

## 1972 Road Runner from scoop to nuts.

Starting here and now, we're going to divide the huge volume of "help" mail into "tech" and "resto" departments. For either topic, though, simply address your letter to: Richard Ehrenberg, P.O. Box 179, Amawalk, NY 10501. Enclosing a SASE (or SAE & int'l reply coupon from Canada) will increase your admittedly-slim chances for a personal reply.

### SCOOP TO NUTS

I've followed your resto series on the '72 Road Runner from day one. Keep up the good work. One quick question: since you are restoring a '72 RR, and so am I, I'm hoping you can tell me where to get the oddball hollow nuts that are used to hold the ends of the fake scoops to the hood. I've tried everywhere, and nobody seems to have them.—**Joseph Brancaccio, St. Paul, MN**

Joe:

We looked everywhere also, as we needed two (the other two were still on the car). We haven't even been able to find out the correct part number, though we suspect that they may be 6026218.

Anyway, we gave up and rolled our own. Here's how we did it: We went to the local hardware store and picked up a few ordinary 1/2" sweat nipples. We cut a few v-shaped notches in each end with a pair of tinsnips (see photos). Then, using a ball-peen hammer, we flared one end outward, and the opposite end inward. Some dull aluminum spray paint, a flat washer and ordinary 10-24 nut completed the fabrication.

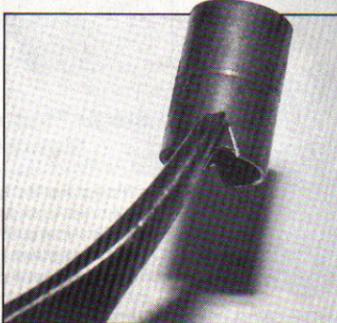
If you wanted to go all the way, you could solder the washer in place, and carefully file the joint to simulate the stock piece.



1. Here's the original, hard-to-find nut which we sought to duplicate.



3. Next, we peened out the bottom, and, as you can see ...



2. Starting with a garden-variety 1/2-inch "sweat" plumbing nipple, we used a pair of tinsnips to cut the V-grooves. A file would probably have been neater, but slower. We also cut notches on the top end.



4. ... we also peened the top inward. Capping off our workable substitute are a flatwasher and common 10x24 hex nut. Spray paint finished the job.

sion, and disc brakes. The only other options apparent are radio, tinted glass, and remote mirror. I have been very successful in locating the major missing parts, but am unsure of several points:

1. Is any 273 B-coded block correct (as long as the date precedes the car's Nov. build date), or do early cars carry over the A-code from '65?

100s is that they all had rubber mats. With no optional carpet indicated on the build sheet, is it possible that the floor shift cars got carpets because mats weren't tooled up for the few cars built with the different floor pans?

4. What is the availability of shock absorbers which visually match the Rally-Pack suspension's heavy dutys?

5. Am I correct in my understanding that all rally-suspension A-bodies in '66 were equipped with the Goodyear