



Thunderbird NEWS

OCTOBER 2012 VOLUME 14, #10

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2012 CTCI INTERNATIONAL CONVENTION Memphis, Tennessee

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Thunderbird
news

OCTOBER 2012 VOLUME 14, #10

editor's REPORT



2012 CTCI International Convention

Memphis, Tennessee

International Convention is over, photos and all the information are in inside pages.

We took two cars and we took two second places, they are Frank and Bridged Jones, and Bob and Jane Toney. Congratulations.

Also our newsletter we were awarded with the Golden Award (AGAIN!)

INTRODUCTION OF THE THUNDERPEDIA OF THE CLASSIC T-BIRD BOOK

Introduction of the "Thunderpedia" of the Classic Thunderbird was made at the convention in Memphis.

Sales of the book was over my expectation, a half page ad was placed in the Early Bird magazine. This is the only book in the market that explain step by step how to fix your Bird, it has over 300 questions and over 1,000 photos.

Cost for our club is \$25.00 plus \$5.00 postage.

If you are interested send me an email filo4000@aol.com



PROPOSED 2013 SLATE

Enclosed is the 2013 slate for next month election;

President

Peter Klein

1ST Vice president

Gary Stump

2ND Vice president

Frank Jones

Secretary

Poppy Madden

Treasurer

Felipe Cos

Directors

Ron Baraz

Ed Brown

George Bishopric

Norm Gabe

Bridget Hagood

Daisy Hernandez

Mike McNeal

Leo Saladino

Ernie Saladino

Ed Raabe

Bob Toney

SEPT 23RD VISIT TO DR. JENCKO MUSSEUM

Last Sept 23 we visited Dr. Jencko Museum. Photos an article will be in next month issue

WE HAVE A NEW MEMBER: WILLIAM PACHECO WITH A 1957, WELCOME!

Felipe Cos

CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA CTC CHAPTER #114 OCTOBER 2012 VOLUME 14 NO.10

We will have our monthly meeting at the Trattoria Pampered on **October 3rd (Wednesday) at 7:00 pm.**

Cost for a 4 course dinner with wine is only \$20.00 with the club paying for the tip.

BOARD

Peter Klein President

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pclein@bellsouth.net

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George Bishopric Newsletter proofreading

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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

This Newsletter may have some misspellings and mistakes, but it is written with my heart. I could write it without errors in Spanish, but only a handful of you would be able to read it. Please help me to make it even better.

Felipe Cos Founder & Editor

George Bishopric - Proofing

Photos by Felipe Cos

Thunderbird
news

OCTOBER 2012 VOLUME 14, #10

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
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Metroplex EarlyBirds: _____ www.geocities.com
Arizona Classic T-Bird Club: _____ classic-thunderbird.org
Santa Clara Valley T-Birds: _____ www.tbird.org/scvt
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Potomac Classic T-bird: _____ www.hydratech.com
Old Cars _____ www.greatoldcars.com
Classic T-Bird Club of Chicagoland _____ www.ctcc9.com

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

HAPPY BIRTHDAY FOR OCTOBER

HECTOR LOVIO	2ND
PAUL HERSHORIN	14TH
FELIPE COS	15TH
VALENTINA SALADINO	16TH
PATRICIA HERSHORIN	24TH
DEBBIE FERRETTI	28TH

If your name is missing, it is because you did not give it to us. Please send it now so we can congratulate you.



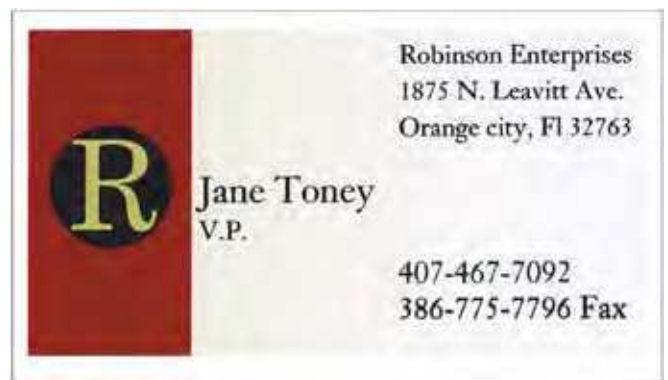
CTCI NEWS

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\$35.00 MEMBERSHIP ARE DUE, PLEASE SEND YOUR CHECK TO THE CLASSIC THUNDERBIRD CLUB AT
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Annual rates for advertising in the newsletter

FULL PAGE _____	\$675.00
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NUMBERS TO KEEP

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

ACA 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

ACA Miami Region President Andy Levy 305-439-0910
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 Marante 305 321-0437

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President's Letter

BY PETER KLEIN

Our September meeting had smallest turn out due to the storm which came through South Florida. We had only 4 members show up at the restaurant; however we were still treated with wine, great food and music. We discussed the CITI convention held in Memphis, TN. We are still looking for Elvis.

