

## Making Natural Color Bolts and Other Engine Parts

by Rick Mitchell

When I restored my Sprint, I took the time to repair, replace and repaint all engine parts wherever possible. But as I soon found out at judged shows, many engine parts are supposed to be left in their "natural finish" and not painted at all according to the MCA Rules. The problem was, however, that until recently I had never learned what the secret was to easily strip the parts down to their natural finish and then be able to preserve them without surface rust developing. Well, here's a method you can use to strip and preserve the bolts, fuel line and hinges that works very well.

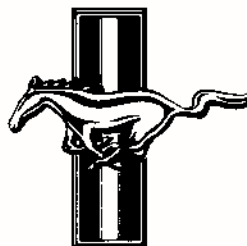
First, go to your local hardware store and buy a half gallon of Homer Formby's Paint Remover at a cost of about \$15, a 1" wide hair brush (not plastic), a pair of Formby's rubber gloves, a can of high heat (good to 500 degrees) clear engine enamel spraypaint and a medium box of Brillo pads. These are the items you'll need to strip and later clearcoat the engine parts that should be in their "natural finish" to comply with the rules. (The rules Rick refers to are for Stock Division and not the new Thoroughbred Class. — Ed.) Next, set aside a full weekend as the job is time-consuming. Do the paint stripping work only in a well ventilated area that has a sink with running water. Now you're ready to begin.

Start by removing those parts that you want to strip down to the metal from your car. Take the parts, one or two at a time, and apply a thick coat of the paint remover and let the part sit on newspaper for about 20 minutes. Formby's Paint Remover is a powerful, thick, clear liquid that will dissolve any old paint rapidly. However, it has a strong odor and can make you light-headed if you're not careful. The product is excellent and in 20 minutes will loosen up 90% to 100% of the paint on the dipped part. Take the part and run it

under cool tap water and use more stripper if needed, finally finishing the cleanup of the part with a Brillo pad. Then dry the part and when fully dry, apply a light spray coat of clear engine enamel to preserve the part. When the part is dry, reinstall it on your car. A word of caution on using this paint remover, though. It is an excellent paint stripper, works well and works fast, but it is very strong and can irritate the skin. Be sure you buy Formby's rubber gloves and do use them. You won't get two parts done in bare hands with this product without sore reddened hands. Even with the gloves, after about two hours, your fingers will tingle a little. However, the results are excellent.

To do all fender bolts, hood latches, hood catch and fuel lines, and some other minor pieces, from removal to stripping to final reinstallation, will take you about 12 to 16 hours, depending on how far you go. And when you go to the next judged show, it could add an additional 8 to 15 points to your point total.

One last final recommendation on this topic, be sure that before you remove your hood hinges, that you do an absolutely excellent job of marking their old positions on the fenderwalls and the underside of the hood. The later reinstallation of these hood hinges is a very difficult job to align. All other parts are relatively easy to install.



## AVOID AN INTERSTATE NIGHTMARE

by Rick Mitchell

One evening last summer, my Shelby friend Greg Nester and I were returning from a show in Wilmington, Delaware. Both of us had enjoyed a very good day at the show, and the ride home promised to be the usual uneventful trip back. This was true until Greg's HiPo engine developed two broken rocker arms, and began running like grandma's 1928 Maytag washer.

After we waited for two hours along Interstate 95 for help which never came, I decided to go find a towtruck for him myself, while leaving Greg along the roadside with his dead Shelby. Seven hours, two different towtrucks, and 90 miles later, Greg and his GT-350 made it home to Alexandria, Virginia, the next morning.

The lesson to be learned from this adventure, is *never* assume your trusty old steed will always get you home. Always have a contingency plan available in the event of an emergency. Your

Mustang is now twenty years old, and it has a higher than usual probability of a breakdown!

Here's a few safety measures to keep in mind when planning your next Mustang show trip:

1. Always carry some basic safety equipment, such as road flairs, a flashlight, a good spare tire, and a working jack.

2. Be sure your emergency flashers work. All 1966 Mustangs have them as standard equipment, and the switch is located in the glovebox.

3. Plan to caravan with a fellow Mustanger on shows over 25 to 30 miles, and stay together in traffic, especially through lights.

4. Don't play around in traffic. Remember, the goal is to *get to the show*. No points will be awarded for the fastest lane change, or number of lights run, except on your driver's license.

5. Be sure you have towing coverage on your automobile insurance policy. This covers up to \$25 per towing in most cases.

6. Seriously consider joining the AAA road club in your area, and ask about getting their optional coverage which provides 100 miles of free towing, as well as trip insurance.

7. Finally, consider carrying a walkie talkie or hidden CB in your Mustang which has the emergency channel 9 on it. This way, you can call for your own assistance in an emergency.

That night last summer, Greg and I were lucky, and we got back safely without any further mishaps. But it easily could have been a lot worse. By following some of these safety tips, you can prevent having your own highway horror story to tell, and be home from a show in time for dinner, and not the local sunrise sermonette.



Rick Mitchell is a long time MCA member and founder of the 1966 Sprint 200 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

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## GOODYEAR VINTAGE PERFORMANCE TIRES

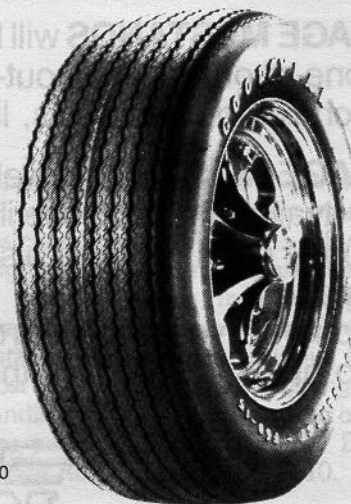
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