



Thunderbird NEWS

MAY 2015 VOLUME 17, #5

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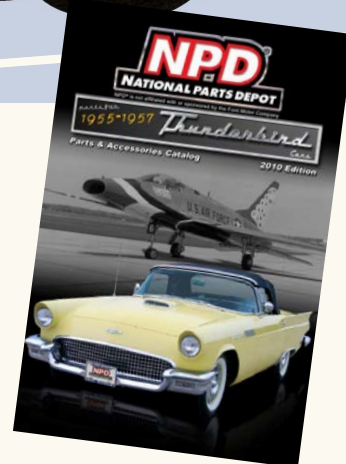


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Thunderbird
news

MAY 2015 VOLUME 17, #5



editor's CORNER

May 2015

HELLO CLUB MEMBERS,

Hello Club Members, I surely appreciate the articles that are being contributed to our Thunderbird News by our members. Please keep them coming! Top priority will go to articles about a Classic Thunderbird of South Florida Events and we welcome any story about a Classic Car Event where Thunderbirds appear. Technical articles are much appreciated, as some of us do get our fingernails dirty and our knuckles bloodied!

Please send me an email or an IM on our Facebook page if there is something you would like to see or a topic covered in our Club magazine.

This year I am looking for stories about YOUR 1955Thunderbird. So if you own a 55, try writing a story about it. Share the "love"!

I want to thank Yohanis Diaz for her excellent work in helping to create a beautiful publication and Derick at Minute Man Press for his skills at printing the finished product. I am continuing the effort to get new advertisers that we can all benefit from. Thank you for your support!

Ed Raabe



CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA CTC CHAPTER #114 MAY 2015 VOLUME 17, #5

Our meetings are held the first Wednesday of each month at:

The Trattoria Pampered Chef

7347 Miami Lakes Dr. Miami Lakes FL 33014

Our Host is Gabriel Nash.

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Felipe Cos Founder

PAST PRESIDENTS

Felipe Cos 1999

Ed Brown 2006-07

Ken Lemming 2000

Connie Danluck 2008

Felix Hernandez 2001

Ed Brown 2009

Norm Gabe 2002

Daisy Hernandez 2010-11

Andre Fournier 2003-4

Peter Klein 2012-13

Connie Danluck 2005



MAY 2015 VOLUME 17, #5

THUNDERBIRD INFORMATION SUPER HIGHWAY:

Our Club's web page:

www.thunderbirdclubsouthflorida.com

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
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Sierra Nevada Classic T-Bird: _____ www.tbird.org/snctb
Connecticut Area Classic T-Bird: _____ www.tbirdsofconn.com
Chicagoland Thunderbirds: _____ www.thunderbirds.org
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CTCI NEWS

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THE CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA

Attention: Peter Klein, Treasurer
4133 Park Ave. Miami FL 33133

HAPPY BIRTHDAY FOR MAY

Eileen Gordon	3RD
Ed Brown	6TH
Leo Saladino	8TH
Ernie Saladino	9TH
Kathryn Ziel	12TH
Georgina Dominguez	16TH

My apologies, If I have missed your birthday
it is because I do not have your information.
Please contact me to update your records.



INTERNET PAGE

Have you seen our internet page? We have changed our address www.thunderbirdclubsouthflorida.com and we have a Facebook page too! Search Classic Thunderbird Club South Florida or

www.facebook.com/ThunderbirdClubSouthFLorida

We encourage participation on our Facebook page. Send Posts about everything Thunderbird related and we will enjoy other "car stuff" too.

Like Museum Visits, Car shows and Cruise Ins you attend. And other stuff you think we T-Bird lovers would like. Just keep it as clean as your T-Bird on "Detail Day"!

NUMBERS TO KEEP

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

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

Model A Club: Tom Zannis 305 281-9192

Russ G Events: Russ Gagliano
954-560-5412 . merkivr@msn.com

Gerry Car Show: Gerry Perez
786 344-4228 . gerrycarshow@bellsouth.com

Magic Mustangs: Frank Alonso
305 551-6077 . fadatec@aol.com

Muscle Stangs of Miami: Ayanidys Martinez
305 321-0437

AACA Ft Lauderdale Region: President Bob Dunn
954-563-7696 . www.ftlauderdaleaaca.com

AACA Miami Region: President Oscar Castro
305-467-8196 . www.aaca.org/southflorida

