



# Thunderbird

MAY 2014 VOLUME 16, #5

## NEWS

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*Thunderbird*  
news

MAY 2014 VOLUME 16, #5



# 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 are in inside pages.

**On April 11** we drove to Mt Dora and spend 3 days visiting car museums and different places in that beautiful place, thanks Daisy for preparing this trip.

## 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](http://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 MAY 2014 VOLUME 16 NO.5

We will have our next monthly meeting on May 7th at 7.00 p.m. in Miami Lakes at the Trattoria Pampered.

Look for his ad for address and phone.

### BOARD

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954 383 8111  
eraabe@bellsouth.net

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954 566 0000  
wuzfuz7@aol.com

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786 525 5170  
grytbird@aol.com

**Felipe Cos** Treasurer  
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filo4000@aol.com

**Daisy Hernandez** 2nd Vice President  
305 613 6775  
hrn3120@bellsouth.com

**Peter Klein** Past President  
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pklein@bellsouth.net

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George Bishopric Newsletter proofreading

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**[www.thunderbirdclub.us](http://www.thunderbirdclub.us)**

### 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**

MAY 2014 VOLUME 16, #5

## 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)

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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 Oscar Castro  
305 467-8196 [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 Martinez  
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CARD SIZE (MEMBERS) _____	\$125.00

## HAPPY BIRTHDAY FOR

# MAY

<b>DAISY HERNANDEZ</b>	<b>3rd</b>
<b>ED BROWN</b>	<b>6th</b>
<b>LEO SALADINO</b>	<b>8th</b>
<b>ERNEST SALADINO</b>	<b>9th</b>
<b>KATHRYN ZIEL</b>	<b>12th</b>
<b>GEORGINA DOMINGUEZ</b>	<b>16th</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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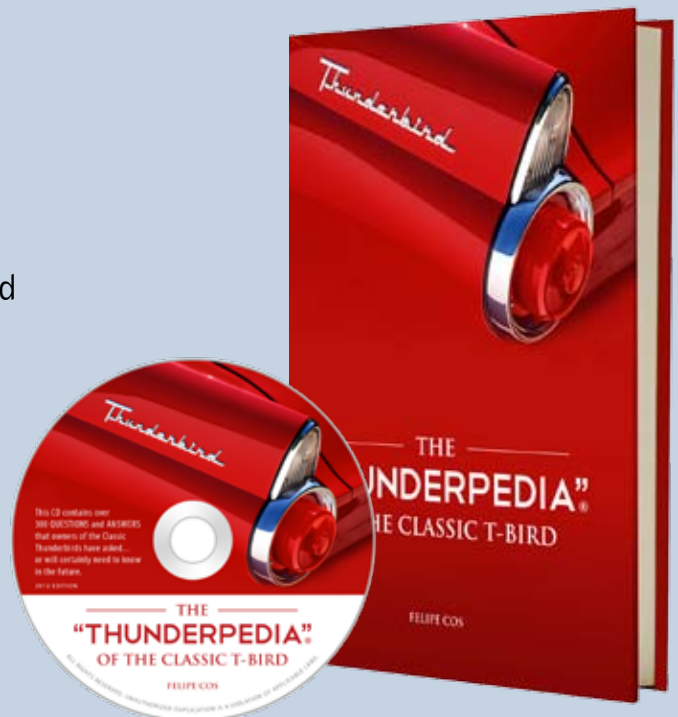
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## NEW BOOK RELEASED

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**



# AUCTIONS AMERICA

By Ed Raabe

The Auctions America Ft Lauderdale RM Auction, held March 14th-16th generated over \$21 million dollars in sales!

Two of the top bid cars, both Ford based, were the 1963 Shelby Cobra #23 at \$825K and the 2006 GT40 Heritage Edition, bringing \$412,500 .

Each year, in March, our club, The Classic Thunderbird Club of South Florida provides our Members as "drivers" to assist at the Auction. We also enlist the help of the Mercury and Studebaker Clubs to provide up to 20 total "drivers" daily.

For 5 days we help prepare, stage and drive to the auction block, over 500 cars!

We all have a terrific time and have the opportunity to drive our "dream Cars" as well as opening up our horizons to experience cars we never would otherwise have the chance to.

Every auction is an opportunity to see how the value of our Thunderbirds are holding up. I want to provide some results from the Auctions America with accompanying photos for the cars. I will make some liberal comparisons taking into account the conditions vary from one Marque to another, but will try to be as fair as possible . Compare the '55 V8 Corvette, that, had it not been for the Ford Thunderbird being first with a V8, it would never have existed!

