

N-35 Gas Caps *By Bob V.*

LOTS OF PEOPLE REPLACE their engines, but not many replace the trusty Wisconsin and Kohler gas tank. It's a nice size and fits well under the back fender of the Kohler-powered M3s.

Did you know that Midget Motors wanted that tank tucked under the fender already in 1957? I was a greenhorn design student at the time, helping them develop the new car, long distance from California. When Claud told me where they wanted that tank, I protested as strongly as an underpaid student consultant can object. "The rear end of the car is already too heavy-looking in comparison to the front! We'd have to raise the top of the rear clip a couple of inches or so to make room for that tank."

I didn't know that, since I was working without any detail drawings, but that's how it looked to me. Anyway they seem to have agreed. It was not until the Kohler engine came along that they (probably Dale?) figured out how to make room under the fender. It involved a redesign of the engine cradle that also reduced the cost and complexity of that component.

Having the gas cap on the fender is handier, the engine cradle was cheaper and the engine compartment less cluttered. Excellent!

But in those days before the idea of a retainer chain to keep track of the gas cap had been invented, it was awfully easy to leave the cap sitting on the fender or engine and drive away from the pump. Gas stations used to feature a collection of lost gas caps they found on their driveways.

Driving with no gas cap is a bad idea, especially in a vibrating King Midget where the tank sits next to the engine. The fuel can splash out and set your engine ablaze, a spectacular road show. So if you lose your gas cap, replace it immediately. Just pop down to your lawn mower shop and get a new one. Uh ... have you tried doing that lately? It seems nobody uses those old tanks and their caps any more.



Ever resourceful Paul Gerhardt has come up with a solution for us forgetful gas pump geezers. Go down to your local NAPA store and buy an *oil* cap, part number 703-1692. It fits perfectly!

One problem. Oil caps need not breathe, but gas caps *must*. If the air can't get in, the fuel pump can create a vacuum it can't overcome. So drill a small hole in the center of the oil cap. To keep gas from splashing out of that hole, put a cotter pin through the hole. That pin will deter the splashing yet allow enough breathing to keep your fuel pump happy. □