The World-beating Chevrolet Impala



The Ultimate Sewing Machine? BMW iDrive...



Cadillac's ELR Plug in Hybrid  
Is it enough to counter Tesla?



Lamborghini goes biking  
Off road, and probably way off budget.  
Perfect for Saudi Arabian dunes?



The sumptuous interior of the Maserati Ghibli  
Benz and BMW are quaking in their heated seats

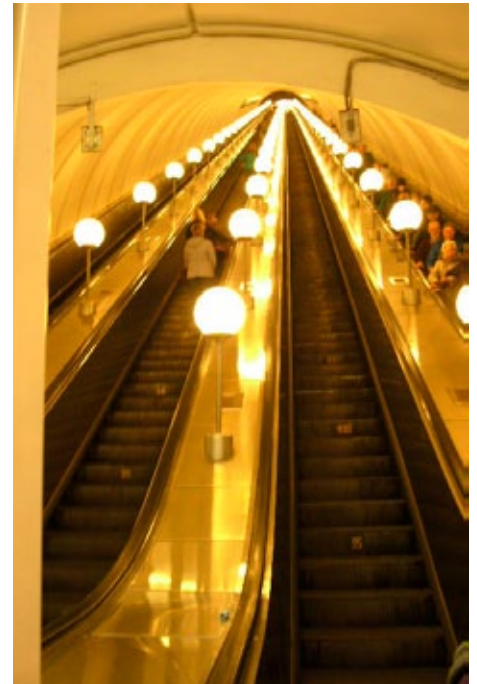
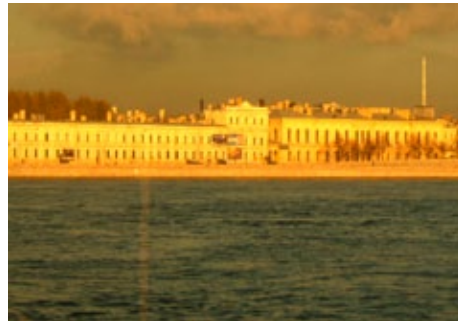
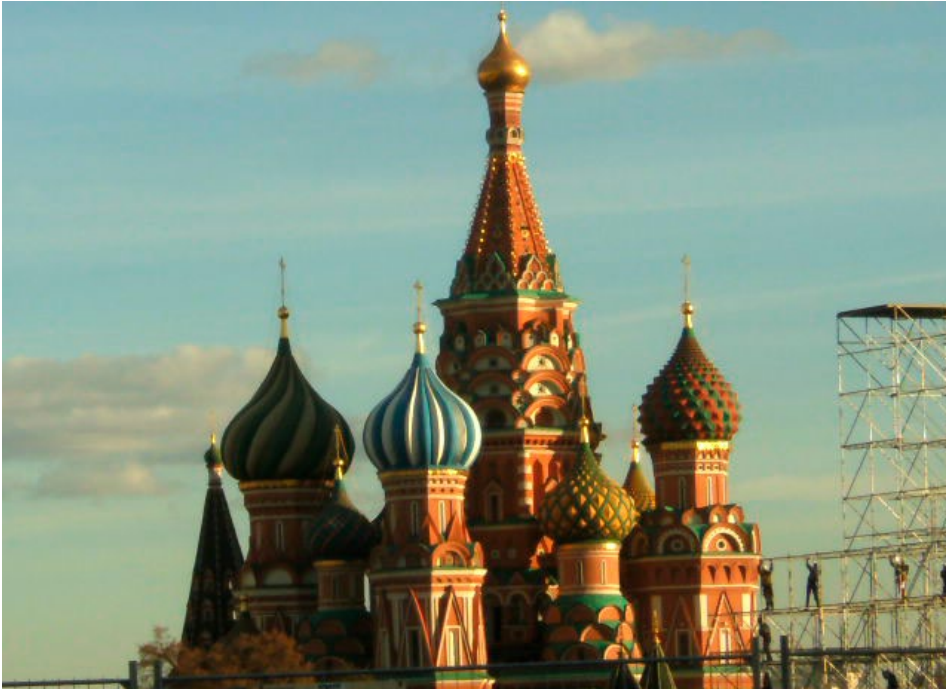


Hyundai goes with the cycling theme



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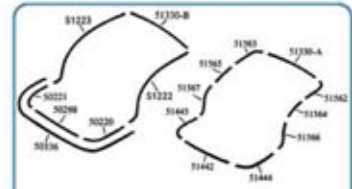
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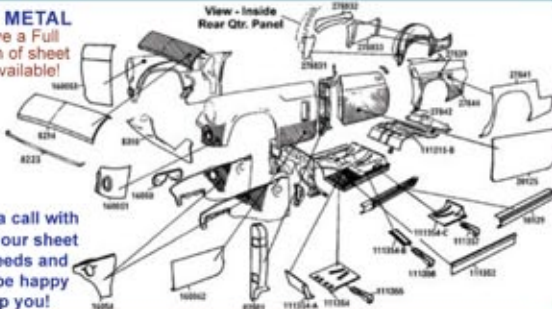
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