



April 2026

*Thunderbird Owners of
New York*

Thunderbird Owners of New York

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Next Club Meeting

Thunderbird Owners of New York

April 6th, 2026

Arrive early – 6:15 The meeting will begin at 7:00 PM.

Bethpage Library

47 Powell Avenue, Bethpage, NY 11714

President's message for April 2026

“The problems that we face today cannot be resolved by the same level of thinking that created them.” ***Albert Einstein***

Change was needed for T.O.N.Y. to survive. A new Executive Board was elected, and changes began from the start.

We want you to know that the Executive Board is working hard behind the scenes to enrich the T.O.N.Y. experience. We are planning monthly outings aside from the monthly meetings, which have been well attended.

The Executive Board meets and creates a “Proposed Agenda” prior to meetings, to allow for members’ input.

The Executive Board members are calling, texting, and emailing each other daily to provide excellent leadership and the “Newsletter” has re-emerged and provides the heartbeat of the club.

The club meetings now have moved into the 21st century with the addition of computer visual aids.

As our initiatives advance, we invite you to step up and be a part of our accomplishments. We would like our members to bring innovative ideas to meetings. The Board cannot do it alone.

Remember the club experience is only as strong as the members’ commitment.

Allen

SECRETARY'S REPORT Meeting Recap March 2026



John Cattonar, Thunderbird Owners of New York Secretary

Meeting notes March 8th, 2026, Thunderbird Owners of New York

Our March 2026 meeting kicked off at 7:05 with 20 members in attendance at the Bethpage Library. For this meeting, Pat Scomello set up his computer, so members got a large screen presentation of what was on the evening's agenda.

Following the Pledge of Allegiance lead by our club President, Allen Leon, Allen introduced a new member to the club, Joe Mollica. Welcome Joe! Next up, the club board members presented a gift to Stan Matusewicz for his years of serving as our past President.

Old Business

Allen Leon brought up the club's new Post Office Box in Melville. Next, there was a discussion about the Long Island Car Club Consul meeting held in February each year that establishes the schedule of car shows here on Long Island. There will be more info coming out soon on all the particulars. Both Allen and Pat attended this meeting representing our club.

Jim Mezey, our treasurer, reported we have \$1,926.93 in treasury. Next, Pat did a nice presentation on the big screen of a potentially new Thunderbird. It showed six (6) different configurations all done by AI. Wow! There was considerable conversation afterward. Will there be a new Bird??

Twenty-two (22) club members attended the detailing trip in February, however, Allen mentioned that the person who was supposed to give the presentation wasn't there. Well, most in attendance enjoyed the outing anyway.

New Business

For this year, Thunderbird Appreciation Day will be on May 17th, 2026, and will be at "Fords' Garage" in the Smith Haven Mall. More info. to come.

Dennis Benfante has volunteered to remain as our club interface with CTCI.

Next, the members discussed the visit to the Sunrise Assisted Living facility in Sayville and how nice it was in previous years. We hope we get invited again this year. Dennis is looking into if we are wanted.

Finally, Allen gave one of his informative tech sessions on brake fluids which are used on our newer cars and our Thunderbirds. He discussed the characteristics of the different grades of fluids and how humidity effects brake fluid.

Meeting concluded @ 8:40 P.M. with Faith and Tony Cardone winning the 50/50 (\$30.00)

Hope your Thunderbird is ready for a new season of cruising.

John Cattonar



Tribute to Bob Ceraso

Lifelong Friend and Club Founder

BOB CERASO was a valued friend and one of the founding members of Thunderbird Owners of New York, dating back to the 1970s.

Bob was the person everyone turned to for parts, technical advice, and his extensive knowledge about our cars.

Bob was an enjoyable companion at car shows, club gatherings, or simply over a cup of coffee.

To be in his company always made the day a joyous day he will be missed by everyone who knew him.





From the Club

From: Sal Perrotta ***Purchasing my First Classic Car***



In September 2007, I purchased my 1956 Raven Black Thunderbird, despite its less-than-optimal condition. A test drive quickly convinced me of its potential.

I overlooked multiple issues with the vehicle and communicated to my wife my strong interest in purchasing it.

She agreed, and by the following day, I became the owner of my first and my only classic car.

Rather than storing the car indefinitely, I opted for a long-term, methodical restoration approach, prioritizing safety, and reliability. My intention was to create a dependable driver that I could enjoy regularly.

Shortly after acquiring the Thunderbird, I met Frank Massa at a local car show. As a member of Thunderbird Owners of New York, Frank shared his expertise regarding his 1957 Thunderbird and outlined the benefits of club membership in TONY, including participation in the International Organization CTCI



Frank's guidance proved invaluable; both clubs provided extensive resources and, most importantly, facilitated connections with fellow Thunderbird enthusiasts who were eager to offer support.