Jumpin' Jack Productions: Jack Corssino
305-214-2277 . www.jumpinjackproductions.com

DB Entertainment Inc.: Dick Barten
954-563-4000 . bandsouth@bellsouth.net

Cruisin South Florida: Scott the MusicMan
scott@cuisinsouthflorida.com

Ft Lauderdale Mustang Club: Mark Patterson
www.flmustangclub.com

Cobra Joe Productions: Joe Bevelacqua
jbevrs@msn.com



CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA

April 1st, 2015 at Trattoria Pampered Chef, Miami Lakes

BY POPPY MADDEN - Secretary

MINUTES OF MEETING

President, Ed Raabe opened the meeting at 7:05 p.m. and gave a lengthy and detailed report about our club's participation at the RM Auction in Fort Lauderdale the previous weekend.

He said the event was a "great success and we got kudos from the management there."

Ed said there were some issues on Sunday and that at next year's event we should arrange to have more drivers on Sunday because "the 26 people we had was not enough." He said we had about 34 drivers on Saturday.

"Our first challenge" he noted was that originally we were supposed to start the driving and moving cars that would be auctioned when vehicles arrived on Wednesday. However, things changed when auction officials called and "We were asked at the last minute to cover Monday and Tuesday" (also.)

"Basically, we were scheduled for 46 hours of (available) drivers and next year the plan should be for 55 hours," he said, adding that based on the number of hours that drivers were available and the number of drivers we provided, "we totaled about 1,000 hours of people there."

(Yes -- that was one thousand hours!)

However, not all of the drivers were supplied are members of our Thunderbird Club. Some people who drove are friends some of our club members. Also, there were several members of the Mercury Club, the Mercury Marauder Club, several from the Studebaker Club and some from the Cruisers Club of South Florida.

Ed said that because the stage and seating area for the auction this year was in a different location inside the Broward County Convention Center than it was last year, a lot of the drivers did not know where they were supposed to go, particularly when they arrived to drive. He said he was trying to communicate by email, nightly, to the drivers who volunteered, the changes.

Leo Saladino, who with Mike McNeal, coordinated the drivers, said that on Monday and Tuesday the auction office was not yet open. Previously the Auction Office was where drivers would sign in and out to record the hours they worked. Ed said that this year we did not have a sign-in/out table in the auction office until Friday. The paperwork was done at a table near the last door up until then.

Gail Corenblum said she thought we needed more people to place the chocks under car wheels to prevent vehicles from sliding down the incline from the outside of the building to where the cars go inside.

The wheel chocks were an innovation our club introduced last year to safeguard cars and they contributed to a "Zero Damage" Event this year, Ed explained.

Gail also noted that RM did not have any sort of communication equipment on hand in case someone had to contact drivers to tell them what door to use to enter the building or for people to communicate between different locations.

Connie Danluck said she would like to see us have "walkie-talkie communication from one end of the building to the other" in the future.

Georgina Dominguez "We have to make sure drivers feel comfortable

driving manual transmissions. On Sunday there were a lot of manual transmission cars."

Mike McNeal said he had received a call from one of the Mercury Club members who said he lacked the ability to drive stick-shift cars."

Ed said, it was "readily apparent" on Sunday that there was "a little tension" on the part of some drivers who were concerned about driving standard transmission vehicles.

Mike said "We have a list now of really good drivers and we did get some Mercury Marauder people who are great and know how to drive stick-shift cars.

"RM looks at us as very professional, reliable and friendly people. This is because of the support we get from other clubs" he said.

Mike then made a motion that our club present something to members of other clubs who have driven at the RM Auction -- perhaps a special hat or T-shirt. The motion passed unanimously and a decision will be made at a future meeting.

The drivers who participate in the auction logistics are volunteers. However, RM Auctions makes a donation for the service. Clubs that participated in the driving share in this donation. Mike said the members of the Mercury Marauder Club who participated donated their share to our club. Our club uses some of the money for our annual donation to the scholarship fund at McPherson College in memory of our former member Liz Brown.

Her husband Ed, a former president of our club, was at the auction to cheer on the bidding for one of Liz's cars, a 1958 Chevrolet Bel Air, which had been donated to the Kansas College. Students there restored the vehicle which sold for \$26,400 (including the RM Auction fees) in the Friday session of the auction.

