



Thunderbird NEWS

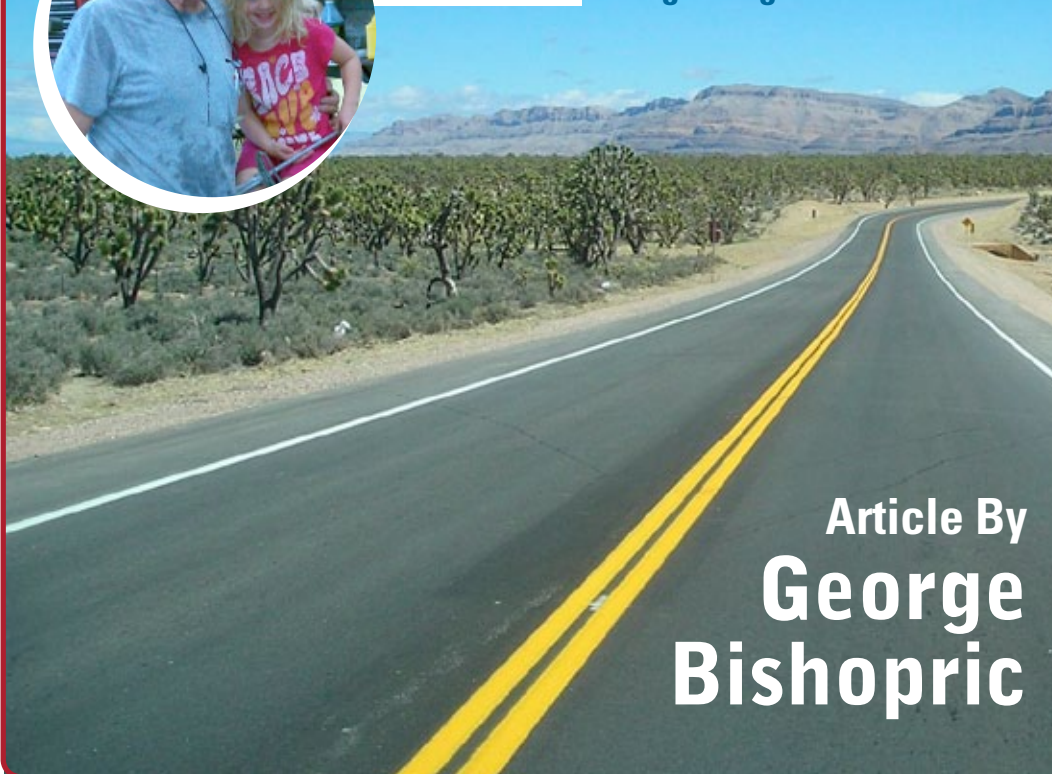
SEPTEMBER 2014 VOLUME 16, #9

4000 MONSERRATE ST. CORAL GABLES, FL 33146 Proud Organizer of the Tropical Park Car Show & the Florida's 300 Mile Rally

Kay and JD Halls T-Bird



POP By Frank Jones and
Bridget Hagood



Article By
**George
Bishopric**



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editor's REPORT



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

The rally will be done in Oct 4th & 5th , you will be receiving the application by mail

Our 6th 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

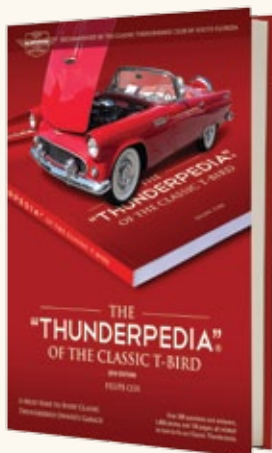
How many cars was sold in the U.S.?

Here is the answer

Ford	2,382,600
Chevrolet	2,072,600
Toyota	1,826,800
Honda	1,314,500
Nissan	1,168,700
Hyundai	742,900

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 SEPTEMBER 2014 VOLUME 16 NO.9

There will be no meeting in September due that we had the August meeting on the 24th.

