

ThunderEnlightening^{T.M.}

Classic Auto Supply Co., Inc.

Thunderbird Specialists
CASCO
SINCE 1969

A NEWSLETTER FOR THE CLASSIC THUNDERBIRD OWNER AND RESTORER

ISSUE NUMBER TWENTY-ONE • NOVEMBER 2008

CELEBRATING 40 YEARS

2009 will mark the 40th anniversary of Classic Auto Supply. We've taken this milestone as an opportunity to look back and remember how it all started back in 1969 in Bill & Sue Brown's basement. We hope you will enjoy the story about the development of CASCO on this page as well as the story inside by Jim, who was only 6 years old when his parents started selling T-bird parts.

For those of us employees and customers who haven't been around here for forty years, it is interesting when we have customers call or stop in for parts and mention that they were at Bill & Sue's house to buy parts. Hard to imagine since we've been in this location for 33 years!

TESTING FUEL & TEMP GAUGES

To test your temperature or fuel gauges to determine if the gauge needs to be replaced or calibrated, the following techniques will help.

6 volt applications: If you pass a 1.5 volt charge across the fuel gauge posts and the gauge reads ½ scale then the gauge is okay.
If you ground the temperature gauge when the car is cold it should go all the way to the HOT side of the gauge.

12 volt applications: For the Fuel gauge, when passing a 3 volt charge across the posts, it should read ½ scale, or 4 volts should read ¾ scale.
For the Temperature gauge, 3 volts should read ½ scale, and 4 volts should read ¾ scale.

CASCO – THE EARLY HISTORY

Bill wasn't always a car nut. But almost always. It started, he says, in 1948 at the age of 11 when he learned about the Soap Box Derby. In 1949 he built his first of many Soap Box Derby racers. When he turned 16 in 1953, Bill purchased, for \$15, a Model A coupe which he immediately stripped to build his first hot rod. While in high school, when he wasn't busy carrying papers, going to school, or working in the local Harley dealership, Bill began building hot rods and custom cars for others in the Columbus, Ohio area.

Fast forward to 1963. By then Bill had completed 3 years in the Marines, in '58 had married his sweetheart Sue, and had spent 5 years earning his degree in electrical engineering at Ohio State. He started his career with General Electric in Owensboro, Kentucky, and he and Sue moved into their newly built home to await the Christmas day birth of their first son, Jim.

Sometime in 1965, Bill and another engineer friend restored a model T touring car. When Bill decided to transfer to the GE facility in Coshocton, Ohio in 1968, the model T was sold to his friend.

After settling his family, which had now grown to four with the birth of his second son Bob, into their new home, Bill again got the itch to have a car to work on. Bill was thinking of a boat-tail Auburn or a Stutz Bearcat when Sue uttered the history changing words "We can't afford one of those cars, why don't you get one of those nice little T-Birds"?

Late in 1968, a '57 Thunderbird was located and purchased. The price, \$500, was right, but the car was in need of total restoration. It was also at this time that Bill and Sue learned of, and joined,

[Classic Thunderbird Club International](#) (CTCI). The CTCI publication "The Early Bird" had lots of technical information and Bill wanted a set of all of the old issues back to 1963. Learning that the back issues weren't available, Bill made a proposal to the CTCI board. If CTCI loaned a set of the back issues, he would have them reprinted at a sheltered workshop in Owensboro that he was associated with and would make the copies available to the club members at a reasonable price. The Board not only agreed, they offered him the original printing plates.

Thus, in 1969, Bill and Sue's mail-order business began, selling Early Bird reprinted back issues at \$.25 per issue to CTCI members around the world. Classic Auto Supply Co. was off and running. As time went on, other products were added to the line. Working out of the basement of their home, Sue would man the phone and process the orders during the day while Bill worked at General Electric. In the evenings, Bill would pack the orders for shipment.

In January of 1974, Bill left his position at GE and CASCO became a full-time venture. In the spring of that year CASCO's first catalog was produced and, by then, CASCO had expanded to include a full range of 55-57 Thunderbird parts and accessories.

Having a business in their home created some interesting situations. For example, when a customer showed up at noon he would often be invited to stay for lunch. Once Sue had to leave 3 customers in their living room while she took her daughter to kindergarten. There was also the time when their kids spilled boxes of thousands of hardware pieces which had to be sorted back out again. One customer, who later became an employee, would buy parts and then install them right on their driveway.