This #1 condition example sold for \$101,3200. Why? Very few were made only 700, compared to the T Bird at 16,155 This beautiful '55 Thunderbird, was sold at the average price as it was a #2 example, but it needed very minor attention to get to #1. " Well Bought" as they say!

Let's look at how the Thunderbird and a similar Marque of Personal Luxury Roadster , the Mercedes Benz 190SL compared. This 1956 Thunderbird had it all!

#1 Rotisserie restoration, Hard and Soft tops, Wire Wheel Covers, covered in an eye popping Peacock Blue with Blue and white interior. 312 cu. In. V8. "Well Sold" at \$71,500!

The Mercedes 190 SL was the junior to the 300 SL series and has become increasingly popular. In the last year these cars have doubled in their value. However both #1 MB examples at the auction did not sell as the reserves must be above the limit that people will pay. Not Sold at 100K, this was a comparable



1955 Corvette 192hp V8 Sold \$101,200



1955 Thunderbird 198hp V8 Sold \$39,325



1956 Thunderbird Sold \$71,500





restoration to the Thunderbird and is very similar in concept, however it is equipped with just a 4 Cylinder 120hp engine and Manual 4 speed transmission.

Shown here was a beautifully Restored F Code 1955 Thunderbird.

In 1957 Corvette introduce an optional 270hp dual carb and a Fuel Injected 283hp 283 cu in. engine. 1 HP for every cubic inch.

The 1957 Thunderbird had an optional 312 cu. in. "E Code" dual carb set up good for 285hp. Not satisfied, Ford Equipped 208 known examples designated as the "F-Code" which featured a Paxton Supercharged 312 cu in engine producing 300hp! These are the most desirable Thunderbirds today. This example is in Raven Black with Red interior. I have seen a few of these cars and this one is over restored. fig A

Most of the F-Code cars I have seen do not have the dress up kit, chrome Supercharger or Carb cover. fig B.

F-Code Cars have sold for over \$170K recently. I wonder what the reserve on this was?. The Comparable 1957 "Fuelie" Corvettes are selling in the same range.

Meanwhile the Marques of the era that inspired the Thunderbird and Corvette continue to be restored, collected and offered for sale. Jaguars fetch the highest dollars at auction. Shown are a few examples in #2 condition sold at the Auctions America Ft. Lauderdale Event.

The 1958 -1960 "Square Birds".

1958 Average prices are \$30.5K for convertibles, and just \$13.9K hard tops.

The top prices for #1 Cars reach in the \$70s . The 1960 Below with a 352cu in was in #2 condition is a tad high at \$25K. The most you can get for a #1 Hardtop is \$30K This one badly needed an



1956 Mercedes Benz 190SL Not Sold \$100K



1957 F-Code Thunderbird Not Sold \$155K



1955 Austin-Healey 100 Sold \$67K



1955 MG TF Sold \$30K



1959 XK 120 Sold \$113K



1957 Austin-Healey 100 Sold \$50.1K



1959 MGA Sold \$27.5K



1957 Morgan Sold \$30.1K



1960 Not Sold \$25K



1960 Sold \$29.7K





engine bay clean up to get close to #1

Late 1960's Thunderbird "Flair Birds" are averaging in the \$20K range. With #1 condition convertibles just below \$60K. The pictured 1964 was a in #3 condition, a nice driver for sure, and a good restoration candidate based on the current market for convertibles.



1960 Sold \$22.5K



1964 Sold \$21.4K

**AUCTIONS AMERICA**



## Sweet Potato Biscuits

### Ingredients:

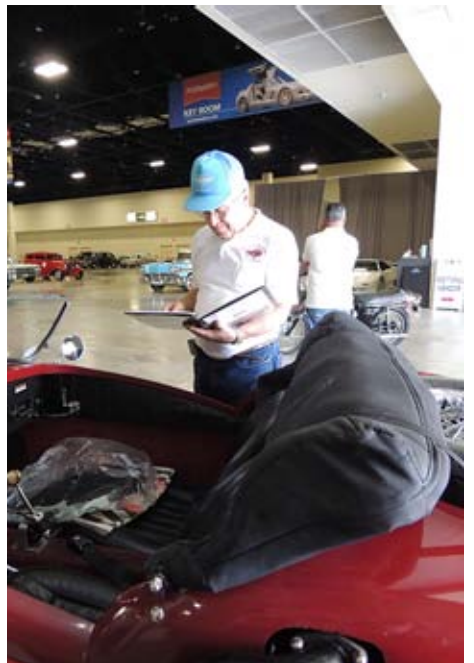
2 cups all-purpose flour  
3 tsp. baking powder  
½ tsp. baking soda  
¼ tsp. salt  
½ tsp lemon peel  
3 Tbsp. brown sugar  
Dash cinnamon  
½ cup melted butter  
1 cup boiled, peeled, mashed sweet potatoes  
2/3 cup buttermilk

