



Thunderbird NEWS

AUGUST 2014 VOLUME 16, #8

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My 56 Bird in front of the Biltmore Hotel



LETTER FROM THE PRESIDENT

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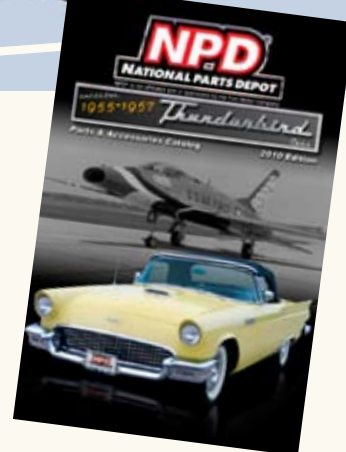
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Thunderbird
news

AUGUST 2014 VOLUME 16, #8

editor's REPORT



Beginning this month one of our member's car will be at the front page, send me your Bird photo. Photos will be printed in the same order as I receive them. This month is my 56 Bird in front of the Biltmore Hotel.

Have you realized that we are at our 15th anniversary? WHAT CAN ME DO TO CELEBRATE IT?

In the interiors pages are all the information of the past **C.T.C.I. International Convention**, congratulations to our friends that enjoyed it. At the convention we got the Gold award with our newsletter, thanks to all that cooperate with it. Our yearly Brunch will be on August 24th, you have to call Daisy at 305-613-6775 for reservation and information, please bring your car if it is possible.

Congratulation to George Bishopric for his adventure in California.

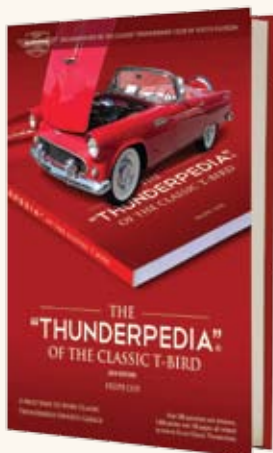
The response for the Car Rally have been very good, only in our club I had over 10 responses. It will be done probably in Nov. It will be for two days and 300 miles. Our 8th car Rally will depart from Miami and finish in Miami with overnight in Naples.

This Rally is very easy, you only have to maintain certain speed at the designated areas with no stops or turns. I promise you will see parts of Florida that you have never seen before. You need a GPS for speed accuracy, stopwatch and a navigator. (Italy's Mille Miglia Style).

There will be two car classes: Classics (over 30 yrs old) and modern cars. Children are welcome in the cars. Bullseye will be one of our sponsors.

The New 2nd Edition Thunderpedia Book is already published and also the printed addendum to the first edition, you may call me at 786-554-5200

Felipe Cos



CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA CTC CHAPTER #114 AUGUST 2014 VOLUME 16 NO.8

Our August meeting will be on August 24th with a Brunch on the Hillcrest Country Club located at 4300 Hillcrest Drive, Hollywood, FL 33021 at 11:00 am.

Members pay only \$10.00 with the club paying for the difference of \$12.25. Guess will pay \$22.25. Please make the reservations with Daisy at 305-613-6775. Every member should bring a wrapped gift for a raffle at the brunch.

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Ed Raabe President
954 383 8111
eraabe@bellsouth.net

Poppy Madden Secretary
954 566 0000
wuzfuz7@aol.com

Gary Stump 1st Vice President
786 525 5170
grytbird@aol.com

Felipe Cos Treasurer
786 554 5200
filo4000@aol.com

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

Peter Klein Past President
305 376 8578
pcklein@bellsouth.net

DIRECTORS

George Bishopric 954 761 1438
georgemia@mac.com

Mike McNeal 954 786 8571
tamcneal137@aol.com

Connie Danluck 305 206 9053
conico@bellsouth.net

Leo Saladino 954 456 4887
leolasharue@aol.com

Norm Gabe 305 895 3453
norm@environmentalcontrol.com

Bob Toney 305 592 9782
jtoney49@aol.com

Ed Brown 954 931 4542
doubleliz@aol.com

Oscar Castro 305 467 8196
oscar@midsenet.com

Felix Hernandez 305 613 6775
hrn3120@bellsouth.com

Ernie Saladino 954 559 0068
salamoney1317@gmail.com

Paul Cotner 305 323 6692
pacersw@yahoo.com

Grace Vazquez 305 979 1065
41buickspecial@gmail.com



George Bishopric Newsletter proofreading

4000 Monserrate St. Coral Gables, FL 33146

Phone 305 661-5170 Fax 305 661-5180 E-mail: filo4000@aol.com

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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