In those pre-computer days, inventory was maintained on 3x5 cards, as were customer order histories. All invoices were written by hand, totaled on an adding machine and catalog mailing labels were typed, cut apart and sorted into zip code order by hand.

By 1975, the business had outgrown their home so buildings were purchased and the business was moved to its current location where it has continued to grow. Over the years in-house manufacturing was added, a restoration division was formed, the number of employees grew and processes became computerized. But we have never forgotten our heritage of providing quality parts and excellent customer service.

BOTTOM OUTSIDE WINDSHIELD STAINLESS TRIM REMOVAL

Here in the Restoration department we have received several calls on how to remove the bottom stainless trim on the outside of the windshield.

This trim can only be removed after the windshield is removed from the car. Once you have the windshield removed, set the windshield onto a glass stand. If you don't have a glass stand, a couple of sawhorses can be used. Just make sure to put some kind of padding down before you set the windshield onto the sawhorses. When you have the windshield on a steady stand, just roll the outer lip of the rubber seal away from the stainless. At this point, you will see that the stainless is hooked to the windshield with a L-shaped channel on the stainless trim. Now you can remove the stainless by pulling it away from the glass.

This would also be a good time to check the condition of your rubber seal and header retaining strips. When reinstalling the stainless make sure to press the L-shaped channel back into position. You can do this by squeezing on the top and bottom of the windshield seal and pushing the bottom stainless and header retaining strips toward the windshield. Also, don't forget to put your stainless trim clip on before installing the windshield.

For any other additional tips or help please call Shawn Bowman in the CASCO Restoration Department at (740) 622-9700. We will be more than happy to assist you with any questions that you may have.

GROWING UP WITH CASCO

I first realized that our family was different when the UPS truck came to our house almost every day. I was about seven years old. It did not dawn on me that my dad was the only dad in the neighborhood that worked on an old TBird in our garage. From those years my most vivid memory was when the UPS truck was really full, the driver would back down our driveway and then slam on the brakes. The front wheels of his truck would lift off the driveway a few inches. All of us kids would hoot and holler and roll over backwards laughing! When the business of TBird parts started to take over more than our garage and basement, mom and dad bought a vacant lumber yard and moved the business out of our house. Wow there was a lot of space in these new-to-us buildings. I wondered what

my parents would do with this much space. There was no way the TBird parts business would grow into this much space. (Now we wonder if we need more space.) By the time I was in High School however, Classic Auto had grown into the new digs quite nicely. I was a regular “employee” and kept busy after school making parts and organizing inventory. Many of the hand written directions we use today I wrote over 30 years ago. After high school, I bid good bye to CASCO and traveled to Columbus to study Mechanical engineering. I came back during the summer and on breaks to help manufacture or bundle catalogs for bulk mailing. After college, yes I did graduate with a BS in mechanical engineering, I worked in the nearby town of Newark Ohio for a company that specialized in screw injection of thermoset plastics. As time slipped by, I began to get restless working at the plastics company and I started interviewing in my home town of Coshocton. After a few interviews, my parents asked if I would be interested in working at CASCO? It seems that the manufacturing business at CASCO had grown and needed more attention than my parents were able to provide. So I listened to what CASCO had to offer and accepted the position of manager of manufacturing. For a few years I worried that if the TBird business dried up, I would find myself looking for other employment. And the longer I did not work as an engineer, the more my engineering degree would become stale to prospective employers. But CASCO just seems to keep growing. After a while I realized I am just too busy to worry about my aging sheepskin. Since I first signed on at CASCO, about 18 years ago, our manufacturing group has added many new processes. We now have CNC capabilities in lathe work, pipe bending and abrasive water cutting. Not to mention our advancements in milling, welding, presswork, and powder coating. In 2000, my dad Bill retired. I was worried that CASCO would be losing too much character and guidance to survive when dad retired. And then to top that off by 2004 my mom Sue had retired. My parents said they felt comfortable that the business they had started in their basement was in good hands as they bid good luck. I was not so confident that CASCO could survive their retirement. Now almost nine years since dad retired, I realize that what makes CASCO a great company for parts and service has less to do with who owns it and more to do with the great people who work here. CASCO is blessed with wonderful and caring employees. Although mom and dad are missed by us at CASCO and by our customers, their dedication to the TBird hobby is very much still here at CASCO.

EARLY OR LATE '57?