The collective knowledge and encouragement from club members enabled me to develop a well-organized project list, allowing me to prioritize restoration tasks effectively.

Over time, as I attended more meetings and welcomed club members into my garage, my project benefited from their direct assistance and experience.

Although the restoration process was both extensive and costly, I have never regretted the decision to keep the car operational and enjoy frequent drives.

My main goal was to maintain the authentic design of the Thunderbird while implementing necessary enhancements.



Key improvements included engine replacement and installing a 1957 transmission, which necessitated adding a four-core radiator with a built-in transmission cooler. This upgrade, transitioning from air-cooled to fluid-cooled transmission, reduced interior temperatures and improved driving comfort.

Additional upgrades comprised a new front end, power disc brakes, rack and pinion steering, a new fuel tank, windshield, Holley carburetor, and Mallory distributor. For visual appeal and performance, I added wire wheels, radial tires, and installed a new stereo system for personal enjoyment.

While purists may question these modifications, my focus remained on drivability and handling, rather than show competition.

I drove the Thunderbird approximately 2,000 miles each year, frequently attracting admiration for its distinctive design.

The Ford Thunderbird's classic aesthetics and sophisticated lines contribute to its appeal. Driving with the top down consistently provided remarkable experiences, reinforced by positive public reception at every opportunity.

From: Pat Scomello

Car For Sale

**1965 Ford Mustang Coupe 302 block/ T5 Transmission. 2k miles
Full rebuild w/ upgrades & all receipts
\$33,500**

- **Condition** Used - like new

🚗 **FOR SALE:** 1965 Ford Mustang Coupe – Classic, Clean, and Well-Maintained Up for sale is my beautiful 1965 Ford Mustang Coupe with extensive maintenance and restoration work completed over the years. This car has been well cared for and comes with documented service / rebuild records.

🔑 **Mechanical & Restoration Highlights:**

- New 302 engine ONLY 1900 miles since full rebuild
- New T5 manual transmission
- New flowmaster exhaust
- X4 speaker amplified stereo system
- Replaced ignition system components (coil, plugs, wiring)
- Cooling system serviced (water pump, hoses, etc.)
- Fuel system work (fuel lines, tank replacement)
- Brake system upgraded
- Suspension and steering work completed and upgraded
- Carburetor/tune-up and timing adjustments • Electrical repairs and general maintenance

📄 **Documentation:**

- Multiple service receipts included
- Professional appraisal on file Always garage kept and covered.

Car never seen rain. This care is babied. Ran every two weeks on the off season and has seen only sunny days

😊 I have full receipts on this total rebuild. The last picture is a written itemized bill of all the receipts on build. way too much to list here. Serious inquires only please.



From: John Cattonar

***Ford Offered a Hidden Supercharged V8 Option Back
When emissions were never tested***



By Erik Sherman, Published Feb 27, 2026

<https://www.topspeed.com/ford-hidden-supercharged-v8/>

Erik Sherman is an automotive journalist and motorcycle enthusiast. Although he has served and worked all over the world in different capacities, his passions belong to all automotive things. His love for cars began with a ride home from the hospital in a 280 SEL. 'Car' was his first word. Now, many automotive adventures (and misadventures) later, he channels his enthusiasm into everything he writes. Erik is also a combat veteran U.S. Marine, former firefighter/EMT, and graduate of the University of Texas at Austin.

Some remember the 1950s. Others, not so much. Either way, the '50s were a long time ago, in a time of the American Civil Rights Movement, a burgeoning space race, and a baby boom. What it wasn't, however, was an era of asphalt-cracking horsepower. At least, not in the same way that the 1960s and early, pre-Malaise 1970s were. The V8s on North American boulevards and highways tended to skew a bit more anemic than the over-muscled coupes of the 'sixties, with a few notable exceptions.

That said, the exceptions were boss. For instance, from the GM side of things, you could get a 325-horsepower Cadillac or a 312-horsepower Oldsmobile in 1957. The Blue Oval, however, did things a little differently. Ford concealed a factory-forced-induction option in plain sight. And Ford offered that factory supercharged mill at a time when emissions testing and regulation were years away.

A Time When Superchargers Were not the Norm



Supercharging was not as popular with the auto industry, though. Instead, most American cars followed a formula: a free-breathing, carbureted V8 up front, devoid of turbocharging or supercharging, sending power to the rear wheels. And by 1957, some applications were making respectable power figures. For instance, you could get a 1957 DeSoto Adventurer with a brawny 345 horsepower from a 345-cubic-inch V8. That is a pony per cubic inch of V8 displacement, a rarity for the time. But Ford also slipped a factory supercharged option into the mix. It was power-producing, whining witchcraft.