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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

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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HAPPY BIRTHDAY FOR SEPTEMBER

LAURA RUSH	6TH
JOHN JONES	8TH
PETER KLEIN	11TH
VIVIAN JORGE	12TH
NORM GABE	15TH
CONNIE DANLUCK	17TH
JOE CRUSAFULLE	20TH
ARLENE RAABE	22ND

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
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SECOND EDITION RELEASED

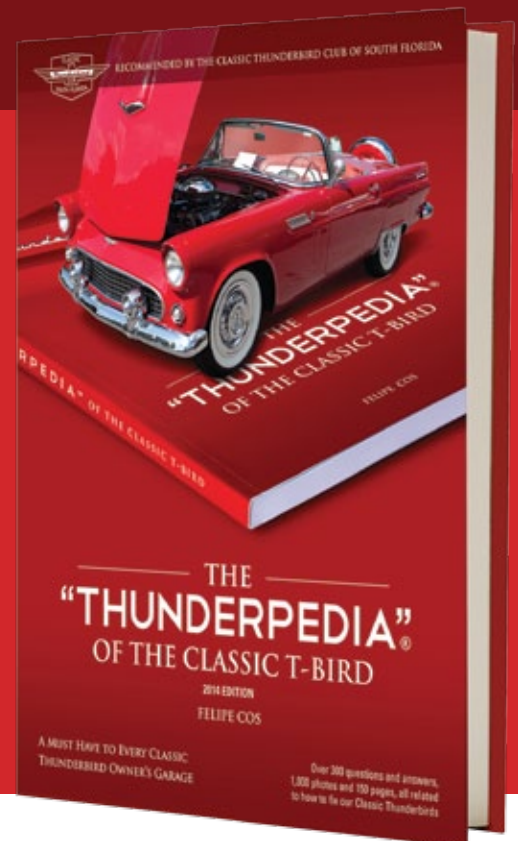
Felipe Cos introduced The Second Edition of the "Thunderpedia of the Classic Thunderbird" at the Branson/Springfield Convention.

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

Hi Everyone,

The Summer has come to an end, but someone should tell Mother Nature because it surely is still Hot! Kids are back to school and the traffic patterns have changed, which means if you like to take your Bird out for a run in the evening, like I do, you'll find people scurrying everywhere rushing to pick up kids from after school care and sports activities. You really need to be aware, especially since our Thunderbirds can't stop as well as modern cars.

Felipe has planned a Rally to take place on October 4th & 5th to Naples and back; Mille Miglia style. I am sure it will be a lot of fun. \$100.00 entry fee with trophies

awarded. Both Classic and New cars can compete. Meals and accommodations are the entrant's responsibility.

We are working on the Holiday Party, which will be held at the Elks Club on SW 72nd Ave Saturday December 13th

Our annual brunch on August 24th Sunday afternoon, which at the time of this writing, is in just a few days. I hope the weather will cooperate and everyone will bring their Thunderbirds!

Until Next time, happy motoring,

Ed Raabe

Kay and JD Halls T-Bird

We bought the T-Bird in Sarasota, Florida in January of this year, after looking on the internet, other cities in Florida, and many on site visits to classic car dealers, in 2013. We originally were looking for a classic Cadillac Eldorado, and found several worth buying, including a 1976 Eldorado in Ft Lauderdale, Fl. We were going to buy it, but found a Cadillac on the website of a classic car dealer in Sarasota, and decided to check it out. We drove up, but the car was not in good enough condition for us to buy. While at this dealer, we saw a T-Bird there

that we liked, but again, not quite what we wanted, so we came home. A few weeks later, the dealer called, and said he had a very nice 1964 Thunderbird convertible, and to look on his website to see it. It looked beautiful, and after driving back to Sarasota and checking out the car, bought it. The dealer had it shipped to us, and since then the car has afforded many hours of pleasure driving, meeting new car enthusiasts, making new friends, and opening up another world to us.