Don't know whether your car is an early or late '57? The easiest way to tell is to look at the data plate. If the “FORD” logo is at the bottom center (large plate) then your car is the early model. If the logo is in the upper right hand quadrant (small data plate) then it is the later model.

For the hardtop weather stripping, an easy method to determine whether you have a 55-early 56 model hardtop is to look at the current weather stripping. At the front corner of the top, if the side pieces curve around the corner before meeting the front weather strip then it is the early model. If the two strips meet right at the corner then it is the later model.

RADIATOR OPENINGS

All of our radiators come pre-plumbed for the liquid-cooled transmission lines. If your car has the earlier air-cooled transmission you can either leave these two openings open (not recommended) or close them off with 1/8” pipe plugs, part number 87743S. This is a closed system that circulates the transmission fluid which is in turn cooled by the radiator. None of the radiator liquid has access to these ports.

ODDS & ENDS...

Remember, the distributor in these ‘Birds does not have a gasket or o-ring where it fits into the block. Using a seal here will cause the distributor to be misaligned and lead to premature wear and failure.

When ordering Power Steering Pump Seal & Gasket kits make sure to know which hose connection that your Thunderbird uses. The female connection on the pressure side utilizes a banjo fitting while the male utilizes a standard straight-in style.

The front spring insulator fits above the spacer on the driver's side and, of course, above the spring on the passenger's side.

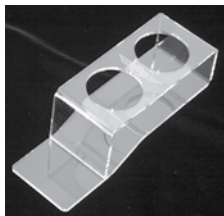
Don't forget to check your hardware – screws, fasteners, etc. to see if you have them all or if they need replaced when ordering parts. This saves time, energy, and the aggravation of slowing down the process of getting your car finished.

Order on-line now at
CASCO STORE

GIFT SUGGESTIONS FOR THE T-BIRD ENTHUSIAST ON YOUR LIST

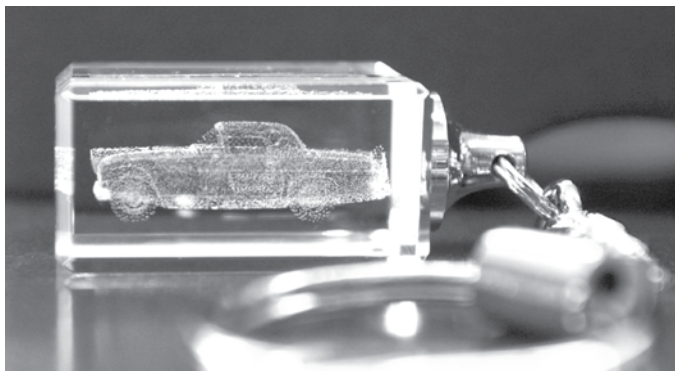
ACRYLIC DRINK CADDIE

If you drive your Bird you will really appreciate this classy drink holder. It is made of clear acrylic and sports the Thunderbird logo in the center. It is designed to slip between the floor and the seat right on the hump.



DCADDIE Engraved Acrylic Drink Holder ~~\$24.95~~**Sale \$20.95**

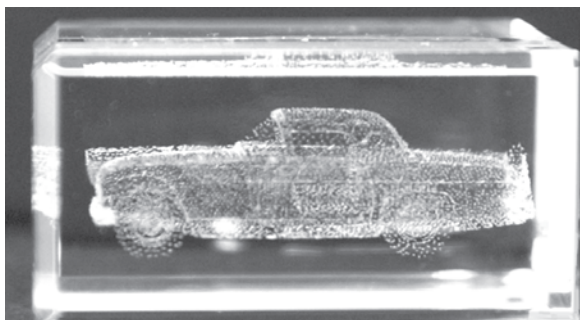
CASCO GIFT CERTIFICATES AVAILABLE IN ANY DENOMINATION



CRYSTAL THUNDERBIRD KEY CHAINS

A great stocking stuffer for your favorite T-bird lover! This crystal key chain has a laser-etched Thunderbird in the center of the crystal. Size is 1 3/16" x 13/16" x 5/8". We have them in 1955, 1956, and 1957 models. Order early for Christmas delivery. Gift boxed & available while supplies last.