Congratulation goes out to Frank Jones and Bridget Haygood for their article "Reflections in Glass". You can read the article on page 56 in the May June news book of Early Bird.

On Sunday September 23, the club and guests met at Diner 84 in plantation for breakfast. We had over 50 people show up afterward we preceded to the Jancko's Backyard Museum. We caravanned to the Jancko's about 1 O'clock. Dr. Jancko and his wife Pam provided our group with a two and a half adventure thru American history.

This private museum consists of 5 buildings including an American log fort. Included were representations of turn of the century exhibits of

the following: soda fountain apothecary, gambling devices, a war room, full western saloon, bank, school, and general store. In the barn, we viewed a fire station, Texaco gas station, electrical generator wheel, dry good store, automobiles, and silent movie theater. In the music room, we were shown a variety of early mechanical instruments. This provided a history transformation of recorded music from hand cranked serenets, automatic disk changer, orchestral player piano and in the grand ball room a Bruder Band organ from Belgium. Our thanks go out to the Jancko's for providing a wonderful day of entertainment and education. We all saw museum items first hand.

We will be electing our new officers and directors on Wednesday October 3. Hope to see you all there.

Sincerely

Peter Klein
President

Calendar of Events

BY DAISY HERNANDEZ

OCTOBER

Saturday, October 1st - Sir Pizza - 6 to 10 pm
12562 SW 120 St.

Wednesday, October 3rd - Monthly Meeting at
Trattoria Pampered Chef 7347 Miami Lakes Dr,
Miami Lakes.

Saturday, October 6th - City of Miami Springs Fall
Festival car Show - Jumpin Jack.

Saturday, October 6th - Mother of Our Redeemer
Benefit Classic Car Show - 10am-4pm - 8445 NW
186 St Miami

Saturday, October 6th - 2nd Annual Miami-
Hollywood Speedway Reunion - 5pm-9pm - Miramar
Town Center DJ SCOTT 1206

Saturday, October 15th - Denny's 5825 NW 36 St
Miami Springs (1978 and older) 6-11

Sunday, October 14th - Lefty's Halloween Open Car
& Truck Show -Jumpin Jack.

Saturday, October 22nd - Ft Lauderdale Mustang
Club Benefit Open Car Show - Maroone Ford 1333
N Federal Highway (Mark 954.779.3898) Pre-Reg
\$20 at show \$25 www.flmustangclub.com

Sunday, October 21st - City of Doral Car & Truck
Show -Miami International Mall Jumpin Jack.

Saturday, October 27th - Wings Over Miami -
Tamiami Airport AACA 10 am to 2 pm

Sunday, October 28th - Halloween Classic Car
Show - Sunrise Elks Club - Sunrise Russ G Events

DECEMBER

Saturday, December 8th - OUR HOLIDAY PARTY

JANUARY 2013

Sunday, January 27th 2013 - OUR MAGIC CITY
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MORE INVENTORY



Thunderbird
news

2013 Ford Fusion SE

Ford understands that in the hybrid arena, it's all about the MPGs. Thus, the company is justifiably proud that the new Fusion Hybrid brought home EPA ratings of 47 mpg city and 47 mpg highway, numbers that not only well surpass the 41/36 mpg ratings of the previous model but, more importantly, solidly beat the target Toyota Camry Hybrid's 43/39 mpg—not to mention the also-ran Hyundai Sonata Hybrid's 35/40 mpg. If the Fusion Hybrid's figures don't quite match those of the Prius (51/48 mpg), they're still good enough to make the Fusion the highest-mileage mid-size sedan, a boast you're sure to hear Ford shouting from the rooftops.

