



Thunderbird NEWS

JANUARY 2014 VOLUME 16, #1

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Driving Pakistan's Badlands In A Vintage British Convertible

2015 Ford Mustang Revealed

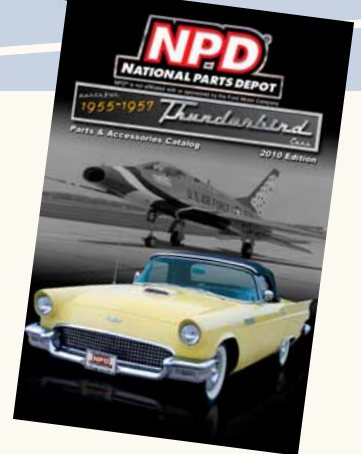


1955 Modified Thunderbird sold in Ft. Lauderdale Auction



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editor's REPORT



We had our holiday party last Dec. at the home of Raul & Georgina Dominguez with forty members present.

There was an open bar and a delicious "paella".

We thank the Dominguez family for their kind offer to host our party.

The new board assumed their new positions, with our new president, Ed Raabe.

Our next meeting will be on Saturday the 18th of January, at 9:30 AM, for to prepare preparation our car show on January 26th.

We will have coffee and donuts.

Our car show is free to the members of the club if their 2014 dues are already paid

Please go to:

<http://www.benefitcarshows.com/> and register, and pay the \$20.00 registration. The registration fees will be reversed after we receive it.

Or, fill out the enclosed flyer and send it to me

See you there.

Felipe Cos



CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA CTC CHAPTER #114 JANUARY 2014 VOLUME 16 NO.1

We will have our regular meeting of January at my home at 9:30 am (4000 Monserrate St, Coral Gables).

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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

Peter Klein 2012-2013

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

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

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Chicagoland Thunderbirds: _____ www.thunderbirds.org

Potomac Classic T-bird: _____ www.hydratech.com

Old Cars _____ www.greatoldcars.com

Classic T-Bird Club of Chicagoland_ www.ctcc9.com

CTCI NEWS

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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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1/2 PAGE _____	\$375.00
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HAPPY BIRTHDAY FOR JANUARY

JOSEPH BULLOCK	1ST
MARVIN FOX	12TH
JOSE PEREZ	27TH

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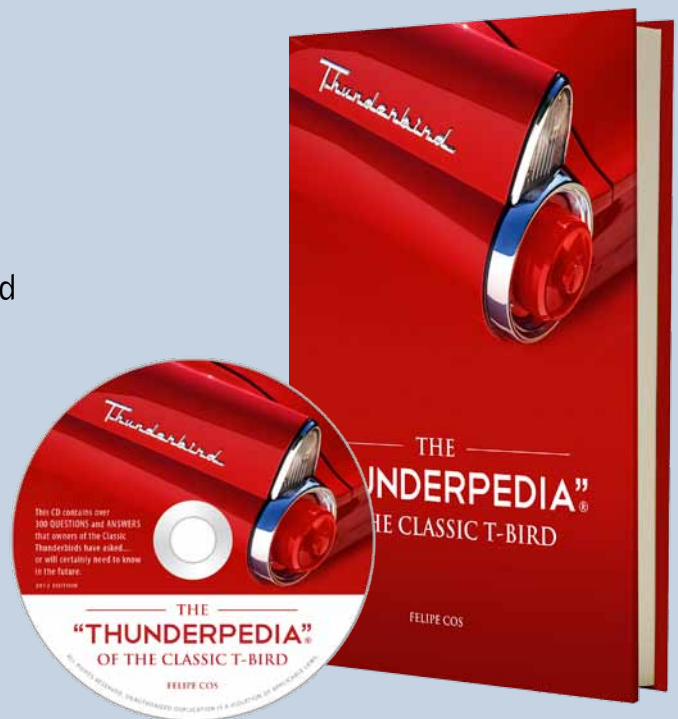
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NEW BOOK RELEASED

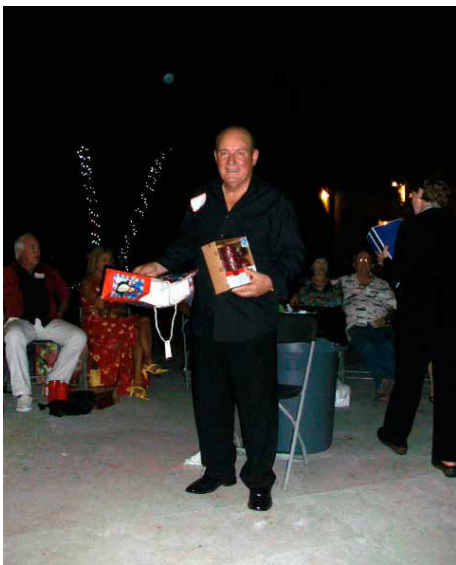
Felipe Cos introduced the "Thunderpedia of the Classic T-Bird" at the Memphis International Convention. It has over 300 questions and answers, 1,000 photos and over 130 pages, all related to how to fix our Classic Thunderbirds. There are no other books similar to this.