Hidden In Plain Sight



Back in the 1950s, like today, you had options when speaking about an automobile. One of those more substantial decisions involved picking the engine and transmission you wanted in your car on the options sheet. You could thumb through the library of different cylinder numbers, configurations, and displacements before deciding on the straight-six, V8, or what have you. For 1957, Ford offered a \$340 factory supercharger option that made it into only so many cars, including the deceptively muscular “F-Bird.” That was a big deal, mind you. Today, it’s no big deal to scroll through page after page of factory-supercharged Ford Mustangs, Dodge Challengers, and even luxury cars like the Jaguar F-TYPE. Back then, it was unheard of.

The 1957 Ford Thunderbird: Factory Supercharged 70 Years Ago



In 1957, you could have the Ford Thunderbird with a choice of engines: the D-code, E-code, and F-code V8s. The D and E engines were naturally aspirated versions of the Ford 312-cubic-inch V8. There was also a “C” model featuring a 292-cubic-inch V8 pumping out 212 horsepower. Then there was the F option.



Customers who opted for the F model got Ford’s 312-cubic-inch Y-block V8 with a McCulloch-Paxton variable ratio, centrifugal supercharger. Unlike a positive displacement supercharger, a centrifugal unit is typically a smaller, turbo-esque application using centrifugal force to spool up and force-feed air into the engine. Paired with Ford’s Y-block 312-cubic-inch V8, the little VR57 supercharger brought the factory-rated output up to 300 horsepower. That’s as much as a factory S197 Ford Mustang GT from half a century later. Not too shabby.

A T-Bird With 300 Ponies



300 horsepower might not seem like an astronomical figure nowadays. Hell, it was not the burliest V8 you could get in 1957, either. It was, however, something special. From a comedy standpoint, enthusiasts sometimes call it an “F-Bird.” No, it’s not in reference to the gesture you can make to other cars as you show them a round set of taillights and tire smoke. Instead, the F-Bird references the F-code of the factory supercharged 312-cubic-inch, Y-block V8. If that was not fun enough, the F-code Y-block V8 established itself as the first factory supercharged engine for a production Ford car.

1957 Ford Thunderbird 'F-Bird' Engine Specs

Engine Type *312-Cubic-Inch Supercharged V8*

Supercharger Type *McCulloch-Paxton Variable-Ratio VR57 Centrifugal Supercharger*

Horsepower, Torque *300 HP, 340-440 LB-FT*

Though it was not common. Of the 21,380 Thunderbirds the Blue Oval sold for the 1957 model year, fewer than 220 had the supercharged engine. Granted, the F-code engine made it into other Ford cars, but the supercharged V8 was not (and still is not) a typical sight. All the options list craziness happened years before emissions testing was a thing, too. Ford offered the McCulloch-Paxton supercharger on its Y-block 312-cubic-inch V8 exclusively for the 1957 model year. California, on the other hand, did not start cracking down on emissions control mandates until 1966, a decade after Ford offered its supercharged F-Bird.

Know Where to Look



So, let us say you want one of these superpowered 1957 Ford Thunderbirds so you can essentially flip an F-Bird to your neighbors and jealous friends. You will need to know where to look. The factory 1957 Ford Thunderbird F-Birds had the letter “F” as a prefix on the VIN. It’s as simple as that. If the code starts with any other letter, you are not dealing with a factory supercharged F-Code Thunderbird. Be thee warned, though: the rare (and frankly cool) nature of these cars makes them a hot commodity.

How Much Are They Worth Today?

Just how rare are we talking? In 2022, a Star mist blue example with just 3,000 miles indicated on the odometer racked up \$101,000 in bids on *Bring a Trailer*. Another example hoarded bids up to \$106,000 as recently as last December. But neither example sold for the six-figure amounts. When sellers do agree to let their F-Birds go, it is for big money. For instance, a 1957 Ford Thunderbird with the supercharged Y-block engine sold last month for an eye-watering \$134,400. *Hagerty* says a #3 condition F-code 1957 Ford

Thunderbird in “good” shape is valued at around \$80,400. In short, these rare, factory-supercharged Fords are not going to be cheap.