Arriving in Los Angeles for a first drive opportunity of the new Fusion, we were given access to the Hybrid first, for a 14-mile loop from Santa Monica, out briefly onto the Pacific Coast Highway, back into town on Sunset Boulevard, then through some more dense neighborhoods back to our starting point near the Civic Center. It was hardly a thorough shakedown but it was enough to develop some initial impressions of the Hybrid—and, by extension, of the new Fusion.

First Drive: 2013 Ford Fusion Hybrid

2013 Ford Fusion specs

Price Range: \$23,700

Base Engine: 170 hp /2.5L L4

Less Does More

The Fusion Hybrid switches to a new powertrain—shared with the C-Max—that features a smaller gasoline engine than before. It's still an Atkinson-cycle four, but it's now a 2.0-liter rather than the previous 2.5. Despite the downsized engine, the total system power output is down by an inconsequential 3 hp, from 191 to 188 hp. There's also a new electric motor, and the Fusion Hybrid is able to spend more time in EV mode, thanks to a lithium-ion battery that's more powerful—but smaller and lighter—than the previous nickel-metal-hydride unit. The battery alone can drive the car via the electric motor at speeds up to 62 mph, versus 47 mph previously, which of course helped the EPA highway rating.

In The Loop

We didn't get close to that speed on our city loop, however. And we didn't have enough open road to spend much time coasting along in EV mode. Instead, it was a lot of stopping and starting, accelerating and braking. Under those circumstances, the most impressive aspect of this powertrain is the job Ford engineers have done at making engine start-up and shutdown almost imperceptible. You can hear the engine when it's running but there's no shudder or vibration as it turns on and off. The finessing of the regenerative and friction braking is less successful. The regenerative brakes are grabby at all but the lightest touch, and the transition to friction braking is not seamless. Naturally, the Hybrid

uses electric power steering, and it's overly light at parking-lot speeds, becoming merely light once you're moving along. The ride quality is a happier story, with the Hybrid gliding over the few surface irregularities we encountered on our route.

Screen Time

The previous Fusion Hybrid ushered in the fanciful, and variable, color-screen monitoring of hybrid system function—and driver coaching. The new one is similar but evolved. Reconfigurable screens again flank the speedometer. As before, the right one grows vines in response to eco-friendly driving. The left one used to have a ball-and-bar that moved left and right to help a driver see the point at which the gasoline engine would awaken from its slumber, but that graphic supposedly got mixed reviews and it's gone. There's a new variation on the coaching graphic, and drivers can also get a report card with three bar graphs, for acceleration, braking, and coasting, that are longer or shorter depending on how economical you were in those three areas. Also, with each stop, a battery icon says what percent of the potential regenerative energy you recovered; and a readout tells the distance traveled in EV mode. Of course, there is also fuel economy data, by interval and an average.

In other screen-related news, the Hybrid does offer MyFord Touch, but it's optional. Unfortunately, flat-panel, touch-screen HVAC controls are standard (here and in all Fusions). At least there are volume and tuning knobs for the stereo. The standard cloth upholstery is eco-friendly (made from recycled plastic) but it's also polyester-like; buyers can upgrade to leather. New with the 2013 Hybrid is a fold-down rear seatback and a trunk pass-through, thanks to the more compact battery. The battery still creates a pronounced lump in the trunk floor, however, and reduces total trunk space from 16 to 12 cubic feet.

Another Important Number

Another number that's smaller than last time is the price. The 2013 Fusion Hybrid starts at \$27,995 (with destination). That's \$1400 cheaper than the 2012 model, but is still \$2005 more than a Camry Hybrid and \$2145 more than a Sonata Hybrid. Ford marketers see their Hybrid as a much more compelling proposition than before, due to its higher mileage and lower cost premium. They expect gas-electric Fusions (the Hybrid and the plug-in Energi) to account for as much as 1 in 5 Fusions sold, versus 1 in 20 previously. These fuel-economy figures are indeed compelling. Although some aspects of this driving experience are unfortunately hybrid-like, the newest gas-electric Fusion has nailed the three most important aspects of a hybrid: fuel economy, fuel economy, fuel economy.