### Preparation:

1. Pre-heat oven to 450 deg. F.
  2. Sift dry ingredients together, set aside.
  3. In a separate bowl, beat melted butter into potatoes.
  4. Add dry ingredients, alternating with buttermilk. Mix until moist ball forms.
  5. Turn dough onto lightly floured board pat lightly with flour.
  6. Roll out to ½ to ¾ inch thickness.
  7. Cut with floured 2 ½ or 3 inch biscuit cutter.
  8. Bake 20 to 25 minutes until light golden brown.
  9. Serve with orange marmalade, pineapple jelly or other citrusy spread.
- Makes 20 to 24 biscuits.



# AUCTIONS AMERICA





# AUCTIONS AMERICA





# AUCTIONS AMERICA





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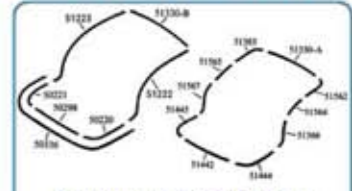
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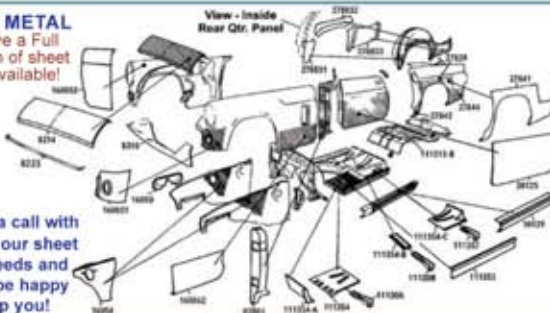
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# CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA

April 2nd, 2014 at Trattoria Pampered Chef, Miami Lakes

BY POPPY MADDEN-SECRETARY

## MINUTES OF MEETING

(Secretary's note: Some of the information herein concerning participants at the Auctions America event was not mentioned in the meeting but was subsequently obtained from Mike McNeal for clarification purposes.)

Before the meeting officially started President Ed Raabe introduced recent members Paul and Anita Werner of Boca Raton who were attending their first meeting of our club. The Werners said they are the "proud parents of a red 1955 'Bird." Other members present -- about two dozen or more -- also introduced themselves and told what kind of car(s) they own.

Phil Marzo, owner of the 2004 gray T-Bird fondly known as the "Chromemobile," announced that he and his wife Joan are moving upstate to The Villages and won't be attending future meetings.

Ed formally opened the meeting at 7:20 p.m. and announced that the first item of old business would be a recap of our club's successful participation in the Auctions America collector vehicle event that was held in Fort Lauderdale in March and tallied a total of more than \$21 million in sales.

Mike McNeal, who with Leo Saladino, coordinated the club's five days of participation at the auction, said the event was one of our major fund raisers for the year.

Four of the 29 people representing our club logged a total of almost 150 hours working at the auction, assisting with placing cars in the proper areas when they arrived at the site and driving them to the auction block and other related things. The four were Mike, Leo, Ed Raabe and Robert Ferretti. Our club treasurer, Felipe Cos, said the club will receive about \$3,500 from the auction company for providing the service at the event.

Mike also cited former club president Peter Klein for spending more than a dozen hours negotiating with Auctions America personnel for our club participation.

In addition to the people representing our club -- some of whom are friends of members -- Mike recruited about 20 drivers from three other area clubs: the South Florida Cruisers, the Studebaker Club and the Mercury Club. (Mike is president of the Mercury Club)

Mike gave a resume of the auction situation and said representatives of the auction firm noted that our drivers improved safety at the event this year in comparison to last year's event. "We made a hit with the auction people by wheel chocks for the cars on inclines" at the vehicle entrance to the Broward County Convention Center where the event was held. "Leo was one of the people who did a lot of that," Mike said.

