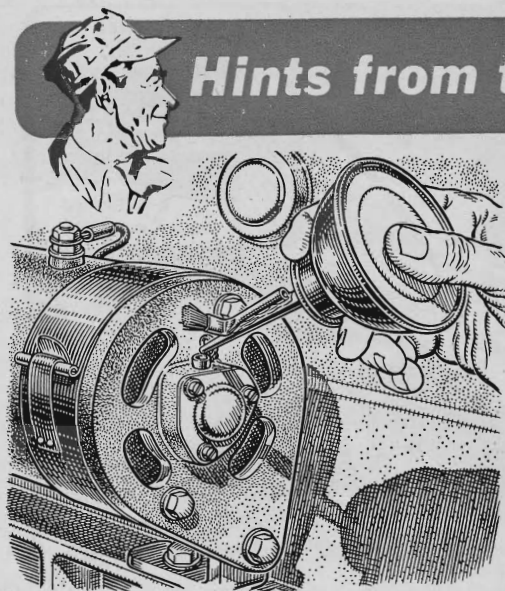
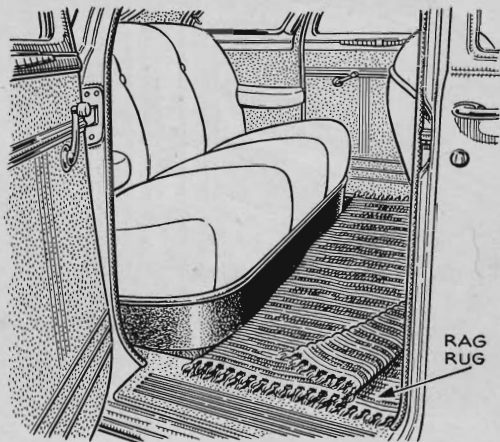


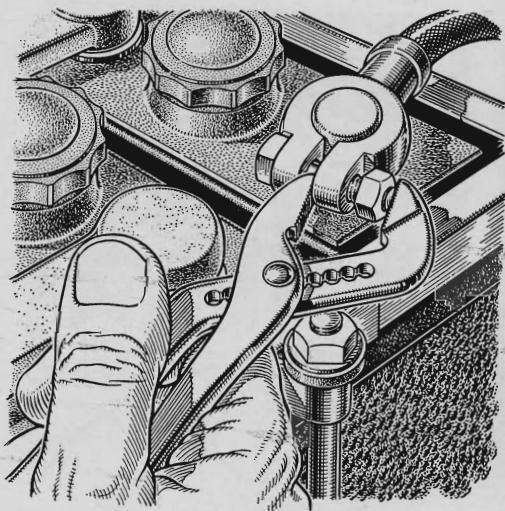
Hints from the Model Garage



Brush Cleans Oil Holes. To clean out oil holes and keep grit out of bearings, solder a bent mucilage brush to the spout of your oilcan. A few swipes of the stiff brush will sweep away accumulated grime before you squirt oil into the holes.



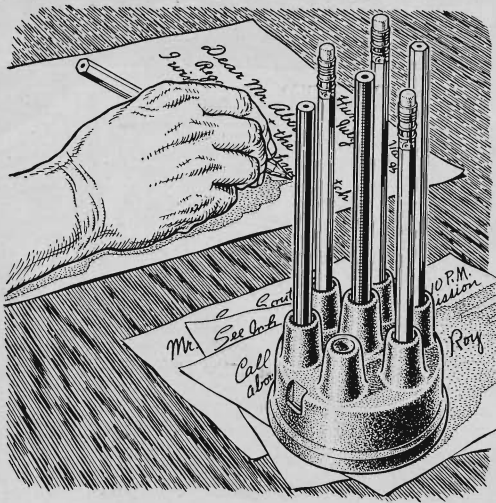
A Tip for the Lady of the Family. Put a couple of old rag rugs in the trunk of your car. Then, during muddy weather, throw them over the back-seat pile carpeting. Clean the rugs by throwing them into the washing machine.



