



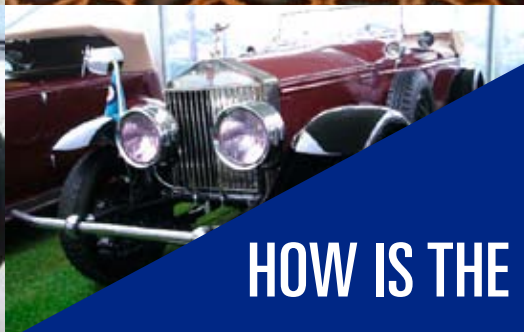
Thunderbird NEWS

APRIL 2014 VOLUME 16, #4

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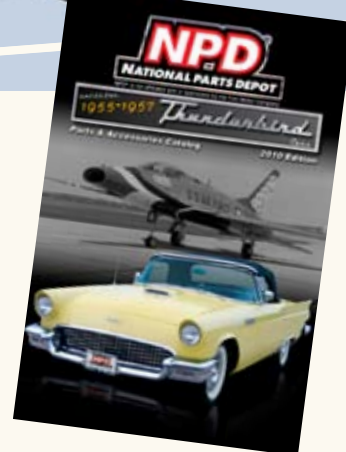
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Thunderbird
news

APRIL 2014 VOLUME 16, #4

editor's REPORT



Our club drove the cars at the R.M. Auction in Ft. Lauderdale last March 12-16

We had a good turn out of persona helping us. Thanks for your help!

Photos of the auction will be in next month newsletter.

On April 11th we will drive to Mt Dora and will come back on the 13th. For more informatiom look inside the article by Daisy Hernandez.

We have a new member

James & Kay Hall, welcome to our club!

2014 CTCI INTERNATIONAL CONVENTION

JULY 1ST TO 6TH
SPRINGFIELD, MO.

Don't miss this opportunity to see over 200 Classic Thunderbirds on display. Our Club is participating.

I will be flying non-stop Miami-St Louis on American Airlines and will subsequently be renting a large car for the 3 1/2 hour drive. If anyone is taking that flight and is interested in driving with me, please call me at 786-554-5200.

There are already 8 couples that have signed on.

Go to the CTCI website:

www://ctci.org for more information

You have to be a member of the CTCI!

Felipe Cos

CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA CTC CHAPTER #114 APRIL 2014 VOLUME 16 NO.4

We will have our next monthly meeting on **April 2nd at 7:00 p.m.** in Miami Lakes at the Trattoria Pampered.

Look for his ad for address and phone.

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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
NEWS**

APRIL 2014 VOLUME 16, #4

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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1/2 PAGE _____	\$375.00
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CARD SIZE (NON MEMBERS) _____	\$150.00
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HAPPY BIRTHDAY FOR APRIL

ALBERT JORGE	8TH
MARTIN VAZQUEZ	9TH
JAMES QUINLAN	17TH
RICHARD BOYHAN	21ST
GARY STUMP	22ND
ANA BOYHAN	23RD
JOSEPH BEVILACQUA	23RD
FELIX HERNANDEZ	26TH
RONAL BARAZ	29TH
SHARLA SHEPPARD	30TH

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

CTCI NEWS

DUES ARE DUE

\$35.00 MEMBERSHIP ARE DUE, PLEASE SEND YOUR CHECK TO THE CLASSIC THUNDERBIRD CLUB AT
4000 MONSERRATE ST. CORAL GABLES, FL 33146

INTERNET PAGE

Have you seen our internet page? We need to update it. Does anyone know how to do it? If you can update it call me. Our page is as follow:

THUNDERBIRDCLUB.US

You may have your own individual email, mine is as follow: FCOS@THUNDERBIRDCLUB.US If you want your own just send a note to me. Please follow the previous format in doing so. It is free, no charge. This is another advantage of your club. Any ideas for the page? This page doesn't cost the club a penny for yearly subscriptions, I'm doing it through my business company web.

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

NUMBERS TO KEEP

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

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

VMCCA Sun Coast Chapter. President David Bobbitt 305 661-1340 bobbitt@comcast.net

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

AACA Miami Region President Oscar Castro 305 467-8196 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

