

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-TWO • NOVEMBER 2009

KEEPING BUSY...

It's hard to believe that the calendar will soon be turned to 2010. Although the economy has slowed our sales down a little this year, we are keeping busy making parts and coming up with new ones for your Thunderbird. Turn to the inside of this newsletter to see some of our new part offerings.

We've also been busy this summer visiting with some of our CTCI T-bird friends in Tulsa and Vancouver BC. The convention in Tulsa was attended by Bill & Sue, who drove their '57 to Oklahoma and had a great time reuniting with friends and participating in the activities there, including a trip to the musical "Oklahoma" on July 4th. The Canada trip was made by Jim & Betsy and the highlights included personal car collection tours, visiting the Vancouver Aquarium, and of course the Concours which was held on the top floor of the parking garage. The best part was hanging out with old friends and making new ones!



In early September we hosted an open house for the VTCl club, who held their convention right here in little ole' Coshocton, Ohio this summer. Club members who visited CASCO's open house were treated to coffee and donuts and to tours of our parts, manufacturing, and restoration facilities.

IMPORTANT SAFETY NOTICE

If you replaced your fuel filter assembly in the last year, this notice probably applies to you even if you did not get your replacement filter assembly from CASCO. It has been brought to our attention that the fuel filter assembly, part number 9155, purchased this year may have used a gasket that is not compatible with blended fuels.

The problem is that some types of gasoline attack the seal and may cause it to leak unexpectedly.

CASCO customers that bought the fuel filter, the paper strainer & seal, or the seal only in the last year have already been sent a replacement seal. We believe there is only one manufacturer of this filter and that all dealers sell this same assembly. If you have not replaced your inferior gasket with a gasket which will stand up to the new fuels, you should call CASCO and order a replacement gasket.

CASCO has the replacement gaskets, part number 9364, in stock. The gasket we sell is also a bit thicker than original to help seal old filter assemblies that have a warped top casting. If you have questions about this safety notice, please call CASCO.

DISTRIBUTOR DIFFERENCES

Recently we have received several inquiries concerning the differences between the earlier 1955-1956 Thunderbird distributors and the later 1957 version. It seems that engines and / or distributors from these three years, and possibly other years as well, are being mixed in these "Baby Birds".

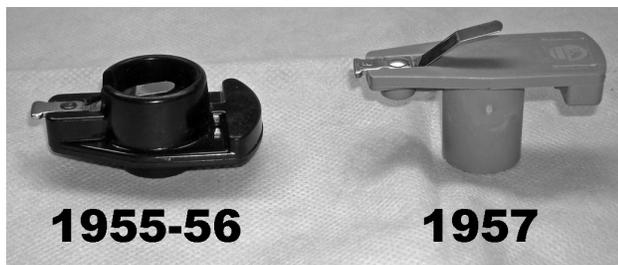
To help in the identification of the distributors the

easiest method is to look at the external vacuum advance diaphragm. The 1955 distributor had a larger single diaphragm, approximately 4 inches in diameter. The 1956 had a dual diaphragm. While the 1957 had a smaller single diaphragm vacuum advance, approximately 3 inches in diameter.

Additionally, as the following pictures illustrate, there were differences in the distributor cap, points, and rotor. The distributor cap for the 1955 / 1956 distributors is 3-1/2" in diameter and has a small hole through the lower side and a tab on the inside rim. The 1957 distributor cap is 4" in diameter and has a locating notch cut out of the rim.



The rotors were entirely different shapes as can be seen in the following picture.



The base of the points for the 1955 / 1956 is pretty much a straight line while the 1957 points base takes quite a dogleg at each end.



As you can see, most of the parts for these two distributors are not interchangeable. The condensers are also different, but look the same externally.

There are also several internal differences between these distributors, but the above should provide you with enough visual clues to easily determine which distributor is controlling the fire in your engine.

TIMELESS SERVICE

On June 29, 1928, over 81 years ago, the C. R. Gleason Co. of Bottineau, North Dakota (that's about ten miles from the Manitoba, Canada border) sent a penny postcard to their customers. The message on the backside was simple and to the point:

*"Dear Sir,"
"We're writing this letter to you today because we want to help you get your money out of your Model T. It's still as good a car as it was the day the new Model A Ford was announced and there's no need to sacrifice it." The Model A had been introduced a year and a half earlier.*

"The Model T Ford is still used by more people than any other automobile," the message goes on to report.