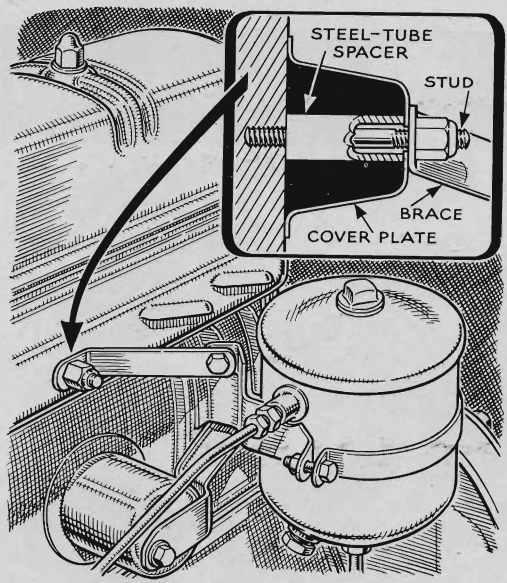
Pump Pliers Loosen Cable. If you own a pair of water-pump pliers, they can do double duty in removing battery cables. Loosen the cable clamp nut about two turns, put on the pliers as shown above, and squeeze and twist at the same time. The jaw of the cable clamp will loosen on the terminal as you squeeze the pliers.



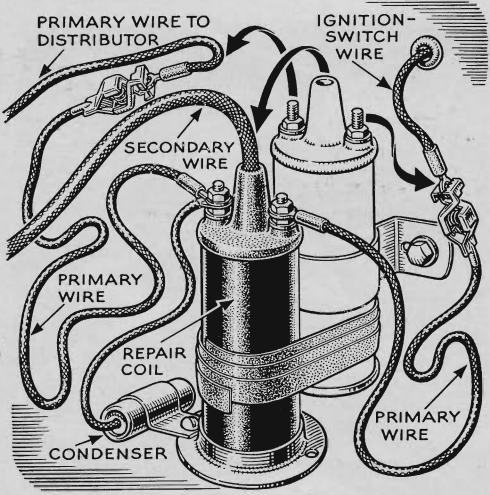
Trouble Lamp Easily Made. Most auto-supply stores carry frosted six-volt bulbs in 15- and 25-watt sizes with a base like ordinary house bulbs. With one of these, you can quickly make an efficient trouble lamp for your car. A standard socket, some sort of clamp, wire, and alligator clips are all you need.



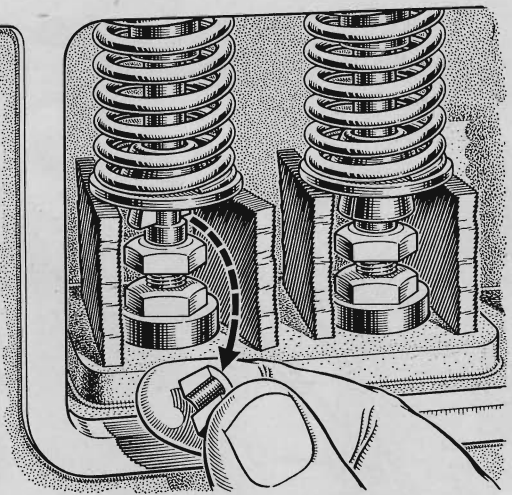
For Your Paper Work. One garageman we know uses an old distributor cap on his shop desk as a combination paperweight and pencil holder. The holes are deep enough to hold the pencils so they won't wobble. Better clean the cap.