Of course, this isn't the first time an automaker "hid" killer engine options in plain sight. And flying-under-the-radar options weren't limited to the Blue Oval, either. As if to create an insiders' club, Chevrolet offered a potent engine option for the Mustang-rivalling Camaro as part of the GM brand's Central Office Production Order (COPO) program. Years after the wildness of the factory-supercharged 1957 Ford Thunderbird, buyers could option a first-generation Chevrolet Camaro with an iron-block 427-cubic-inch V8 spitting out 425 horsepower and 460 pound-feet of torque. But you wouldn't find a go-fast supercharger on the big COPO 9561 option V8 in the Camaro as you would be under the hood of Ford's first fan-favorite factory supercharged production car.

Newsletter Car Quiz

From: Sal Perrotta:

1. What is considered to be the first "pony car"?
 - A. MERCURY COUGAR
 - B. CHEVROLET CAMARO
 - C. PONTIAC FIREBIRDFORD
 - D. MUSTANG
2. What was the first Japanese car to be produced in the United States?
 - A. TOYOTA CAMRY
 - B. HONDA ACCORD
 - C. NISSAN MAXIMA
 - D. MAZDA MIATA
3. What car sold more than one million units in 1965, setting a record that still stands today?
 - A. BUICK WILDCAT
 - B. CHEVROLET IMPALA
 - C. PONTIAC GTO
 - D. FORD THUNDERBIRD

4. What was the first car to break the sound barrier?

- A. BUGATTI VEYRON
- B. KOENIGSEGG AGERA R
- C. THRUST SSC
- D. HENNESSEY VENOM GT

5. In what year was the Corvette first introduced?

- A. 1973
- B. 1953
- C. 1963
- D. 1943

6. What was the first car to be mass-produced?

- A. DURYEA MOTOR WAGON
- B. MODEL A
- C. MODEL T
- D. PACKARD

7. What was the first car launched into space?

- A. PORSCHE 911
- B. RINSPEED OASIS
- C. ROLLS-ROYCE VISION 100
- D. TESLA ROADSTER

8. The inventor of cruise control was _____.

- A. A 12-YEAR-OLD CHILD
- B. A HOMELESS MAN
- C. A ROBOT
- D. A BLIND MAN

9. How much did the first Ford Mustang cost?

- A. \$2,368
- B. \$3,484
- C. \$1,652
- D. \$2,944

10. What animal is on the Porsche logo?

- A. BULL
- B. HORSE
- C. BIRD
- D. LION

Some Classic Pictures from the 2008 Dust-Off



<i>April Quiz Answers</i>		
<i>1 - D</i>	<i>4 - C</i>	<i>7 - D</i>
<i>2 - B</i>	<i>5 - B</i>	<i>8 - D</i>
<i>3 - B</i>	<i>6 - C</i>	<i>9 - A</i>
<i>10 - B</i>		

From: CTCI: ARE YOU A MEMBER "NOW WOULD BE A GREAT TIME TO



Classic Thunderbird Club International

Toll Free 800.488.2709 • PO Box 7393, North Kansas City, MO 64116 USA ☐ • Email: ctcioffice@ctci.org

Web site: www.ctci.org

MEMBERSHIP APPLICATION PLEASE TYPE OR PRINT:

Name _____ Spouse's

Name _____

Mailing

Address _____

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Code _____

Telephone (____) _____ Email

Address _____

CTCI Chapter Affiliation (if any) _____

- New members please fill out application and send payment (in U.S. funds ONLY*) to the address below.
- Make checks payable to CTCI, or pay by credit card by email, fax, or phone.
- Mail to: CLASSIC THUNDERBIRD CLUB INT., PO Box 7393, North Kansas City, MO 64116

Please select one of the following prorated amounts:

- Month Joining One Time Initiation Fee + Dues = Total
- January through March \$15.00 + \$37.50 = \$52.50
- April thru June \$15.00 + \$29.00 = \$44.00
- July thru September \$15.00 + \$19.00 = \$34.00
- October thru December \$15.00 + \$10.00 = \$25.00
- NOTE: Add \$18.00 to select Premium Packet with CTCI Grill Emblem.

Annual dues renewal will be \$37.50, payable January 1 of each year.

Signature _____ Date _____ Check here if you wish to be listed in the CTCI roster, as of April 1st.

I give permission for my phone number and/or email address to be listed in the CTCI roster.

(NOTE: Phone numbers & email are for office use only, or for the roster if you choose to have it published. Roster addresses may be sold only to T-Bird vendors to be used only for catalog purposes.

Are you a former member of CTCI? Yes No If Yes, what is your former CTCI membership number?

Sponsored or referred by _____ CTCI # (if known)

From: Allen Leon Reprinted from Hemmings Motor News



Back-to-Basics Brakes

Keeping it simple with a factory-style Ford front disc upgrade

WORDS AND PHOTOGRAPHY BY TERRY McGEAN

It's long been common practice for fans of muscle-era cars to upgrade the four-wheel drum brakes, typical of that period, to front discs. For years, doing so required sourcing parts from donor vehicles, though finding the needed items from junkyards has become increasingly difficult.