President Raabe brought up the idea of getting club hats for us to wear at various club events and other things, such as car shows. He said he had mentioned the idea in a recent email to members but very few people showed interest in the idea.

Mike, who is also a member of the Mercury club, said he recently put in an order for hats for that organization. He said there are people in that club who do not own a Mercury but who participate the group's activities and even some who drive with us at the RM Auction.

Daisy Hernandez suggested "a hat that says "Thunderbird Club."

Connie Danluck said she thought it was "very impressive that there were some Mercury Club people who had their hats on" while driving at the auction.

Mike said he would look into what color hats would be available for us and what the prices might be.

Mike made a motion to honor Greg Kersul with a plaque of appreciation for his work coordinating the drivers with cars and staging them in queue for the Auction Block. It was noted that he would always be the first there in the morning and the last to leave at night. He has a great repartee with the car owners, bidders and the RM management. The motion was seconded by Gary Stump, voted on and passed by a majority.

The meeting adjourned at 8:55 p.m.



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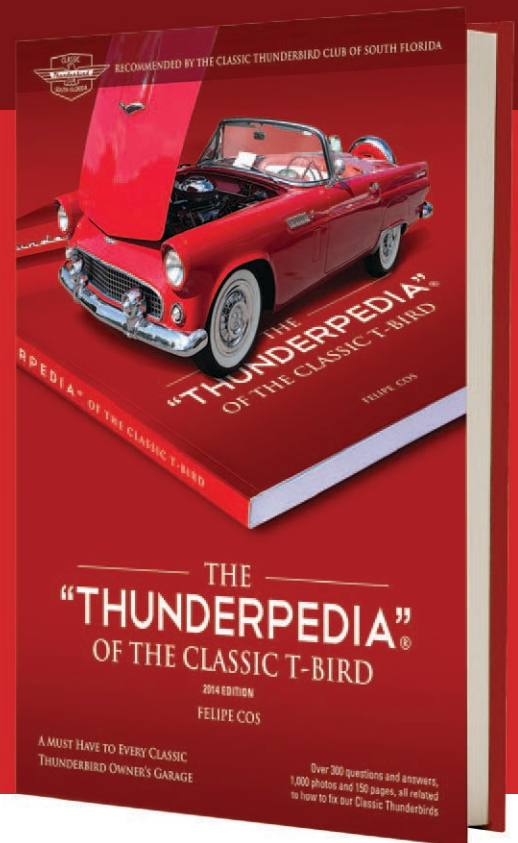
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Letter from the President

Ed Raabe

May 2015

Well the Auctions America Ft Lauderdale at the end of March was a big success! We were even asked to contribute Drivers on 2 extra days, Monday and Tuesday. On the last day the Management staff gathered us all up and thanked us for great support and a “job well done”!

The 1958 Bel-Air Sport Coupe that was Liz and Ed Browns, donated to McPherson College in her name, was auctioned off at \$24K plus the 10% fee with the proceeds going to benefit the College. Ed even rallied the Bidders to push the price higher. Read more about it in my article on the Event in this issue.

Spring is here and there are at least 3 good car shows you can attend every Saturday and Sunday until Summer! See a list in the Upcoming Classic Shows section.

Saturday April 11th I was joined at the 9th Annual Benefit show at AutoNation Ford sponsored by the Ft. Lauderdale Mustang Club by Mike McNeal, JD & Kay Hall, Joe Bullock and Poppy Madden.



On Sunday the 12th at the Festival Flea Mkt show Bob Ferretti, Norm and Robin Gabe, Mike McNeal, Ron Baraz and Joe Bullock joined me.

We had a great time and it was good to share T-Bird “tails”.

I look forward to attending a few more shows before the “rainy season” kicks in! I hope you can come out and join me. Until then, Happy Birding!

Ed Raabe



AUCTIONS AMERICA



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AUCTIONS AMERICA

FT LAUDERDALE 2015

The Auctions America Ft Lauderdale 2015 at the Convention Center was bigger and better than ever! More Cars, more days, more drivers and more challenges than ever before.

Peter Klein each year reaches out to the RM Auctions group to secure a position for the Classic Thunderbird Club of South Florida to assist the Auction Event by supplying Drivers. This year our Club again was chosen to co-ordinate the effort. We asked the Mercury and Studebaker Clubs to supply members to drive along side our Club volunteers to be sure we had enough Drivers. By the week of March 22nd we were ready! Suddenly Peter receives a frantic call from Brian Miller, the GM at Auctions America, that he needs drivers on Monday and Tuesday. Reaching out to the Club memberships we were able to staff the days and we were off and running.

