Happy New Years to all T-Birders and I hope you had a great 2010 and that 2011 will be just as great.

Thirteen brave members battled the weather January 15th as we migrated to HomeTown Buffet in Shawnee. Great food and conversation were in abundance. It was good to see Russell Townsely. Richard Miles was also in attendance and had driven all the way from Mound City, MO to visit with us! Stan Pruitt was also in attendance sporting one of our new club ball caps. Bill Ostrander is doing well and it appears he will remain in the Kansas City area after all. Jon Kernodle is all excited about his and Martie's upcoming Caribbean Cruise.

I'm now on my annual journey to California. On February 4th, I will attend the CTCI Board Meeting in Signal Hill, CA. This is my second year on the Board so if there is anything you would like me to pass along to the rest of the Board members please drop me a line.

See you soon on Saturday February 12th at the HomeTown Buffet in Independence, MO.
January Breakfast

There were only 13 at the Shawnee breakfast but we had a darned good time. Several of our members have to work weekends, that includes Larry Bruce and Tim Fields.

Stan Pruitt drove over by himself, looking good, but the rest of us seriously doubt we'll be able to do that when we are 92.

Joe Becker didn't make the Shawnee breakfast. You remember he's BIG into ping pong. Well, he broke his ankle last month in a ping pong tournament. Really broke it, he has 7 screws and a plate! Let's tell Joe we all want to see those ping pong tournaments!

Seriously, this is a major problem for Joe, as he has the demanding job of managing a cold storage warehouse and needs to be on his feet. We all just wish him the best, but still want to see those games.

Claude and Linda Thomson had to miss the breakfast because there was a gasoline-collectible swap meet in Columbia that day. Friends say he has a fine collection, nicely displayed, but Claude says “Never enough.” We all understand that.

Vic and Elsa Brzozowski had company from California that week.

Dorothy Pruitt and Elsa Brzozowski were attending the funeral of a fellow bridge-player.

Jean Kupchin was in the hospital early this month and learned she has congestive heart failure on top of her diabetes. Jean is a small girl and takes care of herself but this makes it more complicated.

Jon Kernodle made the Shawnee breakfast but Martie missed, she's taking painting lessons from Teddy Jackson. Martie will never see things the same way again—she will see colors in unexpected places, the way light hits objects, the beauty in common things, the importance of design. She'll look at art galleries differently, too, and understand how fine an artist Teddy really is.

Jon and Martie are looking forward to the Hemmings Cruise next month. Jim and Linda Carter did it a couple of years ago; it sure does sound like fun.

Millie, a friend of Liz, sat next to Jon and said later how her family had enjoyed taking their children to Kernodle's Lake. While swimming there one day, Mel lost his wedding ring. He knew it was hopelessly lost but told the manager anyway. Long afterwards, the lake was drained, the area was gone over with a metal detector and a number of rings were found. They called Mel, he went out and there it was!

Bill Ostrander has been out of work too long since the dental lab downsized. Bill's now in training to drive a school bus and get his CDL license but this is certainly not a job he's looking forward to. Those drivers do get medals, don't they?

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Agency, Missouri has a Ford Museum. Didn't know more than that so asked Merwyn Grace and he replied:

“I have been there--but it has been at least 10 years and I don't remember what all they do have---but there are no Ford cars!!”

And there you have it.
Sharon Is Still With Us!

Hi Liz. I am sorry I have not made the meetings. It always seems something else is going on the day of the meeting. I love my new job and community.

I felt very sad when I put bluebird away for the winter. I did purchase collector insurance on my car.

Phone number is 816.244.9553 address is 548 E Eastwood Marshall MO 65340

I did read the last newsletter but somehow I missed the dates of the next meeting. Maybe I can make the February meeting since it is in Independence.

Thank you for thinking of me. You are great, Sharon Weiser

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For some reason I could not open this file------I enjoy your religious articles—Merwyn Grace

Elizabeth Cook was towed again last week. It was the Cadillac this time, last month was the Mustang. Of course, Santa Fe Tow always does a beautiful job, putting it in the exact spot of her driveway ever so lightly. The battery had died. Liz couldn't get the old side-post battery out so Brian was the hero who came over that bitterly cold night and changed batteries in the dark.

Gerald Cygan may be having too much fun:

“We are taking our Grandkids to Disneyworld. We will be staying in a condo tree house. That will be fun. Our princess keeps saying she is going to see Mickey, Donald, Goofy and others. Will be fun.”

When Gerald Cygan watched the jitterbugs dance, he admitted, “I had the jive in my mind but I could not ever tell my feet what to do.”

Cygan saw Bob Hope in 1967 in Long Behn, Vietnam. “In Vietnam we were told that the Vietcong had underground hospital with a capacity of 10,000 patients.” Amazing.

“As pictured in the song a lady working on an aircraft. That would be Rosie the Riveter. My mom was a Rosie the Riveter at the Fairfax Plant or BOP plant during WW 2.”