Thankfully, the aftermarket stepped up to reproduce many of the items that have vanished from the salvage market, which was a great help to us as we looked to add front discs to a classic 1964 Mercury Comet. Ford Motor Company didn't offer disc brakes for the cars built on its compact platforms during the '64 model year, though it did make front discs an option for the '65 Mustang. Given how popular early Mustangs have been for decades, it's no surprise that all the brake parts are readily available as brand-new items. The '64 Comet we were working on has the same suspension architecture as the

'65 Mustang, so those discs are a bolt-on upgrade.

Of course, these days, owners of early Mustangs and related models have myriad choices when upgrading their brakes, with offerings going well beyond what the factory ever dreamed of providing back in the '60s. However, for this project, the Comet's owner wanted to be able to retain the stock 14-inch steel wheels so that he could reinstall its factory wheel covers, which replicate the look of chrome reverse wheels.

Very few contemporary brake kits will clear 14-inch wheels, though the original '65 Mustang discs were intended for wheels of that size. We went to Summit Racing to do some shopping and landed on a kit from Leed Brakes that included everything we needed—rotors, calipers, mounting brackets, bearings, hoses, and all associated hardware. What really

appealed to us was that this kit included a dual-circuit master cylinder and proportioning valve, and was intended to be used without a power booster. That was important because the Comet's original firewall braces are welded in and don't leave much room for a conventional booster. Plus, the car owner simply preferred to stick with a manual setup.

As a bonus, thanks to the design of the '65 Mustang's optional disc brakes, we did not have to change the Comet's spindles—Ford designed caliper brackets that mount to the drum-brake spindles, and the rotors install directly in place of the drums. When we were done installing the Leed Brakes kit, the Comet looked like it might have come from the factory with the front discs. This may have been the simplest front disc conversion we've ever done—check out the photos and captions to see the process. 🍀



1



2

1. This 1964 Mercury Comet Cyclone left the factory with four-wheel drum brakes, and while the car's owner wanted to upgrade to front discs, he also wanted to retain the factory wheel covers used on Cyclones that give the look of a chrome reverse wheel. Of course, to retain the 14-inch wheel covers, he would have to use 14-inch wheels, and that severely limited the number of disc-brake setups we could use. **2.** Though the '64 Comet did not offer front disc brakes as an option, the 1965 Mustang did, and those brakes are still readily available from the aftermarket. Since the early Mustang and this Comet share suspension architecture, the Mustang brakes are a bolt-on for the Comet. This kit from Leed Brakes is essentially a reproduction of the parts used for the discbrakes that were optional on the '65 Mustang, with 11-inch vented rotors, four-piston, cast-iron calipers, and the required mounting brackets and splash shields. The exception is the upgrade to a dual-circuit master cylinder and adjustable proportioning valve.



3



4

3. The installation begins with removal of the stock drum-brake assemblies. The brake hard lines will be reused, so we took care not to damage the fittings when disconnecting the flex hoses. The disc brake kit includes new flex lines for the calipers. **4.** Once the plumbing is disconnected, removing the four bolts that fasten the backing plate to the spindle will allow the entire brake assembly to come off with the shoes, springs, and wheel cylinders still in place.



5. This bracket is a key element in making this disc swap so simple. Rather than requiring new spindles to accommodate the discs, as is often the case with American cars of this period, this caliper bracket mounts to the existing spindle using the drum-brake backing-plate bolt holes. The cast caliper bracket is a reproduction of the one Ford used for the early Mustang. **6.** The caliper bracket mounting bolts also secure the included splash shields, so the shields need to be put in place during this step. The calipers mount toward the front with this setup. **7.** The kit includes new wheel-bearing sets, and after driving the new races into place, the rotors are mounted to the original spindles. These rotors are essentially a new, stock replacement for a '65 Mustang part. **8.** The calipers in this kit are cast-iron, four-piston units that use a fixed mounting — they do not slide. Here again, the calipers are brand-new versions of the ones offered on the '65 Mustang. The set in the kit came “loaded,” meaning they already had a set of pads installed. We slipped them over the rotors and bolted them to the brackets. **9.** The flex hoses used with these calipers thread directly into each caliper body, so they must be installed before the line is connected to the hardline on the chassis.



10. Our conversion kit was intended for a few different Ford applications, so it included some fittings and such that we did not need. Among them were these hardline adapter fittings, which would merge the disc-brake flex hoses with the hardlines on some drum-brake cars. For this Comet, the hardlines connected directly to the new flex hoses.