Monday was hectic as the previous weekend's Convention Center Event was still clearing out, but Tuesday really saw progress as over 300 cars got staged by the time we quit for the day.

Wednesday we added another 100+ cars. It was beginning to look like an Auction!

Thursday the Bidders were allowed access to the Convention Center, which made it a real challenging to maneuver the cars coming in to their assigned spots on the floor. All cars had to be towed or pushed because, as during the Auction days, no car engines may be running inside the building.

Friday arrived, the first day of the Auction and we had our traditional staff meeting with the RM Managers to co-ordinate our efforts. Number one priority. Check your pockets for keys! They told us if necessary a RM Rep would come to the house to get keys back. No problem we never "lost" a key. This year they asked us for 2 teams in addition to Drivers, one to help tow cars out and the other to help tow cars coming back from the Auction block. It was a good plan and worker very well, but it did cut down on drivers available to drive cars to the block.

The Highlight of Friday for us was the Auction of the "Liz Brown" 1958 Bel Air. Ed Brown, our former Club President, donated the 58 Chevy to McPherson College in Liz, his late wife's name several years ago, which the College used to train students in the restoration Arts and Sciences. Ed got up there and when the bidding stalled



at just \$17,500.00 he started waving his arms around to entice the bidding to go higher. It must have worked because the bidding took off and the car went for a final price of \$24,000.00! Look for a personal interview by Poppy Madden.

Saturday we had almost 40 volunteers and we used every one of them. Shifts worked well as this was going to be a 12 hour day! Lunch vouchers, were again provided and if wasn't for Leo coordinating the whole thing, it would have been a disaster! He kept telling me "an army marches on its' belly". Thanks to General Leo Saladino we won this battle! I wrapped up and signed out our last Drivers around 9:30pm. One more day to go!

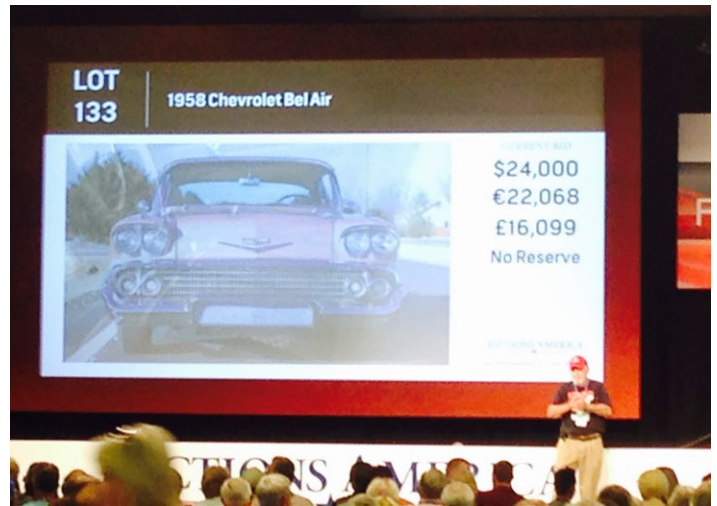
Sunday at our Staff Meeting we were congratulated for our effort by the RM Management Team, which revved us all up! Memorabilia is first on the agenda, which gives us time to stage cars. By Noon we are at full speed with 50 cars queued to go with 21 drivers and two support teams to bring the cars out and back. We had a "just in time" scenario for the Drivers, but every car made to the block to perfection like a well oiled machine. This crew worked hard and to their credit, didn't wonder off or waste time when it was their duty to "man" a vehicle. Next year we could use a few more "Sunday Drivers"!

Once again we learned a lot and benefited from our prior years' experience. Chocks on the wheels helped us to protect the cars from rolling back and care on the part of the Drivers to maintain safe driving practice contributed to a Zero Damage Event! We learned that more drivers proficient in manual transmission vehicles are needed for next time.

Thanks to Peter Klein for his effort to secure this Venue, Mike McNeal for coordinating the Staff and bringing the Mercury Club on board, Leo Saladino for helping to manage the Staff and Lunch breaks, Greg Kersul for his work directing traffic on the auction days, The Studebaker Club for their volunteers and to each and every one who's hard work contribute to this successful Event!