Mike said that the performance of our club members and the drivers he recruited from other clubs created good relations with officers of the auction company and he is confident we will be asked to provide drivers for their auction again next year.

He said one of the factors we have to consider if we work the event next year is how to do a more accurate job of determining how many drivers will be needed each day and what times of the day will require more or fewer people available. "Some times we were understaffed -- and some times we were overstaffed.

Mike explained that the auction company has some of its own drivers who were selected to drive some of the high-end cars so "no mishaps would occur -- like happened two years ago when Leo was driving a Ferrari and the brakes failed and he spoke to them in Italian."

One of the cars being auctioned -- and the one that went for the highest price, \$825,000 -- was a 1963 Shelby 289 Cobra, was owned by Donnie Gould, president of Auctions America. Mike said Gould specifically asked that Greg Kersul, drive the car for the event. Kersul is one of drivers from the Mercury Club.

Mike said that if we are asked by the auction firm to provide drivers next year hopefully more members of our club will volunteer for the event. Women are

encouraged to participate and many of the cars have automatic transmissions.

Leo Saladino said that, "Especially for the ladies, people can usually pick the cars they want to drive and that drivers do not have to drive any car they do not want to. There are also other things club members can do at the auction not involving driving vehicles.

President Raabe said that driving at the auction was "a lot of fun and I learned a lot of things we can improve on next year." He noted that a lot of drivers were needed on Friday morning -- the first day of actual auction activity but that "Wednesday morning we did not need many people" as vehicles were arriving at the Convention Center in preparation for the event.

Kay Dunn asked who provided the T-shirts drivers wore for the event. They only said "Auctions America." She asked about the possibility of having shirts that say "Thunderbird Club."

Poppy Madden suggested perhaps we could have "something like a badge" or something else we could wear at a variety of events, including the auction "to identify us as members of the Thunderbird Club."

Ed said he was already looking into something like that and he was considering a magnetic badge for members.

Felix Hernandez, who drove some cars at the event, said "something very unusual happened at the auction: I was driving a black Bentley convertible. There were two guys nearby and one of them said 'I own this car. Listen to me, if I don't get \$50,000 (bid) I want you to drive down the ramp, leave the keys in it and I'm taking it home."

Felix said the car sold for a little more than \$51,000.

He didn't say if he was able to verify that the man who had spoken to him really was the vehicle's owner.

Mike then explained that owners are not supposed to get in their cars when the vehicle is on the auction block. "The auction company has the title (to the vehicle.) If the car is not sold and there is a reserve (minimum acceptable bid amount) the owner has to retrieve the title from the auction company.

Felix's wife, Daisy, worked for Auctions America during the event and said the company keeps the title (papers) in the office and owners are given a special pass that will allow them to go to the office and retrieve the documents if the vehicle does not sell.

President Raabe commended Daisy for the "fantastic job she did putting together the trip to Mount Dora" that the club is to take the second weekend in April. The trip plans include a stay at the historic Lakeside Inn, a tour of a car museum and an event that includes a walking tour of shops and dining places in Mount Dora with food and drink at some of the stops.

Ed said he is looking into organizing a trip to the Revs Museum in Naples in the next month or two. He recently sent club members an email about the facility. He said it includes collections of different kinds of cars, including Porsches, classics and race cars. The Museum also includes a massive collection of automobile memorabilia and has recently re-opened after being closed to the public for 20 years.

Felipe Cos suggested that if we visit the museum we consider inviting the Thunderbird club on the west coast to join us.

The meeting adjourned at 8:20 p.m.

Shortly after adjournment Ed re-opened the meeting and said he had received an email earlier in the day from Former President Ed Brown asking that the club donate \$500 a year to McPherson College in Kansas where students learn how to restore antique and vintage cars.

Daisy made a motion that the club donate \$500 a year to McPherson but that the donation be made to honor the late Liz Brown. Liz was an active member of our club for many years. Her husband established a scholarship fund at her school in her memory. The motion passed unanimously; the meeting then re-adjourned.



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**

## Timing Adjustment, Starter, Ignition Key Cylinder Assembly.

### Q: HOW DO I ADJUST THE TIMING IN THE ENGINE?

**A:** Look behind the distributor for a bolt that hold the distributor tied, loose it two or three turn. The distributor should be loose to turn left or right.

Refer to page 5 in the book.

When you finish don't forget to tie it back.