"Eight million are in active service right now and many of them can be driven one, two, three and five years and even longer."

"Bring your car to us and let us look it over. You'll be surprised to see how little it costs to put it in tip-top shape.

"New fenders, for instance, cost from \$3.50 to \$5.00 each, with a labor charge of \$1.00 to \$2.50. Tuning up the motor and replacing commutator case, brush and vibrator points costs only \$1.00, with a small charge for material. Brake shoes can be installed and emergency brakes equalized for a labor charge of only \$1.25. A labor charge of \$4.00 to \$5.00 will cover the overhauling of the front axle, rebushing springs and spring perches, and straightening, aligning and adjusting wheels.

"The labor charge for overhauling the average rear axle runs from \$5.75 to \$7.00. Grinding valves and cleaning carbon can be done for \$3.00 to \$4.00.

"A set of four new pistons and rings cost only \$7.00. For a labor charge of \$20 to \$25.00 you can have your motor and transmission completely overhauled. Parts are extra.

*Very truly yours,
C. R. GLEASON CO.
Bottineau, N. Dak."*

It is interesting and fun to see the prices for auto repair some 81 years ago but the underlying message is as valid for us today as it was for the Model T owners then. Your T-Bird is still a great car and although the 1928 prices are gone forever it makes sense to keep it up so you can preserve its value and enjoy it

today as much as the original owner did in the mid 50's.

For forty years T-Bird owners have relied on CASCO to help with whatever they needed to keep their T-Birds in tip-top shape, we are truly the Classic Thunderbird Specialists.

We can help. If you need parts, restoration advice, or wish to have your T-Bird serviced by our Restoration Technicians we are here and ready to help. Give us a call or send us an e-mail and put us to the test.

RECONDITIONING OLD PLATES

We had the opportunity to "restore" a set of old 1957 license plates for one of our shop customer. Now that many states are allowing same year plates for our older cars I'm sure we will be doing more & more of these.

First we found spray cans of paint that matched the colors. This was relatively easy since the color consistency seem to leave quite a bit of "wiggle room". After we were convinced that we had acceptable paints we stripped the old paint, lightly sandblasted the rusty spots, and worked out the dents with standard body tools.

Now we were ready to paint. We gave the plates a primer coat on each side followed by a couple of coats of the background color. Now for the tricky part - painting the contrasting color on the raised surfaces. We tried a couple of things but what worked best for us was to spray the contrasting color paint onto a flat foam pad, then holding the plate from the back with a couple of magnets, press the plate lightly onto the pad. The raised parts of the plate will contact the paint and presto! the plate is painted. Of course, it wasn't really that easy and it did take a bit of practice to get it right, but the end results were very good and only very slight touch-up was needed.



THUNDERBIRDS IN VANCOUVER CANADA

CONTINENTAL KIT TENSION

The lack of tension problem on the continental kit band is preventable. These bands have been stretched and distorted to the point they no longer have the tension to fit to a small enough diameter to prevent contact with the bumper. First and most important is to find the narrowest, most worn tire available for the wheel. If it won't hold air, use a tube. This applies to the 14" Kelsey Hays wire wheels as well. I have them on my 56. Next, obtain a 4" diameter worm drive hose clamp, cut in 2 parts so that both ends are equal when the tail end is fully engaged into the wormscrew. Punch a 1/8" hole into both ends and pop-rivet the hose clamp ends to the ends of the continental band.

Now install the band onto the wheel with front and back covers, connect the hose clamp, and tighten it. You will be amazed how much the diameter will be reduced. Slap the band with your hands while tightening the hose clamp as it will make tightening easier. With this method you can reduce the diameter of the wheel unit by as much as 1 1/2" This works for me and many of my customers. This modification will not be visible. There are several methods to reduce the amount of swing the unit comes back when it is engaged. On my 56 I use the Kelsey Hays spinner to stop on the top of the bumper. There are many other ways to reduce the travel. There have been about 20 such articles in the EarlyBird in the last 25 years. My favorite method of reducing the travel of the tire unit when released it to remove the complete iron bracket the tire and wheel attaches to and install set screws into the surfaces of the factory stop of the unit. 10-32 set screws work great. They can be adjusted so as to limit the travel to wherever you want it to stop and nothing shows. With this modification everyone else will wonder why yours works so well and theirs doesn't. The set screws are totally invisible.