2013 Ford Fusion Hybrid

On sale: Now


Price: \$27,995

Engine: 2.0L I-4 electric-hybrid

Horsepower (total system): 188 hp

Drive: Front-wheel

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Bird Migration to Memphis

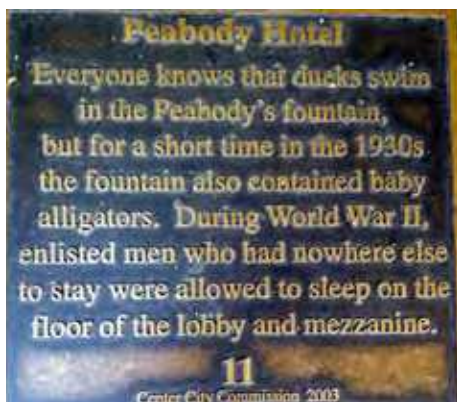
BY BRIDGET HAGOOD #35685 AND FRANK JONES

From the rippling waters of Miami's River of Grass to the mighty Mississippi, the odyssey of the Classic Thunderbird Club of South Florida began for Frank and me in the wee hours on August 20. Our adventure unfolds as we begin traveling to our first CTCI International Convention in Memphis, TN. Our trip will be convoluted; first we start in our truck, which we drive to the tri-rail station, from the train to a bus and then finally the airport. Frank and I enjoy the experience of travel therefore forgo the limo scene; we've both done that in "other" lives. Our plane arrives on time, then off to the city MATA bus plus a two block walk gets us to the Marriott Hotel; the trip colorful yet uneventful. Our fellow club members drive from Miami to Memphis, arriving in Montgomery, AL day one and then on to Beale Street, trolleys, and riverboats by day two.

CTCI has picked a bustling spot for this convention and Memphis has been on my bucket list for years.



Elvis was my first love and then he died on my birthday, what a devastating event for a young girl. I am ready to explore and learn as much as I can about Elvis and this historic city.



It is Monday, day one of exploration; commencing with lunch at the Blues Cafe across the street from BB Kings, where the ribs are slow cooked and delicious, I ate a whole rack. We walk the streets and find an interesting fact; Beale Street does not wake up until the sun goes down. Frank and I find ourselves alone during

the daylight on these nighttime busy treads. We pass the Fire House Museum, the Peabody Hotel, and empty Cinderella Carriages pulled by handsome steeds. As we stroll down Main Street we glance across the boulevard sighting the Mighty Mississippi, currently in drought distress, but powerful and nostalgic none the less. It is a calm sunny afternoon, Frank and I stand behind the old library, and look across the wide Mississippi, thinking of the days of Tom Sawyer and Huckleberry Finn, and who can forget Tom. One of Mark Twain's early, novels, "Life on the Mississippi" was about his adventures as a riverboat pilot on the Mississippi and the perils of navigating this tributary.

Upon returning to our hotel we bump into more of the Classic Thunderbird Club of South Florida's members and spend time planning our excursions together. We were the first to register on Monday so we have secured two tables at the awards banquet, stage front center. Now we can ensure that our thirteen members are seated together to celebrate. We have our sights set on an award for Felipe's outstanding work on our monthly magazine, "Thunderbird News" as well as possible recognition for the two cars our club has entered into the Concourse.



Tuesday arrives and we begin our tours. Sun Records, owned by Sam C. Phillips,

is the birthplace of Elvis, Johnny Cash, Carl Perkins and Jerry Lee Lewis. These four men were dubbed the "million dollar quartet" when they came together during an impromptu jam session. Other artists that made their names know to America through Sun Records include, Roy Orbison, Charlie Rich, B. B. King, Rufus Thomas, and Howling Wolf just to name a few. The tour was informative and well worth our time. Frank and I walked to Sun Records from the Rock and Soul Museum, about a mile and a half. The weather was beautiful and we were glad to be outdoors. This stroll gave us the opportunity to see some of Memphis' undershirts. Elvis' first big hit "That's All Right Mamma", was surreptitiously put to tape as Elvis played around with this classic song at the end of an unproductive recording session. Sam Phillips heard the sound for which had been searching, but had eluded him until now. A star was born. Carl Perkins was the first to record "Blue Suede Shoes", which he also wrote but Elvis made popular with the teen crowd. Johnny Cash's first recording for Sun was "Folsom Prison Blues", who can forget Roy Orbison's "Ooby Dooby," and Jerry Lee Lewis with "Whole Lot Of Shakin' Goin' On." I got the opportunity to sing into the mike that these gentlemen used in the making of their hits, I felt quite musical!