- KC-55** Crystal 1955 Thunderbird key chain **\$15.95**
- KC-56** Crystal 1956 Thunderbird key chain **\$15.95**
- KC-57** Crystal 1957 Thunderbird key chain **\$15.95**



CRYSTAL PAPERWEIGHTS

Similar to the keychains, these paperweights have the Thunderbird laser-etched in the center of the crystal, giving a very nice 3-D effect. Available while supplies last in all three model years. Size is 2 x 2 x 3 1/8". Gift boxed.

- PW-55** Crystal 1955 Thunderbird paperweight **\$60.00**
- PW-56** Crystal 1956 Thunderbird paperweight **\$60.00**
- PW-57** Crystal 1957 Thunderbird paperweight **\$60.00**



CASCO Cover Lithograph Prints

Casco commissioned noted automotive artist David Snyder for two paintings featuring all three years of the Classic Thunderbird. A limited edition of only 500 signed and numbered full color lithograph prints of each were produced. These museum quality lithographs are printed on 18" x 24" 100% acid free 80# coated cover stock. Mr. Snyder's prints normally sell for \$95.00 but we are able to offer them to our customers at the special price of only \$60.00. Shipped flat.

- DAIRYFRZ** "T-Birds at the Dairy Freeze" Print... ~~\$60.00~~ **Sale \$50.00**
- CLUBPIC** "Classic Thunderbird Club Picnic" ~~\$60.00~~ **Sale \$50.00**

Call toll free today to order

1-800-374-0914

www.classictbird.com

CASCO "HOW-TO" VIDEOS

CASCO has collaborated with Hasseman Marketing and Communications to produce a series of videos to assist hobbyists in various aspects of maintenance and restoration of the Classic Thunderbird. CASCO has been in the Thunderbird parts and restoration business for 37 years and we are putting our expertise into the creation of these videos for the Classic T-bird hobby.



These videos have been made in response to numerous requests from our customers for more informational material aimed to assist hobbyists with their "weekend projects." The first of the videos details the recovering of a soft top. The second is a video in which our upholsterer installs a headliner on a Tbird. The third video is aimed at Classic Thunderbird owners who are new to the hobby basically introduces them to the car. Video four is seat reupholstering and video five is 57 dash installation. Videos are available on VHS tape or DVD.

- CV1** CASCO video - Recovering the soft top/DVD **\$19.95**
- CV1-VHS** CASCO video - Recovering the soft top/VHS **\$19.95**
- CV2** CASCO video - Headliner installation/DVD **\$19.95**
- CV2-VHS** CASCO video - Headliner installation/VHS **\$19.95**
- CV3** CASCO video - Early Bird introduction/DVD **\$19.95**
- CV3-VHS** CASCO video - Early Bird Introduction/VHS **\$19.95**
- CV4** CASCO video - Seat recovering/DVD **\$19.95**
- CV4-VHS** CASCO video - Seat recovering/VHS **\$19.95**
- CV5** CASCO video - 57 dash installation/DVD **\$19.95**
- CV5-VHS** CASCO video - 57 dash installation/VHS **\$19.95**



Reserve your own parking space with your very own parking sign. All signs are made in USA and have red letters on a white background on heavy aluminum.

- SIGN-1A-L** 12x18-T-Bird Parking Only **\$16.00**
- SIGN55** 9x12-Classic 55 T-Bird Parking Only **\$12.00**
- SIGN56** 9x12-Classic 56 T-Bird Parking Only **\$12.00**
- SIGN57** 9x12-Classic 57 T-Bird Parking Only **\$12.00**



- LICENSE PLATE FRAMES**-Show the world that your Bird is a classic. Chrome plated metal. Very popular. Price is each.
- LPF56, LPF57** - indicate year (sorry - 55 not available) ... ~~\$7.45~~ **Sale \$6.75**
 "My Other Car Is A Classic Thunderbird"- Because you are proud to own one. White on black on chrome plated metal. Price is each.
- LPF-MOC** ~~\$6.95~~ **Sale \$6.25**



THUNDERBIRD CAR COVER-Tailored to Fit-Water Repellent and Mildew Resistant-With Elastic In Front and Back - Mid Car Tie Loops With Cord.