Walt Nuckels

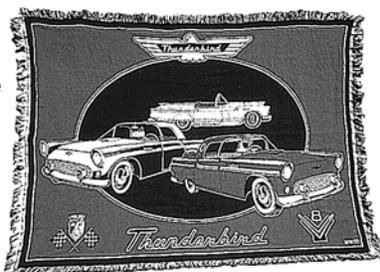
Walt Knuckels was a T-bird enthusiast with great knowledge of the car which he shared generously with other hobbists. We occasionally share his help here and, in memory of Walt, we are making a contribution to the American Cancer Society.

EXTENDED OFFICE HOURS

We have extended our office hours for phone orders in order to better serve our customers. Our phones are answered from 8:00am through 6:30pm Monday through Thursday and from 8:00am through 5:00pm on Fridays. Orders can be placed 24 hours a day through our web site at www.classictbird.com .

GIFT SUGGESTIONS FOR THE T-BIRD ENTHUSIAST ON YOUR LIST

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 Cotton
 Coverlet **Sale \$58.50**



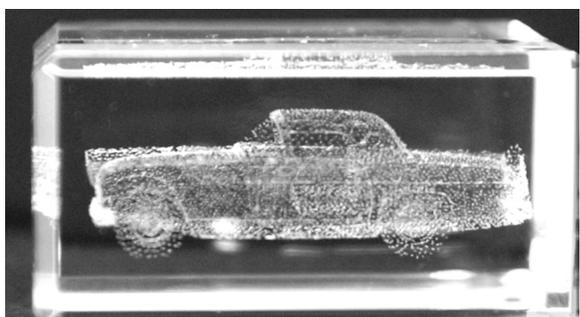
Call toll free today to order
1-800-374-0914



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**

CASCO GIFT CERTIFICATES AVAILABLE IN ANY DENOMINATION



CRYSTAL THUNDERBIRD PAPERWEIGHTS

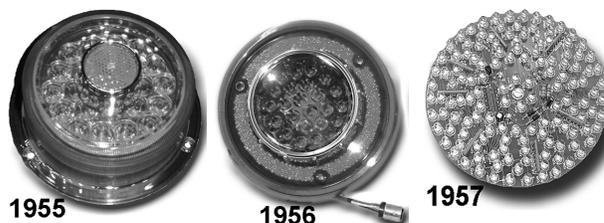
These paperweights have the Thunderbird laser-etched in the center of the crystal, giving a very nice 3-D effect. Available while supplies last in all three model years.

Size is 2 x 2 x 3 1/8". Gift boxed.

PW-55 Crystal 1955 Thunderbird paperweight...~~\$60.00~~ **Sale \$55.00**
PW-56 Crystal 1956 Thunderbird paperweight...~~\$60.00~~ **Sale \$55.00**
PW-57 Crystal 1957 Thunderbird paperweight...~~\$60.00~~ **Sale \$55.00**

1955 - 1956 - 1957 LED TAIL LAMP SETS

All styles include a PAIR of LED assemblies, instructions, and new gaskets. The 1955 and 1956 assemblies use 24 LEDs and use a pigtail that plugs into the original bulb socket, and replace your original lens. 55 6volt includes electronic flasher and front LED bulbs. 1957 simply replaces your original bulb with a 135 LED board and uses your original lens. 1957 style fit with or without original backup lamps and include an electronic flasher.



- 13450ALED6 Lens-Rear Lamps-with Integral LED Assy
55-6v Kit Includes Front LED, Electronic Flasher, Gaskets and Instructions 179.95
- 13450ALED12 Lens-Rear Lamps-with Integral LED Assy
55-12v with Gaskets and Instructions..... 139.95
- 13450BLED LED tail lamps for 1956 - pair -Plugs directly into existing socket with Gaskets and Instr..... 129.95
- 13466LA Rear LED Bulbs-Standard Flash with Gaskets, Instructions and Electronic Flasher..... 145.95
- 13466LB Rear LED Bulbs-Sequential Flash with Gaskets, Instructions and Electronic Flasher..... 159.95

CASCO SHIPPING SPECIAL

November 26 - December 31, 2009

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.

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**

CASCO NEW ITEMS

CASCO has now manufactured the newly available **Ford-O-Matic shifter light assembly**, part number 15A801. The cover is a one piece machined aluminum part. Bulb is not included. Used on 1955, 56 & 57s. Price is \$27.89 plus S&H.



Previously unavailable, the **front engine mount** which welds to the frame, part number 5005FS is now manufactured by CASCO. This new part is made heavier than the original 3/16 steel. Price is \$39.95 plus S&H.