11. One of the things our car owner wanted to change in the brake system was the master cylinder — like most cars of the period, this Comet used a single-circuit master. These work fine when everything is in order; however, if a leak develops anywhere in the system, before long, the driver will find zero braking available. Our disc-brake kit included a dual-circuit master from a later Ford application.



12. We were pleasantly surprised to find that our stock-style disc-brake kit included an adjustable proportioning valve. This one will mount neatly right underneath the master, but before putting it on, we needed to mount the pressure switch that activates the brake lights, which was also included.



13. The Comet doesn't have much room around the master cylinder thanks to welded-in braces that tie to the shock towers. Fortunately, the dual-circuit master we're using will still fit, though adding a power brake booster would have posed a problem. **14.** The brake kit also included a new "pigtail" electrical connector for the brake-light switch. The Comet was using the same type of switch with the drum-brake setup, but someone before us had cut off the factory connector and was using universal spade terminals, so the new pigtail came in handy. **15.** As mentioned previously, the disc-brake conversion kit from Leed was intended for a few different Ford applications of this period, so there were some items we didn't need, but we were impressed that the kit was so complete. **16.** With the installation complete, the stock-type front discs don't look out of place on the Comet, even though they were never offered during the '64 model year. We did find that the factory 14-inch drum-brake wheels contacted the calipers, so we had to use a different pair. Ours came from a later Mopar application, but the correct Ford-style 14 x 6-inch disc-brake steel wheels are available from a variety of sources brand-new, including Coker Tire's Wheel Vintiques.

SOURCES:

Coker Tire / Wheel Vintiques
866-516-3215
cokertire.com

Leed Brakes
716-852-2139
leedbrakes.com

Summit Racing Equipment
800-230-3030
summitracing.com

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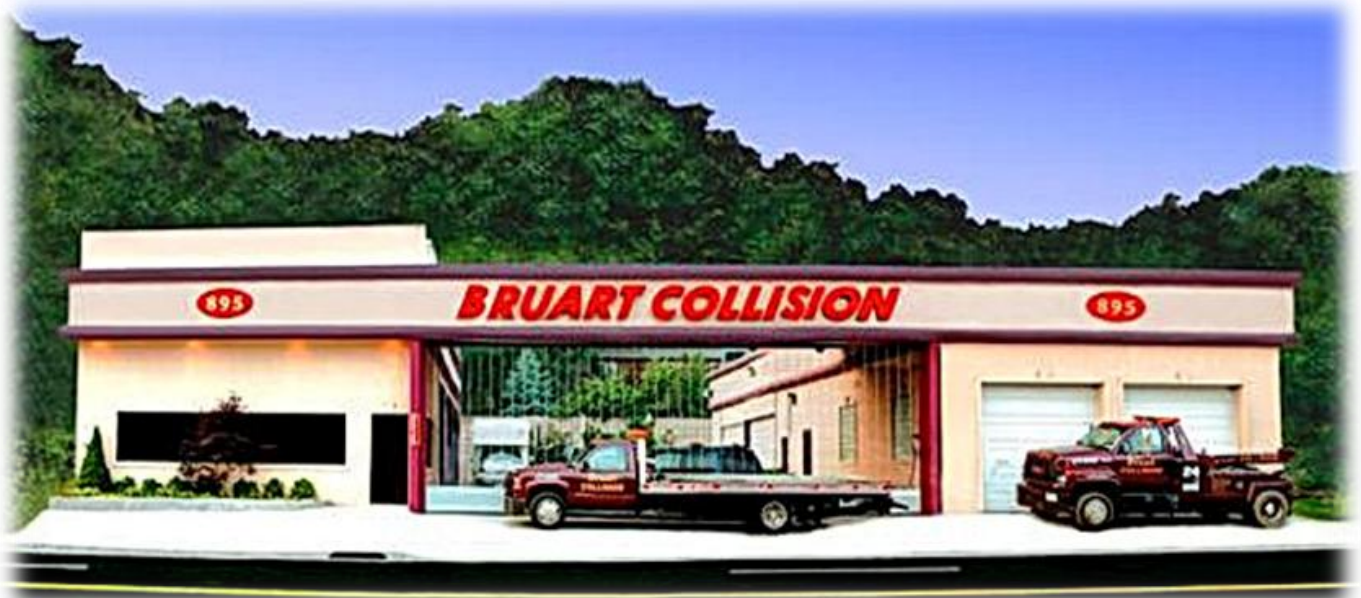
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In 1946, not long after returning from the war, Harry Stein and Walter Sobel opened Mars Stores in Freeport. Two years later, in 1948, the two partners opened a second Mars Stores location in Bay Shore. Harry continued running day-to-day operations in Freeport, and Wally moved his wife and two boys from Brooklyn out to Bay Shore to run operations there.