Muscle Stangs of Miami Ayanidys Martinez 305 321-0437



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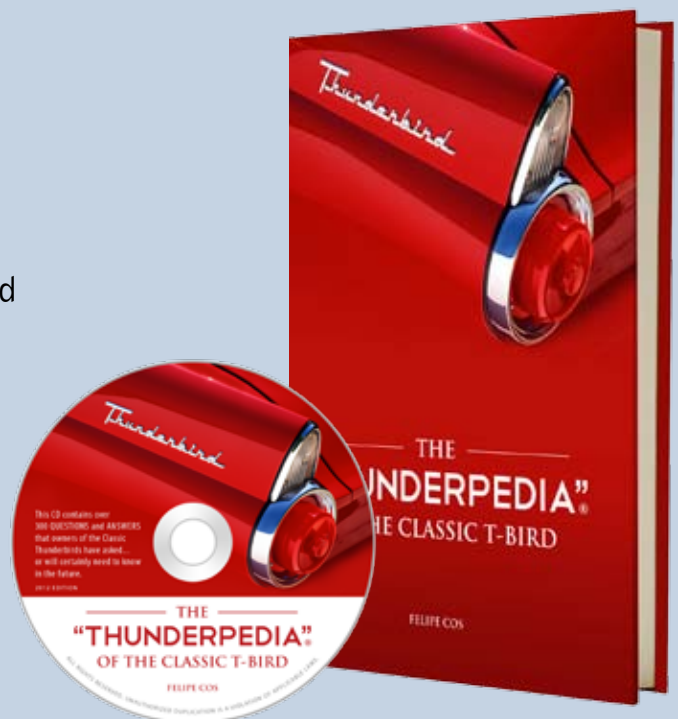
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NEW BOOK RELEASED

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



HOW IS THE NEW BABY COMING?



The baby is getting better, new dash cover and paint



new wiring



detailed engine bay



floor has been cleaned and rubberized



restored steering wheel



new engine and transmission



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AMELIA ISLAND CONCOURS D'ELEGANCE

The Amelia Island Concours d'Elegance was celebrated last March 6-7-8th with hundreds of cars and 29,000 spectators the last day.

They has 3 car auctions with cars with value up to 3 millions dollars.

One point to watch was that in one auction there was 2 Mercedes Benz from the 50's, both identical, the difference was that one of them was completely restored and it was sold at 2.6 million, the other was unrestored, used and in regular shape, it took 2.8 million. 200,000 more that the restored one. UNBELIVELY!

Following you will see a lot of photos from the Concours and from the auctions.









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REAR LEAF SPRINGS

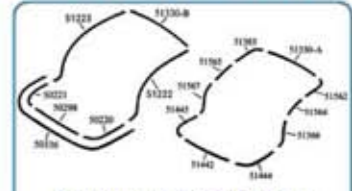
New reproduction leaf springs are the "Original Style" leaf spring. **Banded** - as original, with **cupped & rounded** leaf ends & **steel front bushing**. You cannot buy a better set of leaf springs anywhere!

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5550-AKR 55 kit 139.95
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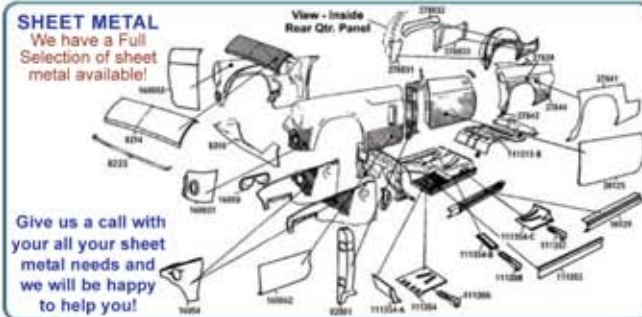
17696-AR 55, Screws attach from top & bottom . . . 39.95
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CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA

March 5th, 2014 at Trattoria Pampered Chef, Miami Lakes

BY POPPY MADDEN-SECRETARY

MINUTES OF MEETING

President Ed Raabe opened the meeting at 7:20 p.m. and introduced new members J.D. Hall and his wife Kay. Both recently retired from working for Broward County.

Daisy Hernandez reported that nine couples have signed up to take the April trip to Mount Dora. Plans include sightseeing in the historic town, a tour that will give members the opportunity to visit several restaurants where they will have tastings, and a visit to an auto museum.

Peter Klein gave a brief talk on plans for members of our club who were to serve as drivers for vehicles in the RM Auction of antique and classic cars. The event was to be held in Fort Lauderdale the second week in April. Peter said that in addition to people from our club the drivers would include people from the Cruisers of South Florida, the Studebaker Club of South Florida and the Mercury Club. Mike McNeal and Leo Saladino coordinated most of the driving activity at the auction which was held at the Broward County Convention Center.

Ed said he has been speaking with some people and they have discussed the idea of our club hosting a Classic Thunderbird Club International (CTCI) event -- possibly a national or regional convention. He said that in recent years similar events have been held in large air conditioned buildings and that a possible location would be at the Broward County Convention Center.

(Our club hosted the national convention in 2004 in Miami. It was outdoors. The national events are usually held sometime in the summer. This year's National is in Branson/Springfield, Missouri, in July)

There will be further discussion of this idea at future meetings.

