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Or, the plates may be rare due to the specific time period. For instance, pre-WWII plates from European countries are a challenge to secure because most of them were demolished in the war. While you can find myriad online forums and chat groups on the topic, you may be able to meet in person with folks in your own backyard! You can find a list of their local meets here. Note that you'll need to join the ALPCA to be granted access to these gatherings, but if you intend to pursue this hobby, that's a natural next step! Yet, this process becomes a little harried when you're accepting a shipment from a foreign country. The plates may arrive cheaply packaged, especially if they're coming from a new seller. Trying to explain to airport officials why you're traveling with the plates can be a nightmare, so arrange to ship them home before you leave if possible. From DIY auto repair tricks to repair manuals and classic car info, if you want to learn about it, we're covering it. Check out our guide on how to install license plates to get started! The question becomes whether this is the right thing to do or not. To determine the answer to this question we first have to figure out what camp you hoist your flag in. In fact, they might consider replacing the factory installed cast-iron intake with a high-performance aluminum intake manifold sacrilegious. Then we have the folks that buy these classic muscle cars to enjoy them. They want to drive them around and have fun

while doing it. Nevertheless, I'm a believer that you can have your cake and eat it too. If you upgrade to an aluminum intake and save the original castiron one, with all of the original mounting hardware, you can satisfy both groups of people. Here we'll talk about the different kinds of highperformance aluminum intake manifolds available. We'll even get into the differences between single plane and dual plane intakes and which one is right for you.

Finally, you'll discover how much horsepower you can actually gain from this performance upgrade. These include the single or dual plane design. Most people choose the dual plane, because the original castiron part utilized this design feature. Therefore, when upgrading to a highperformance aluminum intake manifold, of the dual plane variant, the car basically runs the same throughout the throttle range. However, the main characteristic of the dual plane manifold includes long flowing runners. These runners are polished to a smooth finish that increases the flow rate over the stock component. The dual plane provides improved lowend power, while maintaining engine idle quality similar to the original equipment. This allows for all eight cylinders to feed at the same time. However, the big difference between this set up and the dual plane remains the length of the intake runners. With a single plane set up, the runners become much shorter. This provides a faster and more direct delivery of fuel to the cylinders. Therefore, a single plane manifold is considered best for racing applications. Now that we understand the difference between the two types let's talk about the advantages of installing an aluminum intake manifold. Car makers have identified that reducing the vehicle's total weight increases performance and fuel economy at the same time. The incredible part about their transformation into a lighter automobile is they actually provide better crash protection now. In some cases, these modern cars weigh more than 1000 pounds less than our beloved vintage automobiles. At the same time they get triple the fuel economy, provide better performance and hold up better in a crash. A muscle car like a Chevrolet Camaro Super Sport with a big block 396 cubic inch engine comes with a heavy castiron intake manifold. These original equipment parts weigh 75100 pounds, depending on the design. An aluminum highperformance version comes in at less than 20 pounds.

Therefore, this upgrade becomes a major weight reduction operation. Since the intake manifold rides directly over the front springs of the automobile you get a surprising boost in the front ride height of the automobile. In many cases the front springs on our muscle cars are starting to get worn and tired. Reducing the weight that rides on top of them can put a little spring back in their step. As a result the car maintains a healthier looking ride height. When the factory originally molded the cast iron intake installed on your engine they didn't do the greatest job. Imperfections and bumps inside of the fuel runners reduce the efficiency of fuel and air flow to the cylinders. The aluminum intake not only weighs a lot less, but they buff it to a high polished finish inside. The question that everybody wants to know is how much all this improvement means to the bottom line. In other words, how much horsepower will I gain from a highperformance aluminum intake manifold upgrade. Without getting too scientific we'll attempt to answer this question. How much you gain depends on a variety of variables. The efficiency of the carburetor and the exhaust system become two major elements to consider. If you increase the carburetor size and the efficiency of the exhaust by installing headers you will receive the maximum benefit from replacing the intake. The combination of replacing these three highperformance components can net horsepower increases from 20 to 60 HP. An interesting side effect of this combination upgrade comes in at the fuel pump. Increasing the horsepower can also increase the fuel economy. With that said, increased fuel economy only comes with grand mom like throttle position. In other words, if you keep your foot off the floor you'll also receive better fuel economy when you're cruising around town. In the classic car world the more In the classic car world the more original parts you retain the better.

However, on a 50yearold automobile the original weatherstrips can cost you some quality points at the local car show. When it comes to replacing classic car weatherstripping the name of the game is

finding exact replica replacement parts. On classic cars susceptible to rusting sheet metal panels, the weather strips ability to seal properly becomes more important than the appearance. Since every car built in the last 120 years, utilizes rubber weatherstripping this article applies to all automobiles. Nevertheless, those with Ttops and sunroofs will want to pay special attention to the tips provided here. In addition, we'll discuss sourcing new parts that look exactly like the original ones from the factory. Whether you have a classic Pontiac Firebird Trans Am or a vintage MercedesBenz achieving a watertight seal becomes paramount. In fact, it's just as important is how the replacement parts look. This is why we'll spend some time discussing the final installation. Classic car enthusiasts have a saying. Rust never sleeps. With that said, it's a failed weather strip that lets the water in and helps the rust take over. For this reason removal procedures can often become model specific. Some classic car auto repair manuals provide helpful stepbystep information to facilitate the removal of failed weatherstripping. Unfortunately, on older classic cars, with original parts, removing the old rubber can be a difficult operation. Thankfully, some special tools help make this task easier. They make narrow blade scrapers that fit inside of the weather strip retaining tracks. For vintage automobiles that utilize a combination of glue and retainers, you can use specialized solvents. Patience is a virtue when it comes to using weatherstrip removing solvents. Make sure to provide enough soaking time for the chemicals to their job. Although these weatherstrip solvents work well when used as directed, precautions must be taken to protect the paint.

Body shop technicians often lay down protective masking tape around the tracks. In addition, they cover the painted surfaces in the vicinity in case any splashes occur. Taking extra time in this area is critical. There are a few more areas that also require some protection. After removing the bulk of the old weatherstripping go back and soak any remaining pieces and glue spots with additional solvent. Body technicians use a clever trick. They place a rag on top of the stubborn spot and then apply the solvent to the rag. Failure to completely remove all of the old glue can cause improper sealing of the new weatherstrips. When you're finished, the tracks and mounting surfaces should look brandnew. Many auto parts companies do an excellent job of serving this niche market. Several large, respectable autoparts companies provide complete classic car weatherstripping kits. Whether you have a 50yearold classic Cadillac Eldorado or a 1970 Chevrolet Chevelle muscle car you will find exact match parts available. As a mechanic that has performed more than a few classic car restoration projects I can tell you that there are often surprises included in the weatherstripping kits. When you perform a complete restoration you uncover rubber components that exist in places you never thought of. Let me provide an example using a 1948 Cadillac 2door fastback I helped restore. These old Cadillac cars are known for water leaks in the trunk. Often by the time people figure out where the leak was coming from, it became necessary to replace the trunk pan. Replacing the tiny little weatherstrip underneath the trunk emblem can save you a lot of time and aggravation down the road. The companies that produce these weatherstrip kits also supply specialized molding clips and oddball retaining fasteners. My advice is to give one of these companies a call and speak to somebody before you begin the project. This is better than ordering it online and figuring it out for yourself.

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