Dallas Texas in the early fifties was still a cow town but tried to be more sophisticated than the rail yard of Fort Worth where they shipped and processed cattle. It was here that I first met the only grandfather I really knew, and being from the same Texas town, had an immediate connection. Where you ask? Well, like my daddy always said, “Son, you never ask a man where he’s from, if he’s from Texas he’ll tell you, if not.... no need to embarrass him”

Hugh L. Walther, or “Pop” as we called him was my grandmother’s second husband. My genealogical maternal grandfather died before I was born. He was struck by lightning while picking cotton in his field located in Jay, Florida. Pop was a railroad man who spent his entire life working on the transportation giant, the Texas and Pacific Railroad, that helped enable our industrial revolution and fuel the United States great economy. He started with steam and ended up at the main switching yard in Dallas controlling the “new fangled” diesels that are still in use today. He lived during the invention of the automobile and its rise to the population’s expanding need for personal transportation. He was one of the first to get rid of his hay burners for the “Horseless Carriage“. So from hay to gasoline, steam to diesel, he had witnessed and worked on all means of transportation and I as I grew to maturity, I realized he was a true renaissance man. He could graft apricots on a plum tree, raise anything from the ground, and if it moved under its own power he could fix it or make it perform better.

He personally witnessed many inventions and innovations, maybe even contributed to a few. He once told me a story of a man he met who was working as an Oiler and Fireman on the old steam locomotives. He was impressed by the man’s intelligence and found out that he had been certified as a mechanical engineer. Pop later got news about the automatic oiler this gentleman invented which made his job of dispensing lubricant obsolete. His device was so good it made others imitations pale in

comparison and would prompt people when looking at oilers and just about anything to compare them to Elijah McCoy’s invention with the phrase, “Is that the real McCoy?”

It was a summer day, 1955, when we rolled onto Pop’s farm in Dallas having traveled from our home in California. Laying eyes on his farm was a true delight for a young boy fresh out of Naval Housing in Oahu Hawaii. There was a lot of land, animals, derelict farm equipment, and the best place of all - a barn. In this magnificent structure were tools and hidden delights of all shapes and size. So I ventured into this magical place to meet my grandfather for the first time. There I found an older gentleman sitting at a foot powered grinding wheel putting a razor edge on an axe, he looked like a cross between Elmer Fudd and Mr Magoo, but with bigger ears.

He catches sight of me and a smile as big as Texas crosses his weathered face and were linked at the hip forevermore.

Sadly this initial visit came to a premature end. It was several years before Mom and Pop sold the farm and moved to California to be closer to Mom’s only daughter, my mother. This move to California was a phenomenal event for me because now I could ride my bike out to the sticks (which is now prime real estate) at the foothills of Steven’s Creek Reservoir and eat my fill of all kinds of baked delights from Mom’s oven but also expend my energy with Pop in the garage tinkering, and fixing, but unbeknownst to me learning that which can’t be found in a book from my Grandfather who could do anything.

When I was small he would take a toothpick, rubber band, and a spool from Mom’s sewing room and make a windup toy which would entertain me for hours. We would harvest fresh fruits and veggies from the gardens, and tinker on his 1949 Ford. As I grew so did the college labs of doing and the lessons learned from his experience. When my brother



Forrest dented the door on his pride and joy, a 1956 Dodge Royal Lancer, Forrest was concerned about the new paint and banging out the dent. Pop strolled out of the house with a toilet plunger and viola, it was good as new. When I was trying to fix a 1934 Plymouth, with a broken axle, and was ready to drop the third member in an effort to get out the little piece stuck in the differential, Pop came to the rescue with a coat hanger and the world was right.

He truly taught me that it wasn't the size of the dog in the fight but the size of the fight in the dog. He would improvise, analyze, cajole, and even will things into working order. If he didn't have the right tool he would find something at hand "that would suffice". He also revealed the secret and marvelous inner workings of all things mechanical. I was always scrounging things which were discarded as junk and together we could resurrect them into usefulness. Of course this extended to automobiles and I owned quite a few diverse vehicles in my teen years. The skills imparted onto me grew into a useful knowledge base which garnered me jobs as a pump island jockey and mechanic which financed my college years. To be fair this school of experience was supplemented with my father's university of mechanical skills. He was an airplane mechanic, flight engineer in the Navy, and a renaissance man as well.