Newly designed **tool for the antenna nut**, which works with both the original nut and the newer reproduction or replacement nuts. All plastic design to reduces the chance of marring the chrome. Order by part number TL3, for \$6.95 plus S&H.



Also available is the **Transmission Alignment Plate – Rear Mount**, part number 7075, for \$18.97 plus S&H. This item may be missing from many 57 transmission installations. Refer to the "Thunderbird Restoration Details and Specifications" manual, page 185, for more info.



Distributor Bushing Removal Tool, part TL16, newly manufactured tool by CASCO, for \$29.85 plus S&H. Removes bushing 12120A for 1955 & 56. Requires a 1/2 - 20 tap, which is not included.



Newly available from CASCO is the chrome plated **front top dowel striker**, part 03474, for \$24.98. This part was previously unavailable.

Both **horn brackets** are now here. They are used on all three years. Right bracket is 13830 and the drivers side bracket is 13831. Each bracket is \$28.35.

Do you have a problem getting your teapot carburetor mixture adjusted correctly? Does it seem to run rough and rich no matter how you adjust the choke and mixture screw? It may be that you have a leaking screw (pictured). This screw can be found by removing the air cleaner. It is near the top, above the secondary (rear) ports. It turns out that this screw is prone to leaking. Once it leaks, it runs down into the secondaries and causes a rich mixture. Some people have seen that it is leaking and end up overtightening the screw causing the casting to crack. But at last, we have a solution - this new part uses a viton O-ring for the seal. Viton is OK to use with ethanol fuels. It is not necessary to overtighten the screw. Simply tighten the screw by hand and your leak is fixed. Order the **plug & seal** for the carb float needle and seat for 1955 & 56 birds. Part number 9944A for \$14.69 plus S&H.



Repair flange for center of steel air duct. Part number 01880F for \$19.49 plus S&H.

Repair flange for rear of steel air duct. Part number 01934-5RF for \$19.48 plus S&H.

Mounting flange for right hand steel air duct to apron. Part number 01934MF for \$30.00 plus S&H.

Bracket for left rear steel air duct to apron. Part number 01935B for \$19.49 plus S&H.

Casco now has a new service available. We can now **convert your passenger car valley pan** into a T-bird valley pan. Send in your passenger car valley pan and we will clean up the pan, install the baffle, complete downdraft tube, nut on the back, and punch the extruded lipped hole. Price is \$70.00 plus S&H.

www.classictbird.com

A **musical turn signal** flasher is now available for your 12 volt car, playing "Love Me Tender". Order part 13350M for \$18.95

Many customers have asked for a cover for their hard top when it is off the car. We now have it available for you in a gray poly-cotton. The part number for the **hard top cover** is CCHT and sells for \$68.95.

NEW ITEMS CONTINUED...

Another hard-to-find part which CASCO just reproduced is the **mount for the rear spring bumper** for the 1955/56. The mount welds to the frame. Part number 5783BM for \$18.95.

Another new tool made by CASCO is the **wrench for tightening the nut on the outside mirror**. This tool is made out of PVC so that it doesn't mar your mirror. TL17 sells for \$9.99.

THIRD BRAKE LIGHT NOW AVAILABLE FOR YOUR T-BIRD



For some time now we have been working on a third brake light for use on your classic T-Bird. We are proud to announce that we have designed a wonderful LED

third brake light which looks good and is very versatile.

This lamp adds a level of visibility which increases the safe operation of your classic car. The unique design allows temporary and semi-permanent installation without making any permanent changes to your vehicle. In fact, if you purchase extra wiring harnesses, you are seconds away from moving your lamp assembly to any of your classic cars!

Designed to fasten to the rear of your trunk lid with either suction cups, or double sided foam tape. Supplied wiring harness taps into your car's stoplight circuit without cutting or splicing your original wiring. Lamp module is shipped in primer. You paint to match or coordinate with your vehicle. Kit includes LED module, wiring harness, suction cups, double sided foam tape, and instructions. Kit is part number 13467A @ \$124.95 plus S&H. Extra wiring harness part number 13467H @ \$34.95 plus S&H.

Check out our web site, www.classictbird.com, for more information, including a short video.

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

TURN SIGNAL SWITCH

Though not really difficult, replacing the turn signal switch can be time consuming. If the switch doesn't hold its position, it may be possible to replace a part without removing the steering wheel/column assembly.