Tom McCorkendale sent an email to Liz, showing a soldier's homecoming. Liz sent it to Gerald and he replied, “You are right it puts a tear in your eye and chokes you up with a tight throat fighting the tears. Reminds me of when I left to to to Vietnam and my return home. Thanks Liz.
From our long-time member and serious gearhead, Scott Love:

Subject: Revenge of the Fords

Hey guys,

We finally have our revenge for all those clowns who put Chevy motors in their Fords. Last night on the Barrett-Jackson auction I saw a '48 Chevy custom with a 'Blown' dual quad full race '427' Ford tucked in between the fenders!

YES!!!

From: Gil Baumgartner <gilbaum@inreach.com>
Subject: Re: 1957 Instrument Panel
To: "Liz Cook" <liztbird@yahoo.com>
Date: Sunday, January 2, 2011, 8:30 AM

Liz,

The only way to remove the instrument cluster from a 1957 is to remove the dash pad and the steering column. However the clock and tack can be removed from the backside without the cluster. This can be accomplished by moving the seat all the way to the rear or removing the seat from the car which gives more room to lay on the floor and slide under the dash. The screws that secure the clock and tack to the back side of the dash can then be removed, then carefully pull the clock and tack one at a time from the cluster and out from behind the dash. The tack cable must be removed from the back side of the tack. The power wire must be removed from the clock and remove the light bulbs from both instruments. The battery should also be disconnected.

Gil

From Tony and Michele Hamer, your Guide to Classic Cars

Big Sales and Big Numbers Reported From Scottsdale

The Big Four Auction houses have submitted their preliminary sales number for this year's Arizona Classic Car week and together they brought in over $154 million.
Car Ramp Redesign: A Solution for Pudgy Tummies
by Jon (MacGwyver) Kernodle

For all my fellow weekend mechanics who are looking for a little more room to move around under their T-Birds. I built my ramps height from 6 inches to 9 inches. This gave me plenty of wiggle room for work underneath.

Material you’ll need for two ramps:
- 2 - 2 x 12 boards
- 2 - 1 x 12 boards
- 4 - L-shape brackets
- 32 - 1” self-tapping screws
- 8 - 2 ½” deck screws
- 4 - 2 ½” deck screws and 4 washers

Construction:
Step 1 Cut your 2 x 12 boards 13” longer than your ramp
Cut your 1 x 12 boards 9” longer than your ramp

Step 2 Assembly for one ramp
- Lay the 2 x 12 board on the ground, then place the 1 x 12 board on top
- Install 1 deck screw at each corner to secure the boards together. Make sure the boards are even on one end.
- Place your ramp on top of the 1 x 12, leaving 3” on the back side. Make sure the ramp is straight on your board.
- Assemble the two brackets to the board and the backside of the ramp, using 8 - 1” self-tapping screws for each bracket.
- Fasten the ramp to the front side of the board using 2 - 2 ½” deck screws with washers (on front corner, front side of the ramp)

You can see I now have plenty of belly room.

Feel free to call me if you have any questions. 816-356-6700, home or 816-674-3741,
ACCKC Cruise!

The Mid America Cobra Club (MACC) is again inviting specific ACCKC clubs to participate in a cruise through the back roads on Saturday, May 14th, 2011. We are meeting at 10:00 AM at the old Longview Nursery located at 11801 East Bannister Road where there is ample parking and restroom facilities. We will have a Cobra parked along Bannister at the entrance to our meeting place. We will depart on the road trip at 10:30 AM. We have made similar trips within the last several years with approximately 40 sports/vintage type cars and sixty some folks, enjoying the company of others that share a passion for unique automobiles.

This year we are expanding the length of the road trip to approximately 100 miles, attempting to minimize the stop lights and stop signs encountered last year, and ending the trip at a park/shelterhouse facility where we can all eat together and enjoy looking at and talking about our rides. There will be several opportunities for fuel and/or bathroom breaks along the way as we will be traveling through several small towns which have convenience stores. In addition, there is no rush in getting to the park at the end of the cruise. We will be heading an easterly direction from Longview and then head North/Northwest on country roads but remaining in Missouri. We plan a route (that will be distributed prior to starting the cruise) which will circle back towards the city to minimize the distances others may have to travel from the park when we all head for home. This year each participant is responsible in bringing their own food/drinks to be enjoyed at the end of the cruise as was done with the Triumph club last fall when the MACC joined them in a similar trip to Lake Garnett.

For 2011, due to ending at a city/county park, we have expanded our invitation to include fourteen clubs being British and Ford based sports/vintage car clubs: MG/All British club, Jaguar and Austin Healey clubs, Mid America and Vintage Mustang clubs, MGA/All British club, Triumph club, Lotus Owners Assoc., Lawrence All British club, Ford Falcon, Heart of America Thunderbirds, Heartland Vintage and Vintage Thunderbird clubs, and of course members of the Mid America Cobra Club. We hope some of your club members will join us on that date. It should be another fun road trip.