- CC1**-Soft Kimberly Clark Multibond Sentrex-55, 56, 57
- CC155; CC156; CC157** Kimberly Clark Sentrex **\$121.20**

- CC2**-Super Soft All Cotton Warp Sateen With Underside Napped for a Flannel Finish-By Far Our Most Popular Car Cover-Tan-55, 56, 57
- CC255; CC256; CC257** Napped Flannel **\$204.05**

- CC3**-Our Most Water Repellent Cover While Still Able to Breathe to Prevent Condensation Buildup. Soft Man-Made Material-55, 56, 57
- CC355; CC356; CC357** Water Repellent **\$183.85**

- STOWAGE BAG for Car Covers**-With Brass Grommet and Nylon Draw Cord
- SB1** Car Cover Storage Bag **\$6.70**

- CCLOCK** Car Cover Lock Kit with Cable **\$6.95**

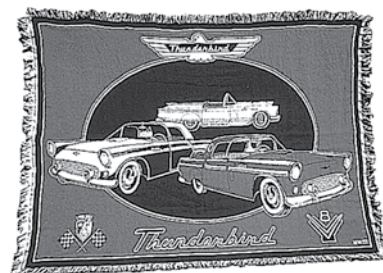


- T-BIRD COCKPIT COVER** - This cover will protect the interior of your Classic T-Bird from the effects of dust, sun fading, and inquisitive hands. Not waterproof. **NO MODIFICATION** to your car is needed. Easily installed with velcro fastener strips. Material is same soft EVO-LUTION 4 material used in our CC3 car covers.
- CPC** Quick and Easy Cockpit Cover **\$54.90**

THUNDERBIRD GLASSWARE

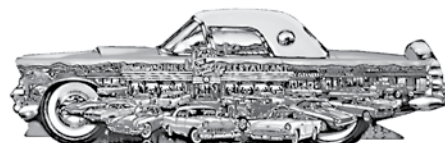


- THUNDERBIRD GLASSWARE** Satin finish Thunderbird logo is screened and fired for durability. Dishwasher safe.
- Glass Goblet-10oz-T-Bird Logo-Set of 4, **GL10** **\$22.00**
 - Glass Tumbler-12oz-T-Bird Logo-Set of 4, **GL12** **\$13.50**
 - Rocks Glass-14oz-T-Bird Logo-Set of 4, **GL14** **\$13.00**
 - Shot Glass-2oz-T-Bird Logo-Sold Each, **GL2** **\$2.50**



Happy Holidays!

- THUNDERBIRD AFGHAN** - CASCO is proud to offer a beautiful 66" x 48" cotton coverlet depicting all three Little Birds. This heavy 2 1/2 layer all cotton throw is perfect for any home decor. Colors are antique white, black, and berry red.
- COVERLET** 55-57 Coverlet-Cotton ~~\$65.00~~ **Sale \$58.50**



- THUNDERBIRD SHAPED JIGSAW PUZZLE**
 Colorful drive-in scene on the side of a unique T-Bird shaped puzzle. Measures 36"x11.25" Contains over 500 pieces. Some assembly required.
- TBPZ** TBird Shaped Puzzle **\$17.95**



- FABULOUS FIFTIES JIGSAW PUZZLE**
 Saddle shoes, poodle skirts, hot rods and do-wop singers star in this nostalgically shaped jukebox puzzle that's jam-packed with 50's memorabilia. Put a few pieces in place and you'll feel like you are taking a trip down memory lane. 36" x 23"
- FFPZ** Juke Box Shaped Puzzle ~~\$47.95~~ **Sale \$13.00**

CASCO SHIPPING SPECIAL

November 28 - December 31, 2008
 CASCO will reduce the maximum shipping charge to \$14.95 for all shipments made by standard shipping within the continental United States. Special excludes items which are normally billed at actual shipping costs.

OVERSTOCK SPECIALS

PRICES GOOD THROUGH DECEMBER 31, 2008

FLOOR MATS



CARPET MATS Made with a four color Classic Thunderbird logo embroidered into the material. The combination of quality cut pile carpet with a bonded gripper backing, sewn edge binding, and a beautifully embroidered logo utilizing over 16,000 stitches makes these the best fitting and most elegant floor mats ever produced for the Classic Thunderbird. Carpet and binding are available in black or red (not for '56 red) and the full color embroidered Thunderbird logo is red, turquoise, and two shades of silver.

- LOGOMAT** Logomat - Black\$58.95 **Sale \$51.00**
- LOGOMATRD** Logomat - Dark Red\$58.95 **Sale \$51.00**

RUBBER FLOOR MAT All rubber floor mats with T-Bird emblem and script Thunderbird. Gripper backing. Available in black or red.