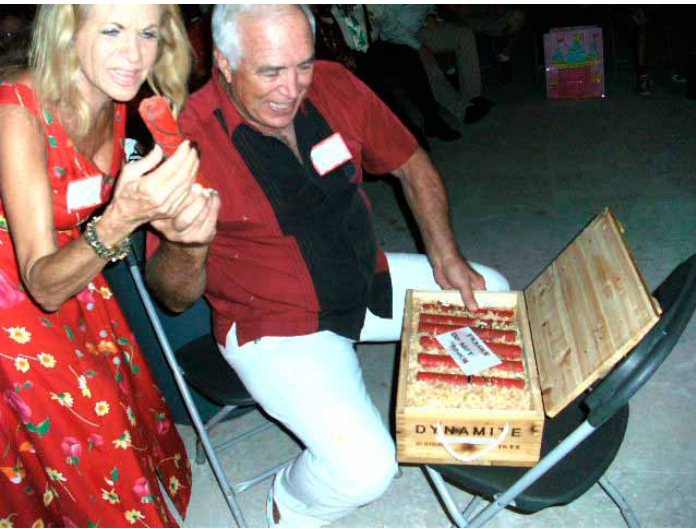
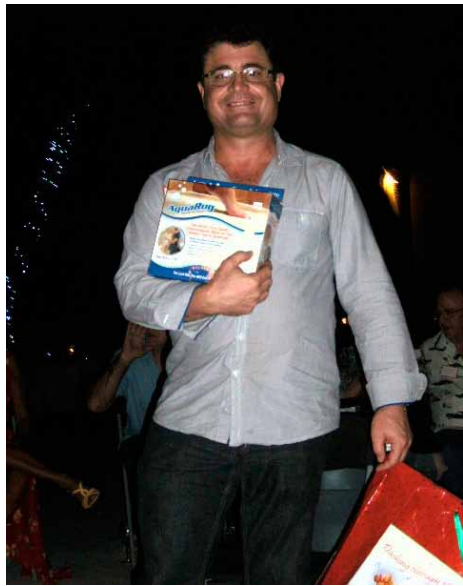
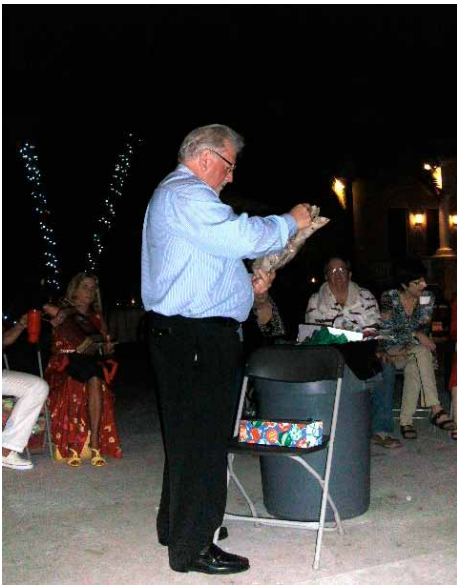
Price for Club members is \$25.00,
or order DVD for \$20.00
(postage \$5.00)

Contact Felipe at
filo4000@aol.com



OUR HOLIDAY CELEBRATION







2015 Ford Mustang Revealed



Primum non nocere. First, do no harm. The first rule for young, newly minted physicians might have been the mantra for everybody involved with the 2015 Ford Mustang. For the golden anniversary model of the groundbreaking 1965 Ford Mustang, engineers and designers worked hard to bring us a car that breaks new ground, downplays the retro, and yet manages to do nothing that would offend any of the pony car's faithful, save for a few old drag racers who will miss the full-throttle rear wheel hop. Other than the independent rear suspension, which everybody has expected since the 2005 model, the most controversial feature of the new Mustang is the third engine option, a 305-plus-hp 2.3-liter EcoBoost turbocharged four that slots between the base, 300-hp, 3.7-liter V-6 and the 420-plus-hp, 5.0-liter V-8. Ford calls the numbers "preliminary," but it's hard to imagine that the EcoBoost will have much more than 305 horses, since the company had to cut 5 hp from the base V-6 in order to give it some headroom. We will know more when the new car goes on sale. Although Ford hadn't released the official on-sale date, we're expecting April 17, 2014, the fiftieth anniversary of the official on-sale date of the original car, concurrent with its unveiling at the New York World's Fair.