I would appreciate an e-mail response from each of the clubs mentioned above that you have received this invitation and to assure future correspondence prior to May 14th...

Larry Trout  MACC  (913) 341-5907
If your intention is to protect the connectors and ends of coax runs, you might want to consider a few rolls of **Rescue Tape**. This stuff is amazing material, water-tight, UV proof, and NO adhesives (yet it magically sticks to itself). It is used by the US military for many uses, can even repair a burst radiator hose!

> I used to protect all my connectors/coax with Butyl Rubber and good electrical tape, but the Rescue Tape is by far easier to work with, more durable, and easier to remove & clean-up.

> If you GOOGLE it you will find many sources, or just search on Ebay. Here is one link when "googled:" [http://www.rescuetape.com/?gclid=CI2_tJOGxaYCFQgHbAoTBIuHg](http://www.rescuetape.com/?gclid=CI2_tJOGxaYCFQgHbAoTBIuHg)

> I bought about 5 rolls of different colors on Amazon and ended up paying around $7/roll with shipping. YMMV. (Your Mileage Mary Vary)

![Rescue Tape](image)

The four Goldberg brothers, Lowell, Norman, Hiram, and Max, invented and developed the first automobile air-conditioner. On July 17, 1946, the temperature in Detroit was 97 degrees. The four brothers walked into old man Henry Ford's office and sweet-talked his secretary into telling him that four gentlemen were there with the most exciting innovation in the auto industry since the electric starter.

Henry was curious and invited them into his office. They refused and instead asked that he come out to the parking lot to their car. They persuaded him to get into the car, which was about 130 degrees, turned on the air conditioner, and cooled the car off immediately. The old man got very excited and invited them back to the office, where he offered them $3 million for the patent.

The brothers refused, saying they would settle for $2 million, but they wanted the recognition by having a label, 'The Goldberg Air-Conditioner,' on the dashboard of each car in which it was installed. Now old man Ford was more than just a little anti-Semitic, and there was no way he was going to put the Goldberg's name on two million Fords. They haggled back and forth for about two hours and finally agreed on $4 million and that just their first names would be shown.

And so to this day, all Ford air conditioners show -- Lo, Norm, Hi, and Max -- on the controls. I can hear your groans from here.
ACCELERATION

One top fuel dragster 500 cubic inch Hemi engine makes more horsepower than the first 4 rows of stock cars at the Daytona 500. It takes just 15/100ths of a second for all 6,000+ horsepower of an NHRA Top Fuel dragster engine to reach the rear wheels. Under full throttle, a dragster engine consumes 1-1/2 gallons of nitro methane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced. A stock Dodge Hemi V8 engine cannot produce enough power to drive the dragster's supercharger. With 3,000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition. Cylinders run on the verge of hydraulic lock at full throttle. At the stoichiometric (stoichiometry: methodology and technology by which quantities of reactants and products in chemical reactions are determined) 1.7:1 air/fuel mixture of nitro methane, the flame front temperature measures 7,050 deg F. Nitro methane burns yellow... The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapor by the searing exhaust gases. Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder. Spark plug electrodes are totally consumed during a pass. After halfway, the engine is dieseling from compression, plus the glow of exhaust valves at 1,400 deg F. The engine can only be shut down by cutting the fuel flow. If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half. In order to exceed 300 mph in 4.5 seconds, dragsters must accelerate an average of over 4G's. In order to reach 200 mph (well before half-track), the launch acceleration approaches 8G's. Top fuel engines turn approximately 540 revolutions from light to light! Including the burnout, the engine must only survive 900 revolutions under load. The redline is actually quite high at 9,500 rpm. Assuming all the equipment is paid off, the crew worked for free, and for once NOTHING BLOWS UP, each run costs an estimate $1,000.00 per second. The current top fuel dragster elapsed time record is 4.428 seconds for the quarter mile (11/12/06, Tony Schumacher, at Pomona , CA ). The top speed record is 336.15 mph as measured over the last 66' of the run (05/25/05 Tony Schumacher, at Hebron , OH

Putting all of this into perspective: You are driving the average $140,000 Lingenfelter 'twin-turbo' powered Corvette Z06. Over a mile up the road, a top fuel dragster is staged and ready to launch down a quarter mile strip as you pass. You have the advantage of a flying start. You run the 'Vette hard up through the gears and blast across the starting line and pass the dragster at an honest 200 mph. The 'tree' goes green for both of you at that moment. The dragster launches and starts after you. You keep your foot down hard, but you hear an incredibly brutal whine that sears your eardrums and within 3 seconds, the dragster catches and passes you. He beats you to the finish line, a quarter mile away from where you just passed him. Think about it, from a standing start, the dragster had spotted you 200 mph and not only caught, but nearly blasted you off the road when he passed you within a mere 1,320 foot long race course. ...and that my friend, is ACCELERATION!