- ARFMBK** (black) or **ARFMRD** (red).....\$39.95 **Sale \$34.00**



- 50558A** Lever-Rear Clamp-Bent Type for 55/56
Before 5/1/56-RH \$35.00 **Sale \$27.00**
- 50558B** Lever-Rear Clamp-Straight Type for
56/57 From 5/1/56-RH \$35.00 **Sale \$27.00**
- 50559A** Lever-Rear Clamp-Bent-55/56-LH..... \$35.00 **Sale \$27.00**
- 50559B** Lever-Rear Clamp-Straight-56/57-LH. \$35.00 **Sale \$27.00**



- 22400A** Door Handles Chrome Plated, pair \$38.95 **Sale \$30.00**



- 1150** Clip & Bumper for Wire Wheel Hubcaps
Spring Steel Like Original.....\$3.95 **Sale \$3.00**

VISOR ARM & BRACKETS

- 04144A** Arm & Bracket-Visor - RH - 56\$39.98 **Sale \$30.95**
- 04144B** Arm & Bracket-Visor - RH - 57\$39.98 **Sale \$30.95**
- 04145A** Arm & Bracket-Visor - LH - 56\$39.98 **Sale \$30.95**
- 04145B** Arm & Bracket-Visor - LH - 57\$39.98 **Sale \$30.95**

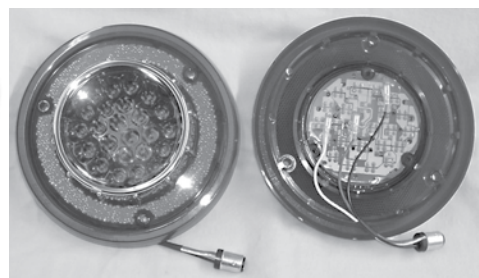


1955 & 1956 LED TAIL LAMP SETS

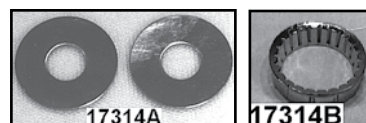
CASCO started this project because the LEDs look neat. Then, after having photometric tests done on the stock lens and filament bulb, we found that the stock set-up fails current DOT safety requirements for stop lamp. This prompted us to move forward with developing the product. Our assembly uses 24 LEDs, is DOT compliant, uses a pig-tail that plugs into the original bulb socket, and is also very attractive. These LED assemblies replace your original LENS and BULB.

- Lens-Rear Lamp-with Integral LED Assy 55-6v Kit Includes Front LED, Electronic Flasher, Gaskets and Instructions
13450ALED6.....\$179.95 **Sale \$154.00**

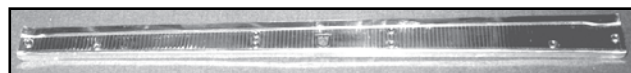
- Lens-Rear Lamp-with Integral LED Assy 55-12v with Gaskets and Instructions
13450ALED12.....\$139.95 **Sale \$115.00**



- 13450BLED** LED tail lamps for 1956 - pair - Plugs directly into existing socket.....\$129.95 **Sale \$103.00**



- 17314A** Retainers-Turn Sig. Lenses-Pair-55/56..\$7.95 **Sale \$5.00**
- 17314B** Bezel Turn Signal Indicator 55/56\$26.35 **Sale \$11.25**



- 13208C** Door scuff plate-RH\$34.95 **Sale \$30.00**
- 13209C** Door scuff plate-LH.....\$34.95 **Sale \$30.00**

HAPPY HOLIDAYS FROM ALL THE GANG AT CASCO

*Nancy Glenn Annie Richard Shawn
Shawn Joe RAY ROBERT Betsy
Bibi Sue Don Susan Jim*

Call toll free today to order **1-800-374-0914**

NOW THAT THE ENGINE IS OUT

In the last issue of ThunderEnlightening there was an excellent article by John Sailors on the steps to remove your engine.

But now that it's out what should you do? This was the question posed on the Classic Thunderbird mailing list (for info & a free subscription go to www.tbird.org) earlier this year and there were several great suggestions.

You can set the engine/transmission on an old tire with the pan in the hole of the tire while you remove the transmission but as quickly as possible you should put the engine on a good engine stand. The primary reason for using an engine stand is safety but on the stand you can easily remove all of the bolt on items, knock out the soft plugs and clean out the water jacket, easily remove the pan to clean out the bottom of the engine and clean the oil pick-up tube and strainer, and you can turn it on its side to easily clean and paint it. DO NOT EVER attempt to work on or around an engine with it hanging on the hoist.