Same Wheelbase, More Intelligent Packaging

The 2015 Ford Mustang retains the 2005-14 models' 107.1-inch wheelbase. Despite the new rear suspension, this smacks of both primum non nocere and cost-savings for a car that will be Ford's only non-truck, non-body-on-frame model after the company ends production of its right-hand-drive Falcon sedan in Australia in 2016. It turns out there's virtually no carryover. The car's chief engineer, Dave Pericak, and design director Joel Piaskowski say designers began with the assumption that the wheelbase and its "hard points" would remain when their task began, even before Piaskowski was called in as chief designer. Since then, Pericak's team developed an all-new chassis. When Piaskowski joined the project, the car's overall size remained, so he and his team worked to shrink the exterior envelope while maximizing interior space. The independent rear suspension — which allowed Piaskowski to lower the roof by 1.5 inches even while adding rear-seat and trunk space -- is an integral-link suspension with coil springs, a solid stabilizer bar, and twin-tube dampers. Order the GT coupe with the Performance Package and you get monotube dampers instead. Front suspension remains MacPherson struts with double ball joints and a tubular stabilizer bar. One of the cool toggle switches on the center dash operates the selectable driving modes that are available on V-8 and EcoBoost models. They vary the electric power steering, stability control, and throttle calibration between normal, snow/wet, sport, and track modes

Moving the A-pillar back 1.2 inches emphasizes the RWD car's dash-to-axle relationship and the hood is 1.3 inches lower while the deck lid drops 2.8 inches. The rear track is about an inch and a half wider. At first, the car looks as if it has a very high beltline, in the Audi TT idiom, until Ford wheels out a '14 Mustang, which simply looks boxy and upright, parked behind the '15. It's as though designers for one of

the world's sportiest cars had finally looked up the word "sleek" in the dictionary. The coupe's roofline truly is a fastback, and the rear-three-quarter view is the Mustang's best. What about the convertible?

This could potentially put the popular Mustang convertible on the trailer, if not for its own image as the quintessential American ragtop. It's hard to say, as we've seen only one and a half drop tops; one was a full-scale model, and the half was a full-size mock-up that was half hardtop and half soft-top. The tops will be cloth — no more vinyl across the Mustang line -- with electric power instead of hydraulics and a claimed seven-second down time. Due to the coupe's deep fastback rake, the convertible requires its own rear deck lid.

A Tale of Three Engines

The turbocharged 2.3-liter EcoBoost four-cylinder engine is a step up from the carryover 3.7-liter V-6, and if recent history is any guide, it will add at least \$995 to a base Mustang's sticker. The GT's 5.0L V-8 gets larger intake and exhaust valves versus the '14 GT's, plus revised camshafts, an improved cylinder head, and a standard oil cooler, which results in a projected increase over the current 5.0's 420 hp at 6500 rpm and "more than" 390 lb-ft at 4250 rpm. The 3.7L V-6 is not so lucky, with Ford shaving off 5 hp and thus sliding it under the EcoBoost's preliminary power figures. It makes 300 hp at 6500 rpm and 270 lb-ft at 4000 rpm. Both numbers are "projected." "Both the EcoBoost four-cylinder and the V-6 are designed to run on regular unleaded, while the V-8 is recommended for use with 91 octane (all the better to attain a 155-mph top speed). Any of the three engines can be had with a six-speed manual with hill-start assist or a six-speed automatic with paddle shifters. No downshift-rev-matching seven-speed manuals, no dual-clutch automated manuals, and no ten-speed automatics, at least until the General Motors/Ford joint-venture ten-speed transmission begins production in a couple of years. Ford expects the V-8 to remain very popular, while the V-6 will continue to appeal to people who want to look and feel sporty without the eight's rumble, thirst, or performance potential. Expect a V-6 base price roughly ten times the '65 Mustang's \$2368.

POWERTRAIN

Engines: 3.7L V-6, 300 hp @ 6500 rpm, 270 lb-ft @ 4000 rpm
2.3-liter turbocharged I-4, 305+ hp @ 5500 rpm, 300+ lb-ft @ 2500-4500 rpm
5.0-liter V-8, 420+ hp @ 6500 rpm, 390 lb-ft @ 4250 rpm
(all horsepower and torque figures, est.)