The Rock and Soul Museum is another don't miss venue when in Memphis, we spent over three hours learning little know facts about the 1950-60's music scene on Beale Street and radio's importance as

the entertainment center in homes across America.

During the evening we waited for our 1957 Thunderbird "Thor" to arrive, busying ourselves at the Hospitality Suite with some two hundred or more people, talking, eating, and sharing car stories. Thor, who was scheduled to arrive by two in the afternoon, was still overdue at seven P.M. Frank and I were like little kids at a birthday party when our Baby Bird finally appeared at eight that evening. When off the trailer and inspected, with Thor none the worse for the long ride, and finally



tucked into parking level 3 for the night, we realized it was ten o'clock and time to rest for the next busy day.



Wednesday is the first day for load in of the cars, 90 in the concourse, 65 in touring, the rest on display for a total of two hundred twenty Thunderbirds in attendance. Orchestrating the display of Classic Detroit Iron is a dance done carefully; following directions, good listening skills and patience are a must. The Memphis club directors are efficient, polite, and safe, an outstanding accomplishment getting all the Baby Birds into their nests. Thor is number 604 and safely in place before lunch.



The members of the Memphis club have out done themselves with their hospitality; we have breakfast and lunch daily in the Santana room at the Cook Convention Hall. Convenience is nine-tenths of compliance and enjoyment. The Cook Convention Center and the Marriott is a convenient arrangement with a sky walk between the hotel and the convention center. There is no need to brave the elements for breakfast or lunch and everyone it seems takes advantage as there is a long line into the complementary dining hall and most seats are taken by early morning and then again later at the lunch seating. We met so many people and heard car stories, travel adventures, and mechanical fixes in these social hours. In attendance were people from Sweden, Mexico, British Columbia Canada, Australia, Wales and Norway, and from the United States, thirty five states were represented.



After lunch, Frank and I socialize for the next few hours, as we look at the gleaming shine of the 1955, 1956, and 1957 Thunderbirds gathering on the convention floor. We are amazed, watching people polishing, wiping, dusting, and even using toothbrushes to clean any speck of dirt or dust that might remain from the trip to Memphis. There are meetings daily for all types of interests, Ask the Experts, and Judges Training are the two I attended; very informative. With information gleaned we are off to do more preparations to our car, as we try to make him the best we can. This is our first CTCI convention; we were unaware until now that we had entered our 1957 into the class of judging that is the most challenging, there is much to do to prepare. This evening there is a social with dinner and music, let the dancing begin. This is the music Frank and I enjoy and we keep our feet light and moving for the three hours that the band plays. The dance floor is crowded and Frank maneuvers me sveltely weaving in and out of the undulating couples.



Thursday is a day off so to speak, if your car is ready then it is time to explore Memphis. The Memphis club has arranged private tours of Graceland with dinner in the Car Museum for our crowd. What a delight to tour the Mansion and the grounds and then dine in the elegance of the Museum. The dinner was catered by Colette's Elvis' favorite Italian Restaurant, two kinds of pasta, chicken and salads were served and a dessert table that made the corners of Frank's mouth turn up, chocolate, chocolate cake; carrot cake, cheese cake, well I could go on but it makes me hungry.

Friday was judging day at the Cook Convention Center, so we were up early, trying to dust off the imagined particles that must have collected during the long night, and polishing chrome that already shined to blind in the convention room lights. We were happy and nervous, directed and focused; true car show people. Scrutinizing went on for hours, the Judges were pleasant and professional, working hard and by noon, we were scored. A long walk to Beale

Street to relieve the body of all its pent up stress was next on the agenda. Beale Street does not come alive until the sun goes down so we had the streets pretty much to ourselves. The temperature was hot that day so the Trolley has something called "Ozone" day, the cost goes down to twenty five cents; Frank and I took advantage and rode the full loop to the Mississippi River, the old town district, Beale Street again and then back to the hotel. Tonight the Memphis Club has arranged a River Boat Dining cruise. Once again, the coordination of people, transportation, entertainment, and delicious food was accomplished without a hitch. There were eight hundred and fifty people at this convention, all of whom it seems took advantage of Tennessee's hospitality on every event.