While you have the engine out remove all freeze plugs and clean out the engine cooling passages. Usually the rear of the engine's cooling passages has the most build up and around the oil filter area. Use a screwdriver, hack saw blade and wire to break as much scale loose as possible. You can modify an old screwdriver by bending 90 degrees to get higher along the engine walls. Also break loose the sediment in the lower part of the engine. (The sediment there will be like caked mud.) There is an internal shelf above the oil filter that will have a build up that can be broken loose. Use a wire to break loose build up in rear of the engine. Flush with a water hose with a high-pressure nozzle. Would also recommend laying plywood on the grass and rolling engine on the plywood. There will be a lot of rust sediment that comes out. This will keep your concrete from getting stained. All of this will help keep you from having heating problems in the future even if you don't have overheating now

When installing new freeze plugs in the block, they must go in flat, don't try to drive them in on an angle. Use Permatex #2 sealer to seal the new freeze plugs. Some suggest that using brass plugs are worth the extra money since they won't rust out (available from CASCO, part number 6010B).

With the engine out, it's a good time to mark the timing marks on the inner crank pulley with a dab of white paint. The suggestion was made to divide the pulley into quarters and putting four marks on the pulley. This comes in very handy when you adjust the valves with the engine cold.

In the engine compartment, inspect the steady rest bushings, front motor mount bushings and clean all those hard to reach places. Just try to think of anything that is impossible or hard to get to with the engine in place. Remove your battery, battery-tray and brackets and repaint them if needed. While they're out, paint or touch up the inner fender panel that is behind the battery.

If the transmission seal leaks even a little - replace it.

Thanks to Andy, Mark, Dan, Ed, Nick & John for your comments which we have paraphrased here.

VALVE COVER INSTALLATION

Recently there has been some question as to the fit and length of the rocker arm studs that hold down the rocker arm covers, especially the finned aluminum covers. If you are having trouble tightening down your finned covers you should first check to make sure that you have the correct studs. The studs for the standard metal covers are 3-7/8" in length. The studs for the aluminum covers should be 4-1/8" long.

One problem that we have run into here is that the modern rocker arm cover gaskets are almost twice as thick as they originally were. This makes for a better seal, but causes a problem when trying to reinstall your aluminum covers. One possible solution is to put the covers on without the chrome washer, tighten them down, let them set for a while, and then loosen them, and then put the washer on and retighten. This usually compresses the grommet and gasket enough to allow you to screw on the nut successfully.

Another way to tackle this problem is to adjust the depth that the stud is screwed into the head. You have to be careful here to make sure that you retain enough threads in the head to prevent the stud from coming loose from the head prematurely.

So, if you proceed carefully, you should have no problem anchoring your finned aluminum valve covers successfully.

48 IN 08 TOUR

This past spring we received a call from Doc Dockter in California requesting our participation as a sponsor for his car in the "48 in '08" tour. If you haven't heard about their trip, it was a trip made in little T-Birds visiting every state capital in the lower 48. They began the trip July 24 by visiting Sacramento, CA and ended the trip in Phoenix, AZ on September 22. We were happy to provide sponsorship for Doc in his crazy endeavor.

The Thunderbirds encountered some interesting obstacles and some wonderful fellow T-bird enthusiasts along the way. Doc caught a rock in his windshield in



North Dakota and ended up stopping at CASCO to have a new windshield installed on his way through Ohio.

There were two Little Birds that made the entire trip, Doc & Paul in Doc's '56 "Chick Magnet" and Lucy in her '57, "Betsy Bird". Another Californian, Bill, drove his '57 the majority of the trip and countless others joined in on the trek in various states along the route. You can see photos and read their journal on their web site: www.home.earthlink.net/~48in08.

HOLIDAY SPECIAL FROM CASCO

SPECIAL SAVINGS ON SHIPPING on all orders shipped from November 28 to December 31, 2008. During that time CASCO will charge a *maximum* shipping & handling of **\$14.95** for all shipments made by standard shipping within the continental United States.

This special excludes any items that are normally billed at actual shipping costs.

ThunderEnlightening™

Classic Auto Supply Co., Inc.

Thunderbird Specialists
CASCO
SINCE 1989

A NEWSLETTER FOR THE CLASSIC THUNDERBIRD OWNER AND RESTORER

795 High Street, Coshocton, Ohio 43812

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