Transmissions: 6-speed manual, 6-speed automatic

Drive: Rear-wheel **CHASSIS**

Steering: Electrically assisted

Front suspension: Strut-type, coil springs

Rear suspension: Multilink, coil springs

Brakes: Vented discs/ discs (V-6 and EcoBoost)

Vented discs/vented discs (EcoBoost with Performance Package and V-8)

Tires:

235/55R-17 (V-6 and EcoBoost)

235/50R-18 (opt. V-6 and EcoBoost, std. V-8)

255/40R-19 and 265/35R-20 summers (opt. EcoBoost and V-8)

255/40R-19 summers (EcoBoost Performance Package)

255/45R-19 front, 275/40R-19 summers rear (V-8 Performance Package)

MEASUREMENTS L x W x H: 188.3 x 75.4 x 54.4 in

Wheelbase: 107.1 in

Track F/R: 62.3/64.9 in

Trunk volume: 13.5/11.4 cu ft (coupe/convertible)

Fuel Mileage: TBD



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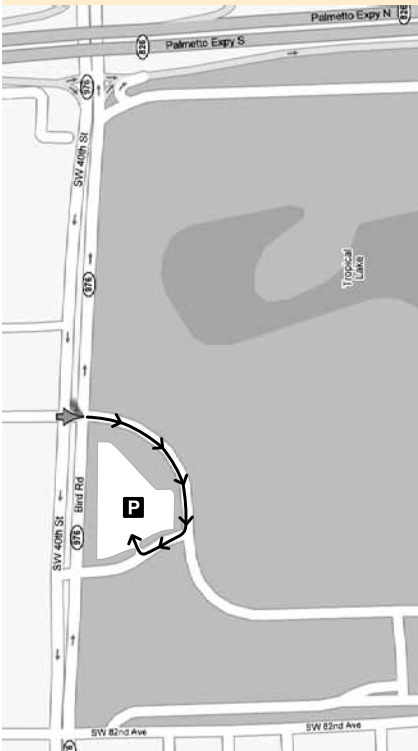
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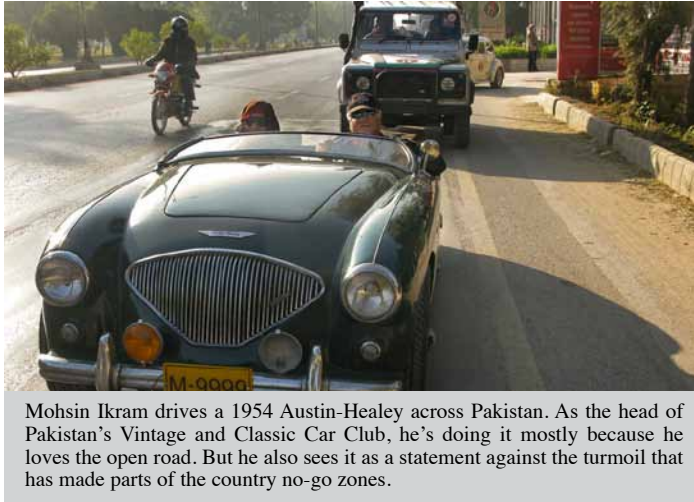
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Driving Pakistan's Badlands In A Vintage British Convertible

By PHIL REEVES
December 06, 2013



Mohsin Ikram drives a 1954 Austin-Healey across Pakistan. As the head of Pakistan's Vintage and Classic Car Club, he's doing it mostly because he loves the open road. But he also sees it as a statement against the turmoil that has made parts of the country no-go zones.

Every now and then you meet a character who stands out against the landscape. The landscape, in this case, is the sweep of terrain between the Arabian Sea and the Khyber Pass.

The character is a stocky man, wearing a baseball hat, dark glasses, a quirky grin, and an air of stubborn optimism. His name is Mohsin Ikram.

The reason Mohsin stands out against this landscape is because he's motoring across it in a sports car that was made in Britain when Winston Churchill was still alive.

Traveling across Pakistan in a museum piece, with no roof, is not for the fainthearted.

But Mohsin is a man in love. He is, he explains, in the grips of what he calls "this car thing" — a burning, lifelong passion for vintage cars.

Pakistan was founded in 1947. There are still a few cars around that were shipped in here before that, under British rule.

Mohsin, who is 50, started collecting them when he was 16. His fleet currently includes a 1947 Lincoln Continental convertible that once belonged to the king of Afghanistan.

"I would go out of my way to have fun in classic cars, go anywhere in the world, take any challenges," Mohsin says. "I love being around cars."

Restoring classic cars is clearly Mohsin's life, but he does have a proper job — as a travel agent and events manager.