To check for a bad wire (a short or a break), make sure it's not under the dash, rather than in the column, or a bad switch. Through a process of elimination (checking each section of turn-signal wire from the light switch to the wire going up the steering shaft) I determined that it was the wire going up the steering shaft when I pulled the blue wire from the terminal block, put a meter lead on that end, and the other meter lead to ground. I got continuity, therefore, a short.

I purchased a new switch and a steering wheel puller from CASCO (I think they are the only one who has a wheel puller specifically for the little birds). In order to replace the switch, you should remove the steering wheel and the steering column. It might be possible to replace with the steering shaft still in the car, provided you enjoy lying on your back under the dash with 50 years of crap falling in your face. You can try, and if it doesn't work, you can then remove the shaft. The switch assembly has the wires permanently attached, so you can't just replace one bad wire. And there's not enough room in the shaft for a splice. The steering column removal is described on page 260 of the "Thunderbird Restoration Details and Specifications Manual".

Disconnect the battery. Point the tires straight ahead and make sure the steering wheel spokes are horizontal (55) or the bottom spoke is vertical (56 & 57). Disconnect the horn wire from the bottom of the steering shaft in the engine compartment. It connects to the wiring harness under the battery box. Loosen the clamp that connects the steering shaft to the steering box in the engine compartment.-- Mark where the steering shaft joins the steering box, in case the tires are inadvertently moved from straight ahead. Disconnect the six turn signal wires, which exit the steering shaft under the dash, from the terminal block. Keep track of which color wire goes where. Loosen the steering column adjustment sleeve (the thing which allows the steering wheel to be adjusted fore and aft). Sitting in the car facing forward, it turns clockwise on my '55. You may need a strap wrench if you haven't used it for some time. Maybe a little penetrating oil too. Loosen it enough to allow the wheel to move back and forth so you can use it as a "slide hammer" if necessary. Remove the

four screws on the chrome plate where the shaft enters the dash. Behind the chrome plate is a square-ish metal block with two long bolts entering from the bottom and attaching to the underside of the dash. This is what holds the column to the dash. Remove the bolts. Pull out the shaft and steering wheel as an assembly. To remove the steering wheel from the shaft: Remove the horn ring assembly by taking out the recessed Phillips head screws, one on each back side (facing the dash) of the two steering wheel spokes ('55 only). Or push in on the horn ring and turn it counterclockwise (56 & 57).

Now you can see the turn signal stuff. Remove the steering wheel center nut. If it was like mine, that hadn't been touched in almost 50 years, it may take a couple of shots with an impact wrench (I borrowed one) to break it loose. Use a large(1/2") socket drive with a long handle. Use the wheel puller to remove the steering wheel. It took me almost a week using penetrating oils such as "Liquid Wrench" and "PB Penetrating Catalyst" to get the wheel off. I was afraid I'd break something. I spoke with Don Hyde who said I could get a little more aggressive including using a cheater bar on my wrench handle, or maybe even an impact wrench if necessary. The wheel is on a tapered shaft; so just a little movement will break it loose. I gave it one more try and it came loose.

The turn signal switch is buried under a plate with a bunch of little parts and springs. That plate will come off as a unit. Take a photo or make a diagram of where the little parts and springs are. Also ask the supplier what other parts you should have, to avoid some of the "work-arounds" that I needed to do. Remove the cone shaped spring that holds the top plate assembly to the switch post. Try not to bend-up the spring too much, or first order a new one for \$2.95. Remove (unscrew) the turn signal handle. Lift the top plate assembly out as a unit. Remove three screws that hold hub to collar and separate hub, collar, retaining "nut", "horseshoe collar", metal block and inside shaft from tube. The switch, wires, wrapping, and bullet ends can then be easily removed and replaced without unwrapping or cutting any wires. Don't bother to attach a "pull-back" wire to the wires that you're pulling out. It won't do you any good. Although I purchased some wire "slick um" from Home Depot that's used to lubricate wires to pull

them through a conduit it really didn't do much good because there's not enough room to get all the wires with their bullet ends through that tight channel unless you're very lucky. (When the old wires were out, I saw that the blue (power) wire was striped bare in a spot, causing the short.) I fed the wires without the black wrap, I unwrapped the black tape from the new wire bundle almost to the switch. Enough to allow the wires to go through the channel far enough to grab the bullet ends from the other end. I fed them one and two at a time, and rewrapped the section which came out of the tube.