### Q: I STARTED THE ENGINE AND THE STARTER DOESN'T SHUT OFF- I HAD TO HIT THE STARTER SELENOID TO STOP THE STARTER RUNNING.

**A:** Start the engine again, go to the starter solenoid and take the **red wire** off. If the starter shuts off, the problem is in the ignition key.



If it does not shut off, the problem is in the starter solenoid- change it for a new one. (Part # 11450A for the 55 and B for the 56-57, approximately \$18.00)

A new ignition switch part #11572 cost approximately \$23.00

### Q: HOW DO I CHANGE THE IGNITION KEY ASSEMBLY, OR THE CYLINDER KEY?

**A:** Refer first to page #110, after the ignition key assembly is out, just insert the key, and turn it half turn to the right. Press the bottom shown in the photo, and pull it off.



To use the new ignition switch, insert the old cylinder with the key in the new switch and turn the key to the left half a turn, pull the key off.

If you are changing only the key cylinder, replace it with the new one.



If you are changing the assembling, insert the old key cylinder.

Reverse all the previous to install back the ignition key assembly .

Be sure you get back the wires to their right position.



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Felipe Cos

## Headlight Switch, Accelerator Pedal.

### Q: HOW DO I CHANGE THE HEADLIGHT SWITCH?

**A:** Please refer to page 32 [after the power is off]. Look for the push in button parts that you have to push in in order to pull out the light shaft. [See photo below]



See the blue bezel nut tool used to take out the part that holds the light switch in the dash.



See the light switch once it is taken out from the dash.



Be sure all the wires are replaced in the same place of the old switch. Be sure the rear fuse is in good condition.

Reverse all the previous instructions to install the light switch in his place.

### Q: HOW DO I CHANGE THE ACCELERATOR PEDAL?

**A:** To take the old accelerator pedal off, move the carpet to a side to expose the two bolts that hold it to the floor. Take them off and move the pedal off the accelerator linkage.

Install the new one with the two bolts at the base; put some grease at the top of the linkage rod. With a vise grip [see photo], hold the linkage and push the pedal hole into the linkage.



The vise grip will help you to hold the linkage steady when you push the pedal in



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## Trunk Rust, Jack, Parking Lights.

**Q: I FOUND SOME RUST IN THE TRUNK. HOW CAN I HOLD THE RUST?**

**A:** First clean it well; spray some anti-rust spray to stop the progressing rust (see in the photo two kinds of anti-rust liquids and some undercoat can). Before you apply the undercoat or the paint wait a day until it dries.



You may or you may not apply some undercoat, or if you don't like the undercoat, try to paint the whole trunk floor, or you may undercoat it and then paint original color.



See this trunk floor with undercoat after it was de-rusted. The trunk floor will be in good condition for several more years to come.

**Q: COULD YOU SHOW ME HOW THE JACK IS SUPPOSED TO BE STORED IN THE '56?**

**A:** Below are photos.



**Q: I SAW A BIRD WITH PARKING LIGHT IN THE BUMPER DONUTS, ARE THEY FACTORY ONES?**

**A:** No they are not. They look nice but I have no idea how they did it.





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Felipe Cos

## Power Steering Control Valve, Signal Lights.

**Q: IS THE POWER STEERING CONTROL VALVE AVAILABLE?**

**A:** Yes, they are as follows:

55 & 56 has 3 large 1 small fitting port.

'57 has 3 small 1 large fitting port.

Before you send for them be sure which one you have installed in your car.



This photos was taken from Hills Thunderbird at the Memphis 2012 international convention.

Others sellers also has them.



**Q; MY SIGNAL LIGHTS STOPPED WORKING. WHAT COULD IT BE?**

**A:** I was restoring a car and find out that the signal lights were not working. I changed the flasher, and it still didn't work.

With an electric tester I checked the two legs of the flasher to find out if there was power when the signal lights were on. No power at all.

Then I went to my 1956 factory electric manual book, and I saw in the book that there was an in-line fuse holder.

I went to the fuse holder [see photo below], opened and find out that the fuse was burn out, replaced the fuse and the signal lights started to work.

If your signal lights don't work, the first item you should look is to check the fuse. [I was very close to disarming the steering wheel out to check for the mechanism of the signal light].

To find the fuse holder location look for the flasher inside of the dash between the steering wheel and the radio, follow the flasher electrical lines, and the fuse holder should be right there very close to the flasher.