"I hate doing all that," he says. "I wish I didn't have to work for money and spent all my time on cars."

A Cross-Country Journey

Mohsin is the founder of Pakistan's Vintage and Classic Car Club. A few weeks ago, with a group of fellow enthusiasts, Mohsin set off from his home in the southern port city of Karachi and headed for Peshawar, close to Afghanistan. That's a journey of about 1,000 miles; Mohsin's wife, Saira, travels in the car with him.

Pakistan has some fine freeways, and many new cars. But driving here is often also a battle with dust and potholes, rickshaws, horse-drawn carts, cycles of all sorts, gaudily decorated trucks — and herds of goats.

Mohsin and Saira are traveling in a dark green 1954 Austin-Healey. When visibility is bad — at night, for example — Mohsin switches his dark glasses for a pair of glass and leather World War II flying goggles.

Mohsin and his friends started these road trips a few years back. They're partly just about enjoying their cars. They stop along the way to hold car shows and gatherings of fellow enthusiasts.

But for Mohsin, this journey is also a statement of defiance against those creating havoc in his country.

"I am from that school of thought that this is our country, and we have to show them that we are living a normal life," he says. "We want to have fun. We will have fun, come what may."

He continues: "I want to be free. I want to be free enough to go anywhere in Pakistan, wherever I want to go to. Why should a terrorist keep us off the streets?"

Pakistan isn't the kind of place that generally comes to mind if you're contemplating a leisurely cross-country drive. It's rare for a day to pass without a suicide bombing, a gunbattle or an assassination somewhere on the map.

But the violence is patchy. In most trouble spots, there are very large areas where life carries on as normal. This is true here, too.

Avoiding A Trouble Spot

During the journey, Mohsin's convoy has to make a big detour because of a rumored riot. He loses a fog lamp and breaks a spring after going off-road for hours to avoid a 60-mile traffic jam.

But they eventually reach Islamabad, the capital, unscathed. Saira climbs out and allows this correspondent to squeeze into their car for a while.

"We are only 5 inches from the ground. It is a funny feeling. It's like a go-kart," says Mohsin, as the Austin-Healey growls its way through the city's wide avenues.

"We get all kinds of reactions, but mostly people like what they see. They have smiles. They give me a thumbs-up; they appreciate the car," he says. "Some people laugh — I don't know why."

At this point in his journey, all that remains is the final leg, a three-hour drive to Peshawar.

More than 1,000 people have been killed or injured by bombings and shootings in that city this year. Mohsin is accustomed to this. In Karachi, there is bloodshed every day. But some of his group have told him they won't be going any farther because of security fears.

"Some people have dropped out because there's a warning that there might be some terrorist attack in Peshawar," Mohsin says. "I told them if you're not going, I am going alone. And my wife said, if you're going, I am also going with you."

I watch as Mohsin and Saira, and a handful of others, set off down the road to Peshawar on a dazzling blue autumn morning. Later I phone them; they'd made it, unharmed. Everything was — says Mohsin — "fantastic."

For the stubbornly optimistic Mohsin, these trips are making a fundamental point, about the impact that people can make by standing up to the men with guns.

"People don't realize the people power," he says. "If we unite, if we get together, we can do anything."



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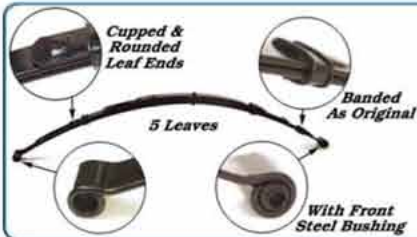
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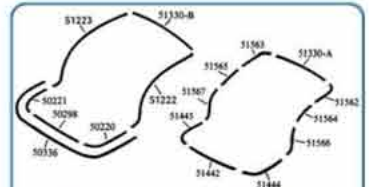
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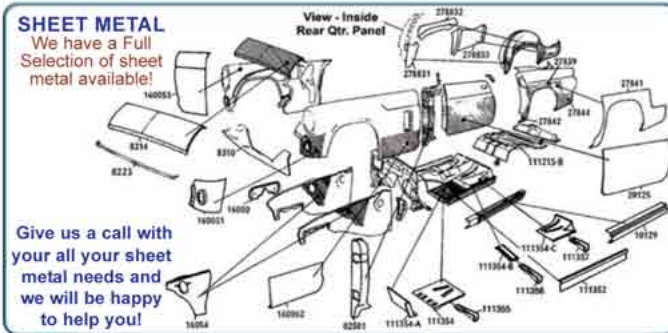
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