AUGUST 2014 VOLUME 16, #8

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

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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1/4 PAGE _____	\$250.00
CARD SIZE (NON MEMBERS) _____	\$150.00
CARD SIZE (MEMBERS) _____	\$125.00

HAPPY BIRTHDAY FOR AUGUST

RICHARD RUSH	8th
GEORGE BISHOPRIC	12th
MARIA FERNANDA BECERRA	24th
ASHLEY ZIEL	27th

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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SECOND EDITION RELEASED

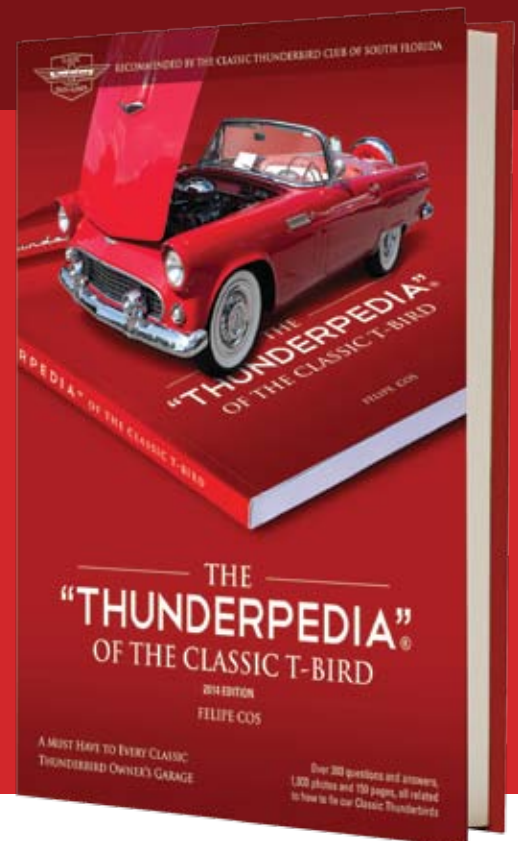
Felipe Cos introduced The Second Edition of the "Thunderpedia of the Classic Thunderbird" at the Branson/Springfield Convention.

It has over 300 questions and answers, 1,000 photos, and over 150 pages, all related in how to fix our Classic Thunderbirds.

There are no other books similar to this.

Price is \$35.00 Postage is \$6.00

Contact Felipe at
filo4000@aol.com



LETTER FROM THE PRESIDENT

Dear Club Members,

The summer is here, as hot and rainy as ever, making it tough to find the time to exercise our cars! I hope you get a chance to drive your T-Bird at least once a week. It's fun for you and your car loves the attention. If you don't it will cry. I am sure you have seen the "tears" on the floor of the garage from time to time!

Bridget, Frank, Georgina, Raul, Arlene and I went to the CTCI International Convention in Springfield MO. In The Ozarks. There were a lot of Beautiful cars to be seen. Bridget and Frank brought "Thor" and received a Silver Award. I was checking out the 55's for details to compare to ours, attended the Judging school and learned a few things! You're never too old, it is said! I spoke to people who had driven in from Oregon, Washington State and Arizona! I also spoke a Member from Sweden about Thunderpedia, Felipe's book (he didn't drive his car from there, however!)

Our Thunderbird News Newsletter won a Gold Award for best Newsletter. Congratulations to Felipe Cos!

We also took a road trip on Historic Rt. 66. A CTCI Club member from Fla West Coast, Dave Bush recommended we stop out at Guy Parita's Sinclair. There we met Gary, the proprietor, who was as gracious as the day is long! We "sat a spell" drinking sodas and he told us stories about Rt.66, back in the old days. He was a cross country truck driver in the hay-day of the interstate. Opened in 1926 Rt. 66 was a single road you could drive from St Louis MO to Santa Monica CA. Modern Interstates put an end to traffic on Rt66 and many towns bypassed, perished.