Eventually the partnership split and the Freeport store closed, but Mars in Bay Shore grew and passed on to the next generation. It continues today as one of the oldest and finest parts stores on Long Island.

A true family business, there are Sobel's at the counter, in the shop, in the warehouse, and working in the office. Not a day goes by that we do not hear stories from customers about an impossible to find part that Mars magically produced, or memories of when their father or grandfather would bring them to Mars as a child. Today, Mars sells parts and supplies to car owners, repair shops, farmers, fisherman, dock builders, collectors, truck drivers, and more. We cut drums, rotors, and flywheels. We make custom hydraulic hoses, battery cables, and heavy-duty tachometer cables.

If you can't find it on Earth, you'll find it at Mars



2012 CATALOG

1955-56-57 Thunderbird Parts
1955-56 Ford Car Parts



Tee-Bird Products, Inc.

Suppliers of new, used and reproduction parts

1955-1956-1957 Thunderbird parts

1955 & 1956 Ford car parts

1460 Pottstown Pike, Suite 400 West Chester, Pa. 19380

Phone: 1-610-363-1725

E-mail: sales@tee-bird.com

Web Site: <https://www.tee-bird.com/>

Wyandanch Machine

*260 Long Island Avenue
Wyandanch, NY 11798*

*Tony Coppola
(631) 643-0800*

Our team of highly qualified technicians stays up to date with the latest advancements in engine repair for both automotive and marine technologies.

You can trust Wyandanch Machine to provide the comprehensive services you need.

- ✓ Auto, Truck, and Marine Services
- ✓ High Performance Solutions
- ✓ Welding, Press Work, and Glass Beading
- ✓ Specialists in Drum, Rotor, and Flywheel Resurfacing
- ✓ Custom Engine Rebuilding / Cylinder Head Expertise

As a full-service automotive repair shop, we bring experience to every area of engine repair.





Turnpike Car Wash

Serving Huntington Station for Over 50 Years!

At Turnpike Auto Wash, we combine decades of experience with state-of-the-art technology to provide the best car wash and detailing services in the area.

Everyday Services

- All services are by appointment only. Please call to book an appointment today.
- Everyday service appointments are available Mon-Fri 8am-3:30pm & Sat 8am-1:30pm

Rinse & Go: Price: \$27.95 + tax

- Exterior wash & rinse
- Quick dry / Clean driver's mat (only)
- Clean face of rim & tire shine
- Clean outside of glass (only)

Quick Wash: Price: \$55.95 + tax

- Quick vacuum inside, clean mats & blow off dash
- Clean all glass inside & out
- Exterior wash, rinse, dry & spray wax
- Clean face of rim (only) & apply tire shine

Express Detail: Price: \$79.95 + tax

- Exterior wash & rinse
- Clay & paste wax all painted surfaces
- Vacuum and blow out interior, wipe down interior & clean all floor mats
- Clean all door jambs & trunk jamb
- Clean full rim and dress tires

Ceramic Express: Price: \$114.95 + tax

- Exterior wash & rinse
- Apply 3-6-month Ceramic top coat on all painted surfaces
- Vacuum and blow out interior, wipe down interior & clean all floor mats
- Clean all door jambs & trunk jamb
- Clean full rim and dress tires

**Oversized vehicles will be subject to a \$12.00 fee.

Full Service Items

- All services are by appointment only. Please call to book an appointment today.
- Full-service appointments are available daily.

Silver Detail (interior): Price: \$200.00 & up

- Shampoo full interior including seats, door panels, mats & floors
- Steam clean headliner
- Clean all glass inside & out
- Clean full rims & dress tires
- Quick wash on exterior

Gold Detail (exterior): Price: \$200.00 & up

- Exterior wash & rinse, clay & machine polish all exterior painted surfaces
- Apply paste wax to all painted surfaces
- Clean & dress engine bay
- Touch up scratches & chips (best as possible)
- Vacuum, blow out interior & clean mats
- Clean glass inside & out
- Clean full rims & dress tires

Platinum Detail (full detail): Price: \$400.00 & up

- This is our ultimate detail, renovates your vehicle inside & out.
- The Platinum Detail is our Silver (interior) and Gold (exterior) details combined into one

*All of these services will be given an accurate price upon estimate.

