

T
e
c
h



T
i
p
s

Those Dang Dinged Oil Filler Caps!

by Jason Edge

As a part time parts seller that has pulled in 42 (yes *that is FORTY TWO*) 1963 and 1964 parts cars over 18 years, there is one item under the hood that has baffled me from the beginning – **the oil filler caps**. They are **ALWAYS DINGED UP!**

I have to think that there must have been a forgotten sport in the day that used either a baseball bat, hockey stick, or a hammer, where kids would bat the caps around while their fathers changed the oil. It's the only explanation!

The oil filler cap in the upper right was from my last parts car, and is actually better than average.

I don't know how many customers I have had to relay the repeated sad story that all I have is a box of dinged up caps! I got into bringing in parts cars way back for the very purpose of finding good parts for my 1964 Coupe DeVille, and at some point I found an oil cap with just one minor ding which you see on the right in picture below along with 3 other less than pristine specimens:



Oil Filler Cap with Typical... but Mysterious... Dings!



Tech Tips Continued

Two Solutions presented themselves to me regarding those dang dinged oil filler caps over the past couple of months which is the reason I am share this article with you.

Solution #1: Buy a New Reproduction Cap

Well that was a bit easier said than done as there is not a direct listing anywhere for 1963 and 1964 Oil filler caps, vented or non-vented, as far as I can tell. In addition some of the original literature, including the shop manual, incorrectly illustrates the taller type cap used on earlier years (*a discussion for a later topic!*)

Having brought in so many parts cars I've had a keen eye for any other GM make that I might see with such a cap. Well, back on June 7 of this year at a local car show I saw a 1963

Pontiac Catalina with an oil filler cap very similar to the one found on our Cadillacs. It had the OIL on one side, AC on the other and what I call the indented D's in the center. I asked the owner where he bought these and he said from Corvette Central. I was not surprised as I've found several other hard to find items such as Corbin and spring clamps at the Corvette Central website.

With that tidbit of information I started searching the Corvette Central site at www.corvettecentral.com and found a satin finish vented cap with part # 301207 for \$49 for the 1961 to 1962 Corvette, and a chrome cap 301206, listed for the 1962 Vette. These had the AC / OIL and indentions, but the satin cap was not very clear online so I took a chance and ordered both the chrome and satin finish caps. I figured if they were the same I would paint the satin cap and sell the chrome one (which I have).

The overall shape of the cap is the same, and the indentions are close, but the AC and Oil lettering, especially the AC, is not as distinct as on the original caps and the text is closer together. With that said it is a close approximation and would not consider it different enough that someone would get "dinged" (no pun intended) for points if judged at a CLC Grand National or similar judged event.

To the right you will see my original oil filler cap on the left, the Corvette Central caps at center and right. These are very similar but you will note a difference in the "AC" lettering.



Oil filler cap on 1962 Pontiac Catalina purchased from Corvette Central



Tech Tips Continued

Solution #2: Restore the Cap

The second solution came to me by way of an email exchange with Bill Anderson, CLC Director of Technical Services, CLC and CCMRC Board Member and CLC Chief Judge. Bill has been periodically checking with me for a good oil filler cap for one of his professional restoration company clients and I guess at some point he decided to take matters into his own hand and do some “body work” on the cap he had. He didn’t go into details but I believe it involved some reshaping the metal and some filler. When I brought in the last parts car and saw the cap on the previous page, I thought JB Weld, a Dremel tool, sand paper and some elbow grease might bring this cap back to life:



To the left is the oil filler cap as pulled in with parts car.

On the right the cap has been bead blasted and JB Weld has been caked on to fill in the dents.



To the left the cap has been smoothed down with the Dremel Tool and sandpaper.

On the right the cap has been sprayed with Rustoleum Engine Primer.



To the left and right the cap has been sprayed with 2 coats of Rustoleum Gloss Black engine paint. While it is not perfect, it is a huge improvement over the original condition of the cap!