Gary told us about Lowell Davis, the famous artist, who took his entire town of Red Oak and moved it 10-15 miles to his property, before all of its buildings were "reclaimed" by Mother Earth. We couldn't resist and ventured off.

Just a few miles off Rt. 66 at the Red Oak sign (a model A truck at the top of a 20' pole), Lowell has turned Red Oak into a Museum of a Mid-Western Town, now gone forever. He has several significant structures there, include Bell Star's home, his residence today. He invited us in to look at his studio and we were impressed! Later we "sat a spell" (they do that a lot out there) and he told us of his life's adventures and autographed his book for us.

Next up is our Club Brunch on August 24th Sunday at The Hillcrest Country Club in Hollywood. Please bring your Thunderbird as they will provide parking at the entrance, which makes for an awesome picture opportunity.

Happy Classic Motoring,
Ed Raabe







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CTCI #35685

The journey to the 2014 CTCI International Convention for myself and Frank began pre-dawn the 29th of June for a planned 01 July arrival in Springfield Missouri. The schedule called for three 8 hour days as we were pulling a trailer loaded with “Thor” our 1957 Peacock Blue Thunderbird. Frank had the good fortune of being able to borrow a nice Featherlite open trailer with front deflector shield, really nice! As we began our first day Frank went over contingencies with me, “so dear when driving, if the trailer decouples just let off the gas and let the trailer stop you”. Little did I know how important our planning for the uncertain can be and to prepare for the unexpected.

Now we have all heard that history repeats itself, how true! In 2012 at the Memphis CTCI International Convention the festivities were cut short for the south Florida contingent as Hurricane Isaac aimed at our homes. This time we were two days on the road when the news alerted us to the impending path of soon to be hurricane Arthur churning up Florida’s east coast. It seems when Frank and I leave town we put our fellow Floridians in jeopardy. So maybe we should not venture out, I think NOT!

On day two of our road trip, we arrived in Tupelo Mississippi, the birth place of Elvis Aaron Presley. As we left this quaint hamlet and headed for the interstate, a car suddenly rolls along side and motions for us to roll our window down. Frank is immediately having thoughts of trailer problems or worse as the gentleman asks where we are taking the car. I inform him we are headed to Missouri and he inquires if that is where we are selling the vehicle? Frank and I both laugh and I reply “the car is not for sale”. As we accelerate onto the freeway this gentleman continues trying to negotiate a deal to acquire our T bird; to no avail. With a little more pressure on the gas pedal our Dodge Hemi pick-up truck responds and even with the weight of car and trailer we are alone once again and on our way to the CTCI International Convention.

We arrived on the first of July early enough to drop our bird at the detailer and still have time for me to attend a makeup Rotary meeting. That’s when our good fortune became evident. I know better and always rely on President Reagan’s famous saying “Trust, but Verify”; this time we did not double check but took the word of the owner that the trailer had a two inch ball. As I backed our beautiful bird off the trailer, right at the end of the critical maneuver, the hitch jumped into the air fleeing itself from our truck! Nothing was dented, no one hurt, we were only shook up a little, therefore “No Harm. ...No Foul”. Now Frank even brought a 2” ball before picking up the trailer to ensure “I believe it’s a two inch ball” was correct. When he arrived with the test ball Frank was told, emphatically guaranteed, the hitch was indeed a 2”. The post incident investigation revealed, after reading the barely discernible stampings on the hitch “ball 2 5/16”.

We had towed our pride and joy for over 1200 miles over rough roads on a ball 5/16 inch too small. We were truly blessed, to have discovered the mismatch but more importantly to have had no road emergencies.



The 60th Anniversary 2014 CTCI International Convention was held in Springfield Missouri, “The Show Me State”! The host club did just that and showed all participants a great time, outstanding tours, excellent organization, and consummate hospitality. Our hosts the Classic Thunderbird Club International did a fantastic job and all of the attendees send a well done for all their hard work and sacrifice. The official kickoff was at the welcome party where root beer floats washed down great hamburger sliders while we all enjoyed the talents of the world renowned Jazz Quartet, Sherry, Pam, Diana, and Tawny.