Ed brought up an item of new business and suggested the club consider a trip to the Revs Institute for Automotive Research in Naples, home of the Collier Collection of books, documents, and other items about the automobile industry and its history.

The Institute, which also has more than 100 cars from 1898 to 1995, has been closed to the public for about 20 years and was scheduled to open at the end of March.

Daisy suggested we go there in May.

Ed reported the T-Bird Registry at CTCI has designated us as the first club in the

Registry and anyone who signs up will have a special designation in the listings if they notify the registry they are a member of our club.

Ed also reminded members it is time to start thinking about where we should hold our annual brunch meeting. He mentioned one place we might consider, the Vienna Cafe and Wine Bar on State Road 84 in Davie.

The meeting adjourned at 8:05 p.m.



Some answers are from my own 50+ years old experience. Some are from someone else's experiences. Most of them are from different publications.

Felipe Cos

CARBURETOR REPAIR, ENGINE & TRANSMISSION MOUNTS, Continue from previous page.



Replace the screws that hold the carburetor top.

Replace the coil wire.

Start the engine and check if it is working O.K.

Replace the filter.

TO ADJUST THE GAS LEVEL IN THE CARBURETOR:

The float adjusts how high or low the gas level will be.

Look where the needle clip is placed in the float—there is about a 1/4 inch tab piece of metal in the float that if you bend it a little [up or down] will let the float go lower or higher when it has gas.

Use a long head fine plier to bend it (see below).



If you bend it up, the gas level will be lower

If you bend it down the gas level will be higher

MINIMUM CLEARANCE FROM TOP: 1/2 INCH

NOTE: Most times you won't be able to get a new needle holder piece, in that case replace just the needle. It should work O.K.

Some members have told me that the actual gas with ethanol deteriorate the rubber needle.

RECOMMENDATION: Buy one or two carburetor kits (save one for spare—they are not easy to find). They cost approximately \$40.00 (part 9590-BK for the 55 & 56, and 9590-CK for the 57).

Q: WHEN I RAISE THE ENGINE, THE WHOLE ENGINE TWISTS TO THE RIGHT. WHAT IS HAPPENING?

A: Probably the engine steady rest rubber mounts are worn out, look for them at both sides of the engine. It is very easy to exchange the rubbers mounts for new ones (part 6969-R approximately \$17.00)



Also you should check the engine and transmission mounts. They are located below the engine and the transmission. When the steady rest mounts worn out, they place too much strength in the engine mount and they wore out too.

To change those mounts you have to lift the engine or the transmission, if you are handy you may be able to do it. Don't forget to jack the car for safety.

When was the last time you checked them?

50 yrs. ago when I was a "professional signal light racer", it happened to me that I pushed the gas all the way down turning to the left, and to my surprise the accelerator tugged at full blast. I was able to controlled pushing the brake hard, but I'll never forget that bad moment.

That happened because the steady rest rubbers were worn out, the engine twisted to the right and the accelerator rod stuck jammed.

Previous could happen to you if you don't check them.

Some answers are from my own 50+ years old experience. Some are from someone else's experiences. Most of them are from different publications.

Felipe Cos

Transmission Kick Down Problems, Soft Top Parts.

Q: MY CAR DOES NOT KICK DOWN TO FIRST GEAR WHEN I DEPRESS THE PEDAL HARD. WHAT COULD IT BE?

A: Believe it or not, in the last two months, I saw two cases that some "mechanics" fixed "their way".

First case: The bell crank assembly throttle had some play in the linkage (worn out) and when they depressed the pedal the kick down engaged and stay accelerated all the way down (extremely dangerous case)

How did the mechanic fix it? He attached a screw as shown in the photo to avoid the engagement of the kick down.

How should you fix it? Buy a new the bell crank assembly throttles and exchange it. (Part #9773, approx. \$90.00.)

See below where he attached the screw.



Second case: The "mechanic" instead of attaching a screw as in the previous case, he drilled a hole between the linkage part that has the screw and the linkage part that goes to the carburetor. Then he attached a permanent pin.

How did I fix it? I took the pin out, lubricated the assembly and I found out that the throttle return spring was worn out and was not returning the kick down linkage as it should. Just change the spring and try it out.

Something similar happened to me some yrs. ago.

I had the "E" model and it was not kicking it all the times, I lubricated the throttle plate and replaced the spring, and the problem was fixed. See page 28

There are 3 kinds of springs, the 55 is 9737-AR, the 56 & 57 is 9737-BR, and the "E" model is 9737-CR. Any of them are less than \$5.00

Refer to page 16 for adjustment of the shifting.