You can now screw in your new switch to the hub in place of the old one. At least on my 55, the new switch is not exactly the same as the old. The shaft on the old switch was fatter, whereas the new switch had a thinner shaft with a bushing around it that's held on with a "C" fastener in the ridge along the top. (*Ed. note: the switch CASCO currently sells is like the original shaft*) The ridge on the old switch held the small end of the spring. The problem is that when you put the spring on the new switch and try to insert the C fastener to hold the spring in place, it doesn't work because the small end of the spring covers the ridge. And if you don't use the spring the turn signal will not stay in place when it's in a turn position. There may be a part to fix this. Be sure to check. But here's what I did: I trimmed back the short end of the spring in small increments using a wire cutter (wear eye protection) until it just cleared the top ridge when compressed (it could kinda, sorta, slide down on the bushing with some effort). Unfortunately, the C fastener that came with the new switch has too small an outside diameter to effectively hold the spring. C fasteners with the same inside diameter but a slightly larger outside diameter should be available at your hardware store.

Another solution may be to cut back the spring slightly more so it will slide over the bushing (tightly). Find a thin washer that also slides over the bushing, and use it and the C fastener to hold the spring in place. To put it back together again: Reinstall the steering wheel to the shaft. According to the "Compilation of Product Service Letters Pertaining To The 55, 56, & 57 Ford Thunderbirds" available from CTCI, Service Letter 10 from June 21, 1956 says that for "important safety reasons the steering wheel attaching nut must be staked". Staking is using a chisel to deform the threads after the nut is attached, so that the nut can't come off. There are now alternatives to "staking". It's called Permatex. Make sure that the nut screws on to the shaft. If not, use a tap & die to straighten the threads. Re-install the shaft

Looking for a gift for a fellow T-birder?
How about a CASCO Gift Certificate?
Great for club Christmas parties too!
Call us today at 1-800-374-0914

re-connecting the things that were taken apart. The re-install can take some effort and patience to get things lined-up. You'll probably need a couple of helpers. I was also not able to feed the horn wire with its fabric shield through the shaft. (*Ed. note: If you turn the wire and covering as it is being pushed, it will usually go through the shaft without much problem*) I did away with most of the shield. I took the opportunity, with the steering wheel/shaft out to remove the instrument cluster, tach and clock to clean, repaint the needles, etc.. It's easier to get to them. I took pictures. Look at the bright side. A newer car would be an impossible project. Can you say "air bag"?

Ron Portland, 55 Raven
Kansas City, MO

Our thanks and a CASCO gift certificate go out to Ron for his shop tip. Thanks, Ron!

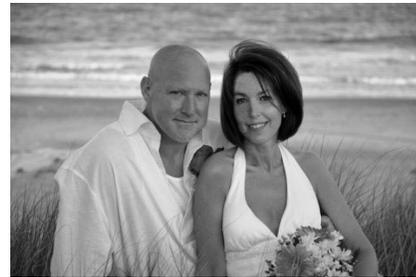
HOLIDAY SPECIAL FROM CASCO

SPECIAL SAVINGS ON SHIPPING on all orders shipped from November 26 to December 31, 2009. 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.

MATCH DOT CASCO...

We recently had a new first here at CASCO. You may not know him by name, but Shawn is our go-to guy here on packing and glass cutting, so he has certainly handled your orders. Shawn has worked for us for more than twenty years now. Amie came to work for us about 3 1/2 years ago and when you call CASCO, she may be the one who helps you. Well, Shawn & Amie tied the knot down in Myrtle Beach, SC on October 8. Our first CASCO match! Who needs those on-line dating services anyway? Needless to say, we are very excited for the newlyweds and wish them lots of love & luck in their new life together!



Congratulations Mr. & Mrs. Alverson!

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CASCO
SINCE 1988

A NEWSLETTER FOR THE CLASSIC THUNDERBIRD OWNER AND RESTORER

795 High Street, Coshocton, Ohio 43812

ThunderEnlightening is a trademark of Classic Auto Supply Co. Inc., 795 High St. Coshocton OH 43812.

This publication is prepared and published by Classic Auto Supply Co. Inc. for the owners of 1955, 1956, & 1957 Ford Thunderbird automobiles. It is provided without cost to its current active customers.

Readers are encouraged to submit shop tips and articles for publication. Each submission printed will earn for its author the gratitude of Classic T-Bird owners around the world and a \$30.00 gift certificate from Classic Auto Supply Co. We reserve the right to edit any submission.

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