The highlight Thursday was our trip to Showboat Branson Belle. The venue was aboard a true stern wheeler that plied the waters of Table Rock Lake. The dinner was a culinary treat and the show “Made in the USA” absolutely enthralled all in attendance. Aboard the bus, all the way back to the hotel, everyone talked about how wonderful the entertainment had been. It made you proud to be an American.

Friday dawned and the first thing on the agenda was the owners meeting preceding the Concours d’ Elegance. Here we were given our dash identification and then, the owners assembled by their steeds prior to the judges’ arrival. There was plenty of nervous laughter and harmless kidding as the participants let loose pent up energy. Everyone was anxiously circling their cars, looking for the gremlin grime that can appear from nowhere and attach to the most obvious car panel in view. The judges set the standard of professionalism, thoroughness, and respect. We all owe a debt for their service to the convention. I went to the Judge’s Training class and realized what a difficult job it is to judge these cars.





As the cars were released that afternoon, they assembled outside for the ride, read parade to "Cruisin USA Frozen Custard". The crowd was entertained by the Thunderbird Band, great fun, great snacks, and unparalleled camaraderie. This was a very pleasant diversion after the rigors of the Concours.

The south Florida attendees had good intentions of making the gathering at Crusin USA but our fearless leader Ed Raabe led us on an exciting expedition down historic route 66. Our first stop was Gary Turner's Route 66 Sinclair Station. This roadside stop had been on route 66 since the inception of the famous road west. Mr. Turner was the standard of hospitality giving everyone sodas, water and priceless information about stops and sites along route 66. Mr. Turner's suggestion for the next destination for our exploration party was Red Oak II, Missouri founded or more correctly reassembled by renowned artist Lowell Davis.



Mr. Davis had been rescuing farm buildings and moving them to his 5 acre farm, Fox Fire, for many years. He relocates these soon to be piles of lumber and then rebuilds them to their former glory recreating the boyhood farm of his dreams. It was such an inspiration visiting with a gentleman who walked away fi'om fame and riches to orchestrate his vision and live an uncomplicated life in the country. Mr. Davis was very accommodating and invited the entire contingent of the Classic Thunderbird Club of South Florida into his home. We shared a splendid conversation of his art and his personal history. His story is both humbling and inspiring.



Saturday everyone assembled at 0930 for the buses to Fantastic Caverns. This large underground grotto was a visual treat. The cavern was carved eons ago by an tmderground river and the beauty it left behind is astonishing. The interesting history of the cavern is that it was originally discovered by a hunting dog, and then kept secret with the onset of the civil war. The Cavern's usages include a speakeasy during prohibition and most recently as an entertainment venue for country and gospel stars, as well as a tourist attraction.

Later that evening the much anticipated Awards Ceremony was held in the Grand Ball Room. The festivities were very nice but the duration long as there were so many awards to be given. As testimony to the dedication and hard work of the membership as they share their love of the Baby Bird; Martha Lazdins our current president of CTCI and Sandra Hood Concours Chair, had a lot of ground to cover and numerous people to recognize. We all owe them, and all the other volunteers that spent copious hours of their time which made the 2014 International Convention the great success we all enjoyed a tremendous debt of gratitude. We extend an enormous thank you and job well done to all who contributed and offer our sincerest congratulations for such an exemplary experience.



Alter the awards presentations and obtaining our score sheet it is evident that Frank and I have a list of SLJ's (shi--- little jobs) to complete before the next convention. The first knee jerk reaction to this critical analysis is "what do you mean", then the realization that our boy "Thor", is not perfect and now we know what needs to be done. We would like to thank the judges who volunteered and are helping make om 1957 Thunderbird, the best bird he can be.



Zero dark thirty Sunday Morning the reality of the convention's end was driven home as we started the journey sout We were headed back to Florida via Shreveport Louisiana so we could have a brief visit with my first born Joanna, an Air Force Lieutenant Colonel on the B-52. While making this sojourn we raised the ire of some fellow travelers as more than one vehicle would slow down backing up traffic, to photograph the precious cargo on the trailer. An open trailer has disadvantages as we all know, exposure to the elements, chance of road debris hitting your pride and joy, and many more, but one advantage is the long parade of this beautiful art. Frank angg goon found we had to plan for extra time at every rest stop to answer questions and provide photo for admirers. At one stop we were offered compensation to take our bird to a local park for a wedding shoot that was in progress.