We all had a great time and look forward to 2016

Ed Raabe



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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After reading the article written by Jim Brown of Classic Auto Supply, I felt compelled to write this article for the Early Bird.

The cooling system in our Thunderbirds is designed for two purposes. It must first carry off a portion of heat generated by the engine so that it will not operate at too high a temperature, & secondly it must also maintain just the right amount of heat for the most efficient operation of the engine, for which a thermostat is also utilized. No offense Jim, but to suggest that by using a larger opening thermostat & a modified pump impeller is "the best thing to do" is ludicrous! The original equipment & properly engineered thermostat should allow for a short engine warm up time, & should fully open between 180-200 degrees F for maximum recommended water flow through the engine when operating properly. The correct original equipment water pump should also provide more than adequate water flow under all conditions when operating properly, & attempting to modify it, can also lead to a host of other engine & economy problems which could be the topic for another article.

If a Radiator Manufacturer also stated to you that drastically increasing the water flow over its standard system design is a good thing, then that individual obviously does not understand basic thermodynamics. The ability of the water or coolant to exchange heat through a radiator is dependent upon many factors including turbulence & contact time, & too much water or coolant flow can mean not enough contact time for maximum heat exchange, which is a bad thing! If you have an excessively hot running engine, you need to look for a host of other problems, & there can be many that can be found in an old car.

The cooling system in our Thunderbirds is a "pressure type" cooling system. Water normally boils at 212 degrees F at atmospheric pressure, but when you pressurize a liquid in a cooling system, you also raise its boiling point, which allows the engine coolant to safely operate at a higher temperature which is also necessary for the most efficient & economical operating range of our T-Bird engines.

Adding coolant & or antifreeze to water also raises the boiling point further, but too much of an antifreeze mixture can also contribute to overheating problems, as typical antifreeze has a higher specific heat, & a lower ability than plain water to transfer heat. (The specific heat of a material is its ability to transfer heat in relationship to distilled water at standard temperature & pressure conditions). Therefore it is best use antifreeze in moderation, & at a mixture no higher than recommended by its Manufacturer. There are additives available with a specific heat that when mixed with water, improve its ability to transfer heat that work very well when used as directed, but care must also be taken to provide the boil over protection, as well as wintertime freeze protection where required.

It is also important to check for a pressure leak in the cooling system, & if one exists, you will reach the boiling point of the water or coolant mixture at a lower temperature than the cooling system is engineered to operate at, which may cause evaporation of the water or coolant mixture to a lower that acceptable level, & lead to engine overheating.

There are numerous other problems that can cause an engine to overheat, & I have listed some of the most common ones which are:

1. A loose or broken water pump belt causing insufficient pump volume

2. A worn or improper water pump impeller causing insufficient water flow .
3. Air in the system causing pump cavitation & low water flow.
4. An improperly functioning or clogged thermostat.
5. Blocked water or coolant passage in the cylinder heads.
6. Blocked water or coolant passage through the cylinder block.
7. Poor heat exchange through the engine due to sludge or dirt build up within.
8. A collapsed or blocked radiator hose causing a coolant flow restriction.
9. Obstructions in the radiators fins. Check for newspaper, leaves, bugs, & or other debris.
10. Corroded or missing radiator fins.
11. Insufficient air flow through the radiator. Check for a slipping fan or a bad fan clutch. An electric booster fan can also help with this.
12. Poor heat exchange in the radiator due to sludge or dirt build up within.
13. Too high of an air inlet temperature into the radiator. Move out of the desert!
14. Excessive engine load. Our T-birds are not meant for towing trailers up mountains.
15. Incorrect engine timing.
16. Low engine oil pressure.
17. Low engine oil.
18. Use of a too high of viscosity engine oil.
19. Insufficient airflow entering the carburetor. Check the air filter & the choke.
20. Excessive engine exhaust back pressure.

As the ability of water or coolant to transfer heat is impaired within a dirty system, the changing the engine coolant fluids yearly & thoroughly cleaning the sludge & dirt from the system is a good idea.

Merely draining & refilling the radiator does not get the job done right, as the engine & the heater also need to be thoroughly back flushed to unplug passages as well as remove all dirt & sludge buildup. To be environmentally responsible, changing of the fluids should only be done at a facility that can also collect all the removed fluids & sludge generated for proper disposal, as well as properly pressure test the system for leaks. Old antifreeze can also be harmful & even fatal to birds or animals that consume it after being attracted to its sweet smell.