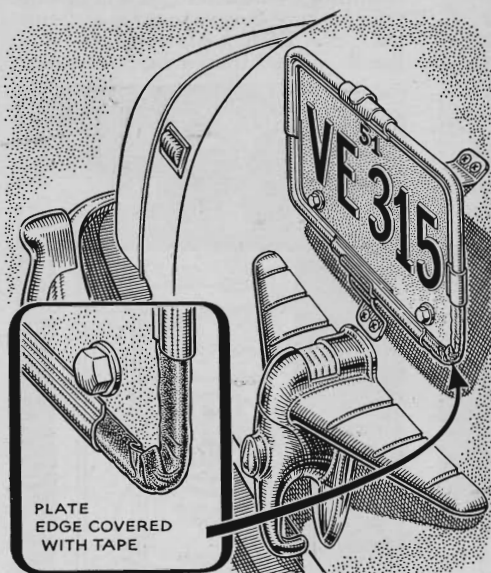
Spacer Anchors Oil Filter. On some late-model Buicks, the oil-filter bracket is fastened to a cover-plate stud. A metal spacer slipped on the stud behind the cover provides a solid base against which to tighten the nut. This makes it less likely to rattle.



Save a Towing Bill. A bad coil or condenser accounts for many breakdowns. One veteran mechanic takes this spare coil and condenser unit on road calls, and he reports it often enables him to drive the car away. Carried in the car, such a unit may save any motorist a towing bill. Ground the condenser shell.



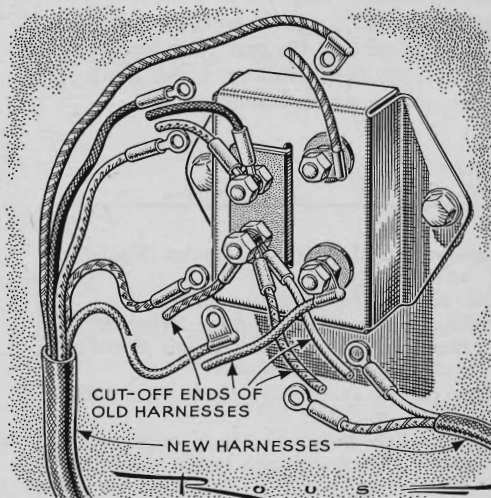
Removing Valve Keys. If you lack the proper lifter, here's how you can remove valve keys from an L-head. Hand-crank the engine until the valve opens and slip two flat files (you need a nonslip surface) on edge under the spring. Crank engine to lower valve, and you can pull out the keys. It works in replacing them, too.



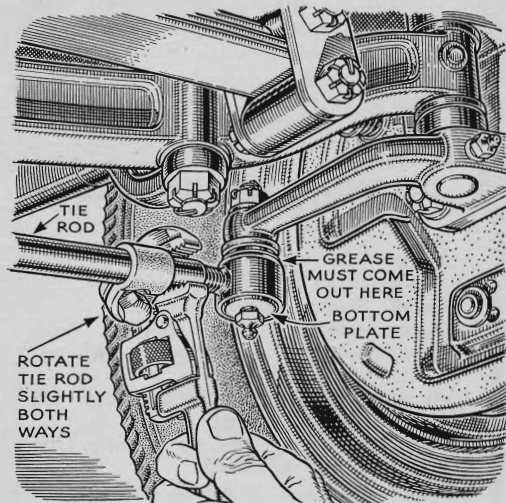
Tape Tightens License. If a license plate rattles in an ornamental frame, you can make it fit snugly by placing friction tape around the edge of the plate. The tape won't be noticeable if you fold the excess over the back.



Keep a Record of Your Paint. If you repaint your car, it's a good idea to record the paint name and number on the underside of the trunk lid. Then if touching up is ever needed, you will find it easier to get a good match.



Out With Those Old Wires. You can install a new wire system in a car easier and faster if you first cut the old wires a couple of inches from the terminals. Then remove the old harness and install the new. Finally, use the color code on the old wire stubs as a guide in attaching the new ones. Remove one stub, then attach new wire.



Twisting Makes Grease Go In. If grease does not come out at the indicated point when you are lubricating tie-rod ends, put a pipe wrench on the rod and twist it gently, first one way and then the other, until grease appears. Never force the grease too much, or you'll drive out or buckle the bottom plate, ruining the end.