The trip came to an end with a wild drive through the Orlando area with lightning and pouring rain. We then emerged to the dry sky of Cocoa which allowed favorable conditions to unload, putting our bird into his stall, with only soft rain falling.

We missed our goal of Gold by twenty plus points. It looks like Frank, Thor, and I will have a lot of work to do before we attend the next gathering in Albuquerque, NW.





Ed Raabe of Pembroke Pines, Fla., is the president of the Classic Thunderbird Club of South Florida. Fittingly, he's got a very cool first-year T-Bird — a 1955 convertible painted Thunderbird Blue with a black soft top. Ford built 16,155 of the debut Thunderbirds for 1955 at a base price of \$2,944. Standard equipment included a 292-cid V-8, dual exhausts, three-speed manual transmission, vinyl upholstery and telescoping steering wheel.



HAVE YOU REGISTERED YOUR CLASSIC THUNDERBIRD?



REGISTRY 1955-56-57 THUNDERBIRD

The purpose of this Thunderbird registry is to find and document as many of these fine cars as possible. All information is welcome, even if the car has been totaled, parted out, or sold to a new owner.

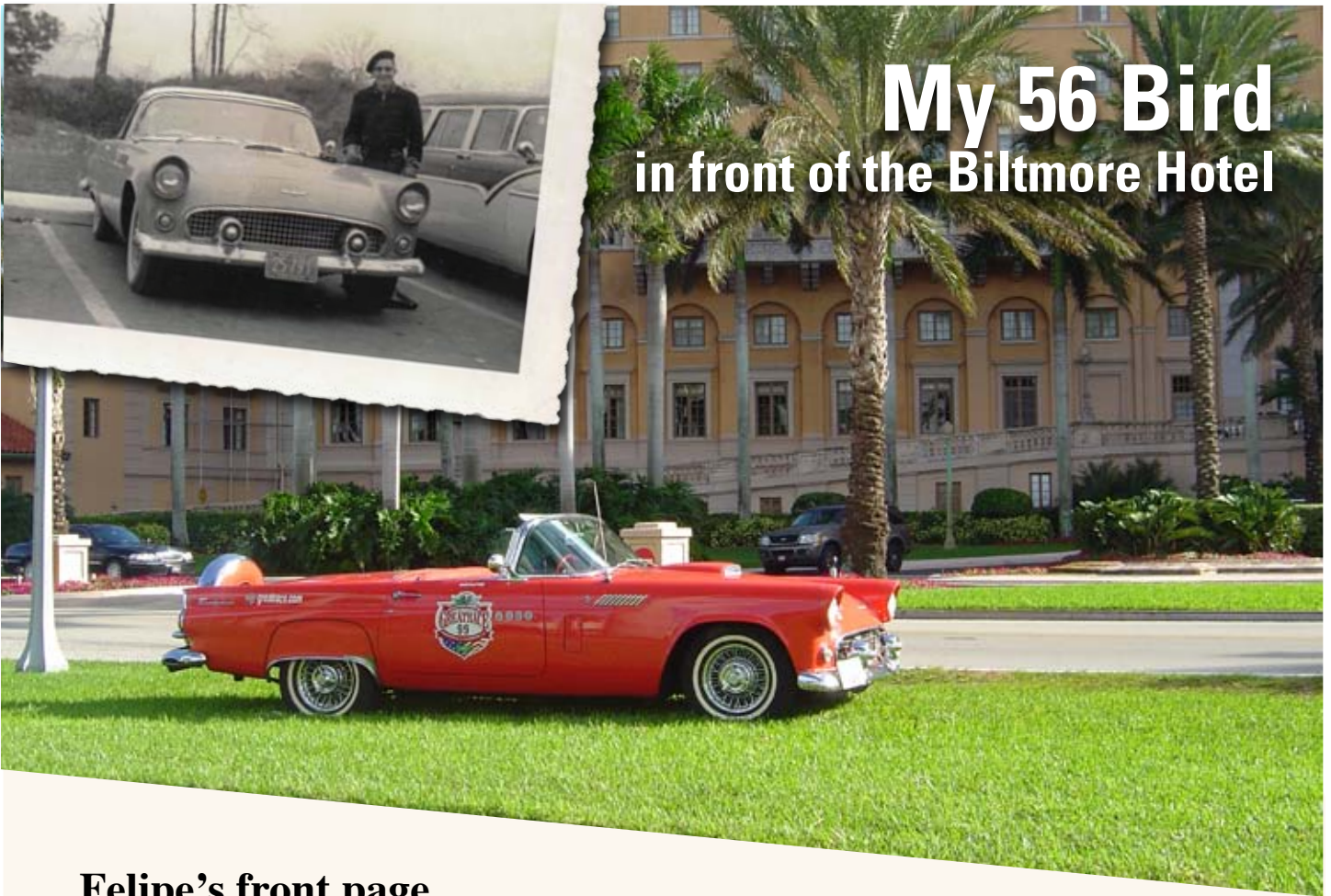
To this date I have registered over 17,000 Classic Thunderbirds worldwide.