As I reflect on the doors which opened for me because of the knowledge and experience so freely given to me by these extraordinary individuals I am humbled and indebted. I have been able to enjoy so much and go so far all because my elders took the time to show me how things worked and how to enable them to continue on when a mechanical part failed. As my Dad said "anything mechanical can break at anytime." This metaphor from the man who had just repaired a 27 cylinder radial engine and then promptly flew it across the pond. The moral of that homily is to be precise and expert with your repairs. Good enough is another word to impart failure. Do everything the best you can and make sure it is done properly!

So all the preceding tales point to an inescapable conclusion. If we don't pass it on then it is lost. It is not only our task to share that which was given to us so freely but to excite our younger generation into wanting to take up the torch and be willing to bust a knuckle and get greasy. For me there is no option; as oil runs in my veins, a junk yard (auto salvage as the say toady) is the best place to spend an afternoon, and a dishwasher is a great place to rinse off the parts dip. The kitchen oven is a great place to bake on the high heat finish on exhaust manifolds and the sewing room perfect for upholstery repairs. Now I may have put engines together in the living room, watching the idiot box, but the block and all parts were surgically clean and freshly painted and the assembly lube only went on bearings etc. and no dribbles on the carpet.

I guess I can't recommend car restoration in the house and will name the garage or backyard as the proper venue to practice auto refurbishment. The main thing for myself and those like me with mechanical skills and practical knowledge is to find a stage where we may impart this knowledge to the younger generation. If we do not take the time to train others then we diminish our hobby and passions. There are plenty of opportunities to share what we have with others, we need to make the effort to ensure it happens.

So go forth and expound, cajole, and demonstrate but make sure you find an audience to impress and instruct. Besides those young nimble bodies are perfect for retrieving parts and wrenches dropped under the car.



Grand Pa and Camille



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By George Bishopric



Passing through the sugar cane fields and entering South Bay, it occurred to me that I've spent a lot of my life on the roads connecting the East and West Coasts of Florida.

Trips to visit Grandma in Miami Beach, my cousins and Uncle in Coral Gables, various in-laws, second cousins, friends, girlfriends at UM, and lots of old connections. Memories of Scarlet O'Hara's saddle at the Old South Barbecue Ranch.

I've done this trip on buses, in Gam's '57 Coupe DeVille, her '64 Riviera (she had great taste in cars, my grandmother), a '61 Falcon, '60 T 'Bird, '65 LTD; several leased Firebirds, Cutlasses, a Rabbit, and two Sciroccos, even a Chevy Vega. Thanks to the great airline strike of 1966, I even returned from Europe once via US-41: BOAC London to Nassau, Pan Am to Miami, and Trailways to Sarasota at midnight.

And so now I've rented a Chrysler 200 to go pick up Mom and my Step-father for a little medical visit...Built

on the Alfa Romeo Giulietta platform (and possibly to be sold as a Lancia in Italy), the 200 is aimed squarely at Fusion/Camry/Accord buyers, and it's a solid entry in that crowded segment. The car has a handsome profile, with a low rear roofline won't work for the Miami Heat, even with LeBron gone, but it will do nicely for most families, especially with the fold down rear seat. There are a couple of stand-out features.

First, the interior is very well done and remarkably "rich" looking for a car in this class. The seats and door panels were a creamy white with contrasting dark grey/black trim on the uppers and dash. A simulated but attractive "dark maple" trim covers a lot of space, and the look is upscale, with just a few areas that look a little plasticky. It's miles above VW, the former prize winner in the class, that now seems to be channelling the worst of Pontiac's darkest days.

Second, the car has a standard 8 speed ZF transmission. The shifts are remarkably smooth, as they have to

be with such a busy box. Power from the four cylinder I drove (a six is optional) was more than adequate, even peppy. 4WD is available with the six. Even this rental car had all the electronic toys, keyless entry, pushbutton start, back up camera, etc, but no navigation. Who needs navigation? The iPhone kills any factory nav system.

Most entertaining was the fuel economy screen. When fuel economy experts tell you to drive "as if there were an egg under the accelerator," they mean it. Step on the gas, you see seven MPG. At speed, mid thirties; take your foot off the pedal to coast, and you'll see 90+ MPG for a bit. Over all, I got 33mpg with just standard driving on US 27.

