

## Hot Tip: Restore Your Original 1966 Gas Cap

by Rick Mitchell

Many Sprint 200 Mustangs still have their original 1966 gas caps. But twenty years of hot summers and salty winters have taken their toll on them. There are two ways to cure this eyesore. The first is to replace the old cap with a new reproduction unit, costing \$35 to \$40. The second method costs less than three dollars: Clean up and repaint that original 1966 gas cap.

Begin by visiting a local hobby shop and buy a bottle each of Testor's Enamel Paint (1/4 fluid oz. size) of Gloss Red (1103), Gloss Dark Blue (111), Gloss White (1145), Flat Black (1149), and a bottle of thinner (1148). Next purchase a 1/16" to 1/8" wide camel hair detailing brush if needed.

When home, find an old unwanted piece of absorbent towel and a new steel wool soap pad. Now you're ready to begin.

Using a ratchet with a 7/16" socket and a short extension, go inside the trunk and through the gas filler neck flange, and loosen the 7/16" anti-theft nut that holds the braided wire loop inside the gas cap. Remove this nut, and then the gas cap itself from the car.

Gently steelwool and wash the exterior of the gas cap to remove as much old grime as possible, and brighten the surfaces of the metal. Then towel dry the cap.

Now use the detailing brush and carefully repaint white into the center tribar, red into the left, and blue into the right. Wipe off any excess paint. Testor's paint dries rapidly, so there is no waiting between steps.

Now comes the tricky part which requires a certain amount of patience! Encircling the pony and tribar emblem is a black painted 1/16" wide, 3" diameter ring. Using the flat black paint (which surprisingly dries with a moderate amount of shine), neatly "bleed in" the flat black for about a 2" stretch of the circle. You will not be able to get the paint in very neatly, so quickly wipe off the excess paint on the raised areas with the old absorbent

towel without disturbing the paint in the lower "valley" areas. Then bleed in 2" more, and keep repeating the process, until the entire black ring is done.

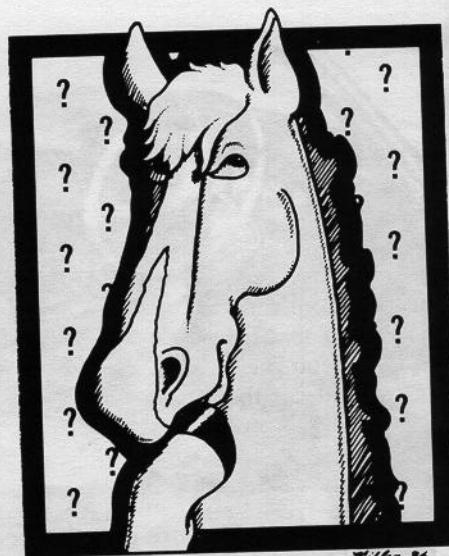
Next turn the gas cap upside down. Doing one letter at a time, bleed in flat black paint on "F", "O", "R", and "D", wiping off the excess paint immediately each time. The process gets easier once you try it. When done, turn the cap upright, and use the gloss red paint to bleed in each letter in "MUSTANG". Do the letters one at a time, immediately wiping off the excess paint before it dries. When the cap is fully dry, reinstall it on your Sprint with the 7/16" socket.

For less than a couple of dollars and an hour of your spare time, your original 1966 gas cap has successfully been brought back to life once again!



1966 Standard Gas Cap

*Rick Mitchell is a long time MCA member and founder of the Early Six Mustang Registry. Rick is also an excellent Technical Writer, as evidenced by his HORSE SENSE articles. Look for more of Rick's common sense approach to Mustang maintenance in future issues of the Times. — Editor*



## How to Buy a Mustang Part Three - Rustang

by Warren Daniels

That title is not a mistake! There are a lot of Rustangs out there. The "Salt-Zone" areas are wherever salt is used on the roads, which is much of the Northern U.S. In general Arizona and California cars are the best to try to buy because of the lack of rust. Some Northern cars are available if only because the previous owners were careful about the salt problem.

Most rust shows up in the quarter panels and in the front fenders just behind the front wheels. The quarter panels can be patched or replaced depending on the type of car you want to end up with (show or go). The front fenders are cheap enough to buy and are easy to install. If there is a lot of fender rust then look under the car for air where metal should be! Try opening and closing the doors; if they hang down and bind with the latch then the frame rails and floors probably need to be replaced. The cost is \$1000 to \$3000 depending on how much of the car is missing! If you try to do the work yourself you will need an Oxy-Acetylene torch and an air chisel (which requires a 2HP air compressor as a

minimum size). In other words, if you just want to buy one, send it out to get fixed. If you want to do a few, buy the equipment and practice on a one hundred dollar special before you try to do the floors on a rare car!

The next thing to check is the trunk. If the frame is sticking up through the floor, beware! This is a tough one to fix! Not all of the replacement sheet-metal is available from parts dealers. Sometimes you might have to buy a parts car and cut the piece out of it! This can get time consuming and expensive. All of this is worth it if the car is a Shelby, a Hi-Performance GT, a Super Cobra Jet or Boss 429, etc.

You should know what you want before you go looking. There are many good hobby magazine and books available. Read up first and join the Mustang Club to ask questions. You will be surprised how much the club members know. All you have to do is ask!

In closing, I would like to say that rust is a way of life with Mustangs — be prepared to deal with it!

## PERCOLATION IN THE CARB

by Dennis Begley

Percolation has nothing to do with making coffee. It refers to gas boiling over into the intake manifold from the carburetor. Excessive heat is the cause, especially after a car has been driven a long time. It can also happen when a hot car is turned off. Percolation is often called vapor lock although they are separate problems. Vapor lock refers to bubbles (or vaporized fuel pockets) in the gas lines and fuel system, causing the car to stall.

Today's carbs have relief valves to vent the vapors. However, relief valves plug up. Regular cleaning with a carb cleaner can help. If your Mustang suffers from percolation problems, let it cool down, then hold the accelerator to the floor while starting the car.

MT



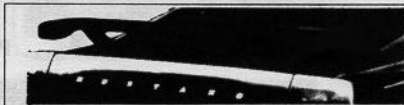
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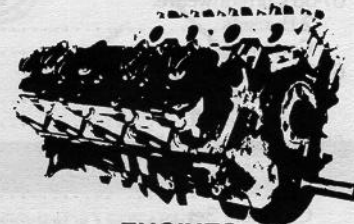
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