Protection Items Available

Jade 1-year ceramic coating: Inq

- Apply 1-year ceramic coating to all painted surfaces
- 5H on the hardness scale
- Warranted for 1 year with manufacturer

Jade Ice Pro 3-year ceramic coating: Inq

- Apply Jade Ice Pro to all painted surface
- 7H on the hardness scale
- Warranted for 3-year with manufacturer
- Coating will be added to vehicle's Carfax report

Jade Quartz Pro 5-year ceramic coating: Inq

- Apply Jade Quartz Pro to all painted surface
- 9H on the hardness scale
- Warranted for 5-year with manufacturer
- Coating will be added to vehicle's Carfax report

Jade Graphene Pro 5-year graphene coating: Inq

- Apply Jade Graphene Pro to all painted surface
- 10H on the hardness scale
- Warranted for 5-year with manufacturer
- Coating will be added to vehicle's Carfax report

Xpel paint protection film: Inq

- Stop rock chips, nicks & scratches in the paint
- Self healing technology
- 10-year warranty / The ultimate protection for your vehicle's paint

Turnpike CAR WASH & AUTO DETAILING	
UNLIMITED CAR WASH CLUB VIP TREATMENT Includes: SUPER WASH PLUS SUPER CERAMIC LAVA FOAM MATS CLEANED	Unlimited Pass \$84.99 <small>Per month + tax</small> \$43.00 + tax <small>Single Wash</small>
SUPER WASH Includes: FULL SERVICE PLUS TRIPLE POLISH WAX PLUS TREATMENT UNDERCARRIAGE WASH TIRE SHINE WHEEL BRIGHT	Unlimited Pass \$69.99 <small>Per month + tax</small> \$35.00 + tax <small>Single Wash</small>
FULL SERVICE Includes: VACUUM INTERIOR WINDOWS, INTERIOR DASHBOARD DUSTED CUP HOLDER TOWEL DRY	Unlimited Pass \$59.99 <small>Per month + tax</small> \$30.00 + tax <small>Single Wash</small>
EXTERIOR WASH Includes: PRE SOAK FOAMING SOAP BATH SUPER CERAMIC WHEEL BRIGHT SEALER WAX TOWEL DRY	Unlimited Pass \$29.99 <small>Per month + tax</small> \$18.00 + tax <small>Single Wash</small>

**217 W Jericho Turnpike,
 Huntington Station, NY 11746
 (631) 424-2629**
 Email: turnpikecarwash217@gmail.com Web Site: <https://turnpikecarwash.club/>



**Turnpike Club
Membership Benefits:**

Join and Save



- 15% discount on all everyday services
- 10% discount on all full-service items
- Priority on appointments (make any appointment at any time / (nonmembers) can only make appointments 48hrs prior)
- First to know about discounts and specials.

Sign-up Fee: \$29.95

Monthly Membership Fee: \$12.95 per month:

Member Pricing on Everyday Services:

-Prices shown with 15% discount

Rinse & Go Member Price:	\$23.76 + tax
Quick Wash Member Price:	\$47.56 + tax
Express Detail Member Price:	\$67.96 + tax
Ceramic Express Member Price:	\$97.71 + tax

**Oversized vehicles will be subject to a \$12.00 fee.

Additional Services:

Interior

- Leather Conditioner
- Odor Removal
- Stain-Removal
- Pet Hair Removal

Exterior

- Bug Removal
- Tree Sap Removal
- Headlight Restoration
- Paintless Dent Removal
- Minor Paint Touch-Ups
- Rim Paint & Repair
- Window Tinting
- Vinyl Wrapping
- Scratch Removal
- Water Spot Removal From Paint and Glass

Hours of Operation

Monday – Saturday 8am- 5pm
Sunday Closed

Facebook: @TurnpikeAutoDetailing

Instagram: @TurnpikeDetail

www.TurnpikeAutoDetailing.com



*Long Island's Premiere
True Hand Wash!*



631.923.1066

**123 East Jericho Turnpike
Huntington Station, NY 11746**

Book your Appointment online <https://turnpikeautodetailing.com/book-online/>

At Turnpike Auto Detailing & Coating, we aren't just car detailers; we're extreme car enthusiasts. Every vehicle we touch is treated with the precision and care of a show car, ensuring that when you drive away, your car not only looks pristine but truly reflects your pride and passion



123 East Jericho Turnpike,
Huntington Station, NY 11746
(631) 923-1066

Email: turnpikecarwash217@gmail.com Web Site: <https://turnpikeAutoDetailing.com>

*The Law office of
Siben & Siben, LLP*



Long Islanders serving our community for over 89 years

Personal Injury, Auto Accidents & All Legal Matters

90 East Main Street

Bay Shore, NY 11706

(866) SIBENLAW

www.sibenlaw.com