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My 56 Bird in front of the Biltmore Hotel



Felipe's front page Bird History

I bought my first Thunderbird in 1956 in Havana, Cuba, I went into exile with the T-bird (first time) in 1957 visiting Washington D.C. (American University) and in Akron, Ohio (Kent State University).

Went back to Cuba in 1958 where I got married to my wife Christy.

Let me tell you some of my experiences in my first exile. In Washington D.C. I was stopped two times for speeding, and the police didn't give me any ticket because they saw my Cuban license plate, they thought I was a diplomat.

When I drove from Washington to Ohio, visited Niagara Falls with my car, to my surprise when

I returned to the U.S. I was told my Student visa didn't allow me to cross to Canada and they didn't allow me to cross the Canadian/U.S. border. So instead I drove into Canada, took the ferry boat to East of Detroit, and was not asked for my passport.

In 1960 I returned to my second exile (T-Bird was now in Castro's hands.) I bought my T-Bird in 1985 I have used it in 2 Great Races from coast to coast, plus several trips Miami- Canada.

In my opinion I believe that my T-Bird is one of the fastest T-Bird in the U.S. [0 to 60 equally equipped] not because it is a better car than the others, It is because I don't use the factory distributor recommended advance of 9 degrees, (mine is at 18 degrees). You don't believe me?



I If you want to challenge me, I'll accept it. (regular or premium gas could change that setting).

I consider myself at those old times a "professional signal light racer", competing against any other car brand that was willing to race.. Only 3 cars ever beat me, a 59 Buick Skylark, a 1959 Pontiac Bonneville fuel injection, and a 1957 Mercedes 300 SL. There was something funny about the Mercedes. At the end of the first block, I was almost 5 cars ahead. At the end of the 2nd block we were even. At the end of the 3rd block it felt as I was riding on a bicycle and he was on motor bike. I competed several times with the 54- 55 & 56 Corvette, (poor guys, I felt sorry for them). In 1957 there were competitive.

the standard by up to 50 or 60 miles. After that, if the standard one uses the overdrive, he will beat you. If you desire, I can teach you

Question?

What Bird is faster (0 to 60) the automatic or the standard?

My answer:

If you use the automatic transmission the way you usually drive, it is the standard one. If you learn how to shift the Automatic, you will beat the standard one up to 50 or 60 miles, after that if the standard one use the overdrive, he will beat you. If you desire, I'll teach you how to shift the automatic transmission to compete with another car.

Question?

How fast the 55-56-57 can go?

My answer:

It can reach 150 MPH, I have done it 3 times. 2 times in Cuba and once on US-27 just below Orlando returning to Cuba during my 1st exile. I have read in magazines that the Thunderbird had a 3 or 4% error in the speedometer. I'm not really sure since there were no GPS during those times. I'm not really sure that there was any other car brand that could drive at 150 MPH during the 50's.

Please send me a photo of your car. A short history and I'll publish it.

Felipe Cos



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