Saturday, it rained, we were surprised as the weather had been beautiful so far, and of course this was the day we get to drive our Birds. First, we gathered at a parking area near the river where we are given a Police briefing; there are ninety Birds in attendance, a good turnout with rain drops falling hard. We had a police escort some twenty plus motorcycles, two police pace cars, and two tail end Charlie cruisers. Frank was in heaven, beautiful cars, motorcycles speeding by, cruisers with lights and sirens, I could tell he feels as though the cameras are rolling and he is the star of this picture show, I wondered, is he chasing or being chased? The rain stops when we are organized in the parking area of Graceland and twenty lucky cars, chosen by drawing, are shuttled up to the front of the Presley Mansion to be presented to their public and photographed. Had I won, the photo would have graced my Christmas card, perhaps next time. One of our members did get his name called, he was absent, I guess he was afraid to put his bird out in the rain. Lunch at Graceland is donated by Chick-Fil-A, everyone gets a sandwich, chips, and a cookie, served with a smile and a thank you, quite pleasant. From here we drove to Beale Street, sirens blazing and lights flashing. The crowds

were heavy, and people were enjoying our "Art on Wheels". Late afternoon it was time to make our way back to the hotel, rest up and get ready for the banquet.



Recognition time is here, this is what we all came for; the polishing, the waxing, the fixing, the pumping up, the plumping up, the fussing, all for the chance to get noticed for excellence. Felipe Cos, of our club, won gold for the outstanding job he does with our monthly "Thunderbird News" magazine. (He is also author of "Thunderpedia" a 121 page, fully illustrated book with every Baby Bird fix-it question answered.) Our club brought two Thunderbirds, a 1956, owned by Bob and Jane Toney, and a 1957 (ours), both won silver; Frank and I are elated. The Lee Iacocca Award goes to Gill Baumgartner, who happened to say to me "A pretty girl, in a lovely hat, next to a beautiful car"----"Thor", our Baby Bird.



BRIDGET RECEIVING THE AWARD



BOB RECEIVING THE NEWSLETTER AWARD

Weather has its own mind and as we celebrated awards, Hurricane Isaac makes his threatening way toward South Florida. Sunday was departure day and the FAA has closed Miami International Airport. Of our thirteen members, six have already flown the coop, returning to home early in preparation of this enormous storm. Frank and I have to change travel plans. We hitch a ride with fellow member Ed Brown, who is our clubs advocate for the "Elizabeth/Ed Brown/Thunderbird Club of South Florida Scholarship Fund." This program helps students at the McPherson College in McPherson, Kansas get a four year Liberal Arts Degree in Automotive Restoration, the only four year program in the world. Our trip was quick, with three drivers we did not let the moss grown under our tires. We dropped Ed off at his home in Sebring, slept three hours and continued our journey in Ed's Lincoln arriving in Ft. Lauderdale by seven a.m. Monday. If we had waited for the airports to open we would not have made it home until Thursday, Monday was much better, luckily the storm did not really affect us.

The Memphis Classic Thunderbird Club did an outstanding job of which we really appreciate. Such a magnificent event, which took thousands of man hours and months of preparation, was a true masterpiece. I would like to personally

thank the Memphis Club for putting on such an unforgettable International Convention. Well Done, Bravo Zulu! Even though the required preparations to attend such a gala are daunting I truly look forward to the next gathering.



FRANK & BRIDGET IN BEALEY STREET



OUR CLUB IN THE BANQUET AWARD

RECIPES FROM OUR MEMBERS

Courtesy of the Trail Bird Newsletter

HOT SPINACH SPREAD

2 cups (8 ounces) shredded Monterey Jack cheese (or part Monterey Jack & part cheddar)

1 package (10 ounces) frozen chopped spinach, thawed and squeezed dry

1 package (8 ounces) cream cheese, cubed

2 plum tomatoes, seeded and chopped

¾ cup chopped onion

1/3 cup half-and-half cream

1 tablespoon finely chopped seeded jalapeno pepper

In a large bowl, combine all the ingredients.

Transfer to a greased 1 ½ quart baking dish.

Bake, uncovered, at 375 degrees for 25 minutes or until bubbly.

Serve with crackers or tortilla chips – or make pita chips below.



2012 CTCI International Convention Memphis, Tennessee





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