All together, I really enjoyed this car. The handling was good, the steering had good feel, which show how much electronic power steering is improving. The ride is well controlled, and even has touches of a pleasant "cushiness," not like a LeSabre, but appreciated on the rural route I chose.



Taking the folks home tomorrow, they're doing fine, but are 87. We'll see what surprises the car rental world has for me in the morning!

Fiat Chrysler has a very good product with the Chrysler 200. It's well worth consideration.



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.

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To register your Thunderbird, please send the VIN and all other codes from the data plate on your Thunderbird to:

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CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA

August 8th, 2014 at Trattoria Pampered Chef, Miami Lakes

BY ARLENE RAABE

MINUTES OF MEETING

7:15pm Ed Raabe, President asked for a motion to convene. A motion was made and seconded.

Paul Werner asked about the second ordering of shirts and if it was possible to obtain just the Club emblem to apply to his own shirt. Peter Klein responded that he would investigate and that everyone should have their 2nd order ready for the Brunch Meeting on August 24th

Ed invited Daisy Hernandez to talk about the upcoming Club Brunch. Daisy said we had about 40 Members who expressed interest in going and she has made 30 reservations. She made it clear that the club will be charged for "No Shows" and will be sending an email out to members to RSVP again. Peter Klein brought up the value of the Grab Bag gift value and that in the past members felt "shortchanged" by cheap gifts that were offered. A motion was made to establish a value of \$15.00-\$20.00 and to add your name, as the giver, for the Grab Bag gift. It was seconded and adopted by a majority vote.

The Sunday Brunch is on August 24th at 11 am at Hillcrest Country Club located at 4600 Hillcrest Drive, Hollywood, FL 33021 at 11 am. The total price of the brunch including tax and tip is \$22.25. Each member will pay only \$10 per person and the club will pay the balance. Non-member guest will pay the price of the brunch.

Ed opened a discussion about the Club Website. He mentioned that it is inactive and has not been updated since 2012. He asked Club Members for any suggestions about how to improve it and told us that Oscar Castro was working on a new site www.thunderbirdclubsofflorida.com/.

Peter Klein gave Ed Raabe the current Website information to assist in the process. Our current Website is at www.thunderbirdclub.us

Ed reported the recent trip to the CTCI International convention in Springfield MO. Ed and Arlene Raabe, Raul and Georgina Dominguez, Bridget Hagood and Frank Jones attended this year. Bridget and Jack entered their 57 T-Bird, Thor, and won a Silver Award in the Non Original Class. Raul and Georgina mentioned that it was really enlightening to

have attended judging school and that Raul would consider being a judge the next time. Ed said he was so motivated by all the beautiful T Birds that showed, he changed out the carpet in his and Arlene's car to freshen up the look of it!

Ed presented Felipe Cos, our Founder, with The CTCI Gold Award for his work as editor of our club Newsletter, Thunderbird News.

Ed asked Felipe Cos to talk about the 300 Rally in November. Felipe told us this Rally is Mile Miglia style as the participants record their own stats when they reach a checkpoint. The route covers back roads seldom traveled from Miami to Naples, with an overnight stay, and back to Miami, about 300 miles. The entry fee is \$100.00 per vehicle. Modern cars can compete, but the real fun is in driving the Classics. Trophies will be awarded. Lodging and meals are the Participant's responsibility. The date will probably be November 15th & 16th.

Ed opened a discussion about the Club Christmas Party. Connie Danluck said she knew about a catering service and then mentioned the Cricket Club, which is her new residence, as a possible venue. Everyone was excited about that prospect. The issue about serving alcohol was discussed, since it was a problem for the venue to be held at Laguna Isles Club House where Ed & Arlene Raabe live. Connie said she would investigate. The Party date is tentatively December 13th.

Daisy Hernandez spoke about Car shows and Car Event notifications. She apologized for the frequency of her emails, but that it was important to "get the word out". She also encouraged members to communicate to the Club any shows and Car Events that they knew about, even if it was not in Miami Dade as we have members in Broward and Palm Beach counties also. Ed thanked her for her effort to keep the club aware of upcoming venues and everyone agreed this was a good idea.

8:35pm Ed asked for a motion to adjourn the meeting. A motion was made and seconded.