Q: THEY WILL BE INSTALLING A NEW SOFT TOP; DO I NEED ANY PARTS BESIDES THE SOFT TOP CANVAS?

A: Yes, before you take your car to the upholstery shop, order the front upper molding clips. Part #16241-B about \$1.25 each. You will need 10. Also NAPA BALKAMP 665-3249

Usually the installer does not have it and sometimes it is difficult to find them. If the installer does not have it, he probably will install the top with only 3 or 4 old clips and you will never know.

Below is photo of the old one and the new one, (buy also the bolts.)



Some answers are from my own 50+ years old experience. Some are from someone else's experiences. Most of them are from different publications.

Felipe Cos

Upper Seal Door Pillar, Carburetor Choke.

Q: HOW DO I INSTALL THE UPPER PILLAR SEAL?

A: (The upper pillar seal is not located in the pillar; it is located on the windshield frame where it connects to the door pillar)

First take off the visors, then loosen the inside chrome moldings beside where the pillars connect the windshield, [see photo]. Take off the old rubber seal unscrewing the 4 tiny screws that hold the rubber seal to the windshield frame (you will need a small point screwdriver for that).



Install the new seal been sure the bottom thick part of the rubber seal will fit the pillar when you close the door, Install the molding back, install the visors back. Be sure to send for new tiny screws [8] before you install the seal; usually those tiny screws are in no good condition (Part APK-8, about \$2.00)



Q: HOW DO I ADJUST THE CARBURETOR CHOKE?

A: With the engine cool, loosen the 3 screws that hold the round black plastic housing (see the photo of a '57) that is in the carburetor.



With your left hand depress and hold the accelerator linkage about 1" down; with your right hand turn the black choke housing until you see that the two flaps that control the incoming air are close.

Then reverse the turning until the flaps are 1/3 open



Tie the 3 screws in the housing (photo is a '56)

Now the automatic choke should be adjusted

If the carburetor has gas, press the pedal one time, the engine should start at first try

If the carburetor has no gas, install an electric fuel pump to prime it. See page 123

Some answers are from my own 50+ years old experience. Some are from someone else's experiences. Most of them are from different publications. Felipe Cos

BOLT PATTERN

Q: HOW DO YOU MEASURE THE BOLT PATTERN?

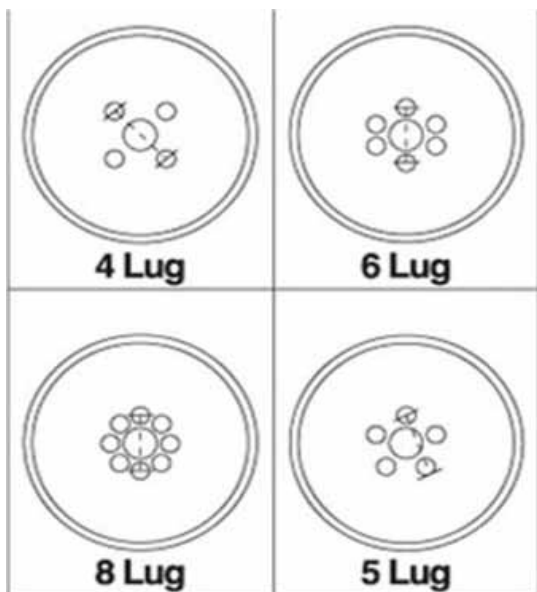
A: The following is an article from COKER TIRES that in my opinion is the best I have found. Thanks to CORKY COKER for the use of their article (Phone 877-251-6363) Article says: We get lots of great questions, while we're at shows and on the phone with customers. We want to educate our customers to make the ordering process smooth and easy, so we're going to do a series of tech articles that explain several of our most popular questions. The first of these is measuring the bolt pattern before ordering a set of our wheels. It's an easy process, but it can easily be misunderstood, which can sometimes result in ordering the wrong wheels! Take a look...

On a four-lug, six-lug or eight-lug wheel, measuring is easy, as you measure the distance between two studs from center to center. A quick glance at a five-lug pattern shows that you don't have a good measuring point, so it is common practice to measure from the

center on one stud to the furthest point on the stud across from it. You can do this with a regular measuring tape. Before you order any of our steel wheels, please do your best to measure for the correct diameter, width, backspacing and bolt pattern.



BELOW IS HOW TO MEASURE THEM:
(Our Birds are 5 lugs)



4 Lug - Measure center to center of two studs directly across from each other.

5 Lug - Measure from the center on one stud to the BACK side of the third stud. This is the easiest way to estimate a 5-lug bolt pattern.

6 Lug - Measure center to center of two studs directly across from each other.

8 Lug - Measure center to center of two studs directly across from each other.