Also remember to keep your cool by also replacing your thermostat, hoses, clamps, & belts if more than several years old with the correct recommended replacement parts, as this may also help to prevent a cooling system failure when least expected.

Happy trails to you, until we meet again!

Norm Gabe

Former President,

Classic Thunderbird Club Chapter of South Florida.



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To all members

Remember that this newsletter goes to press the 15th of each month. Please remember the date!

If you want your article to appear, I need it by the 15th!

We welcome any contributions that members can make to our newsletter!

This year We want to feature stories about YOUR 1955 Thunderbird

Do you have any interesting photos of your car? Send it to me!

Do you have any interesting story about your car? Send them to me!



UPCOMING CLASSIC CAR EVENTS



MAY 2

Pep Boys Car Show
295 NE 167 Street Miami, FL

MAY 3

Classic Car Roundup
Bergeron Rodeo Grounds
4271 Davie Rd. Davie, FL

MAY 9

Kustom Wheels Car Show
5pm-10pm (night show)
2753 SW 142 Ave Miami, FL

MAY 16

Shoppes of Beacon Light
2400 Federal Hwy Lighthouse Point, FL

MAY 23

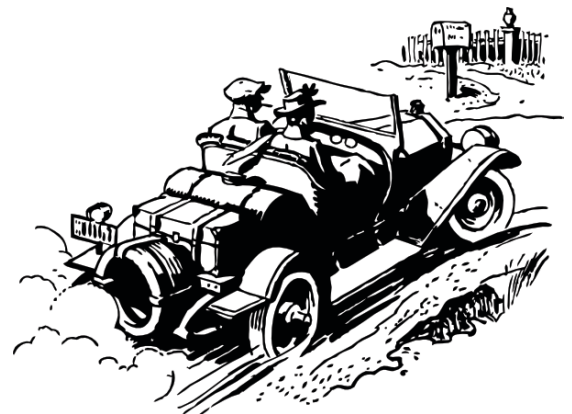
Wings Over Miami
Wings over Miami Air Museum
14710 SW 128th Street
Tamiami Air Field

MAY 24

Summer Kick Off
PGA National Resort 7 Spa
400 Avenue of the Champions
Palm Bch Gardens, FL

Annual rates for advertising in the newsletter

FULL PAGE	___	\$675.00
1/2 PAGE	_____	\$375.00
1/4 PAGE	_____	\$250.00
CARD SIZE	___	\$150.00
		(NON MEMBERS)
CARD SIZE	___	\$125.00
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There are 3 good sources for On-Line information

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Upper & lower ball joint with original style washers & seals!

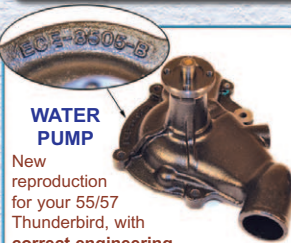
3051-K 55/57, New 194.95



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New reproduction for your 55/57 Thunderbird, with **correct engineering numbers** in the casting!

8501-R 55/57 124.95

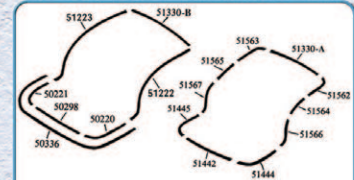


COWL MOUNT ANTENNA

We have a high quality reproduction antenna for your 1955-57 T-Bird! This cowl mount antenna has the "ring", As Original.

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18813-AR 55/57 kit 59.95



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SOFT TOP KIT

51502-CK 10 Pc. Kit. 394.95



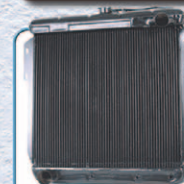
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- ✓ 2 - Front bushing bolt & nut
- ✓ 2 - Front bushing
- ✓ 4 - Spring mounting retainer
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- ✓ 2 - Center bolt & nut

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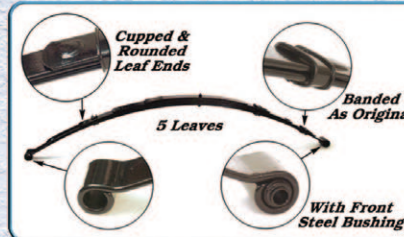
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