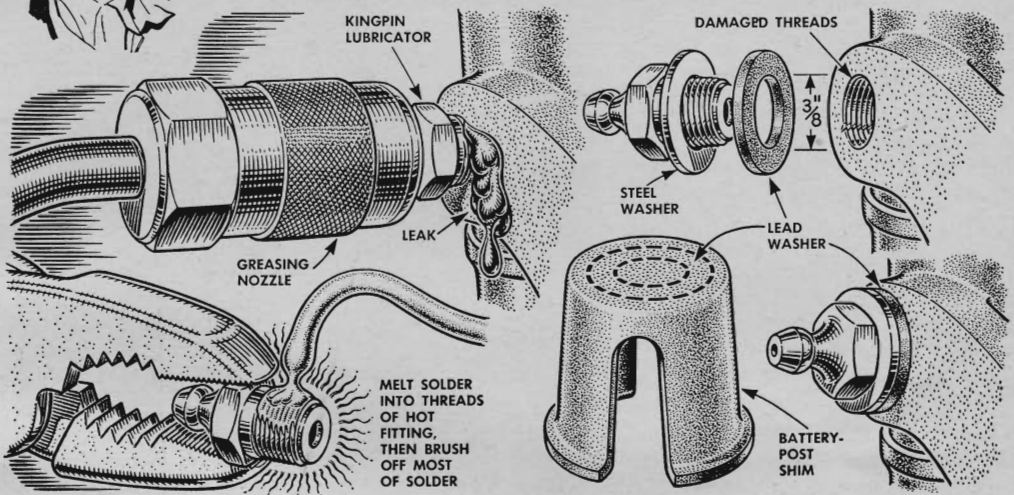


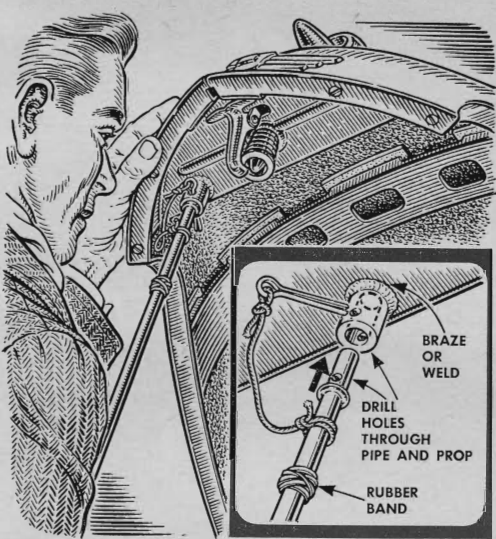


Hints from the Model Garage

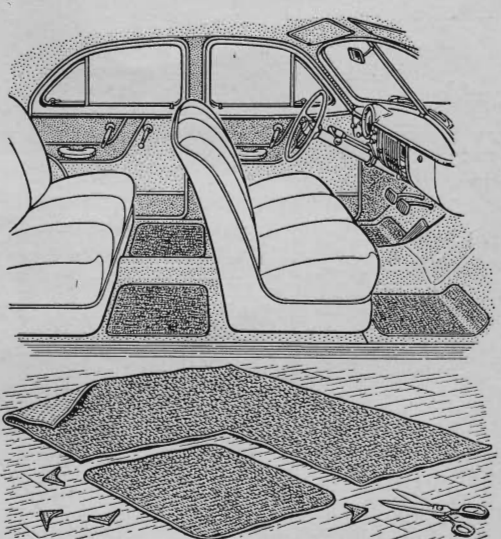


Grease-fitting threads may allow a serious loss of lubricant if damaged. One mechanic has found that this often occurs when new kingpins are installed. In such cases, he removes and heats solder

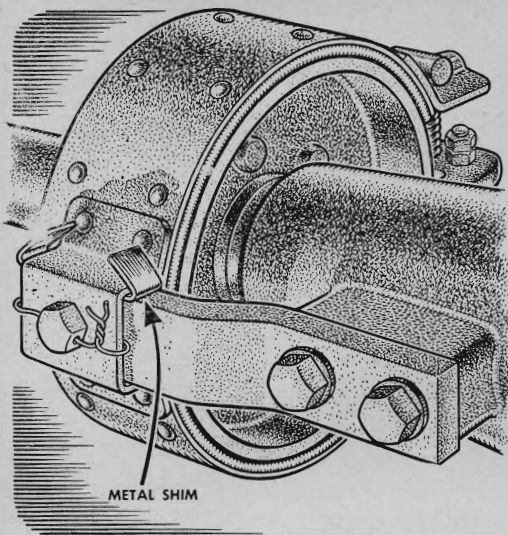
on the threads and brushes off the excess as at left above. Another sealing procedure, shown at right, consists of cutting a lead washer from a battery-post shim and clamping it under a steel washer.



A gust of wind may whip up a raised hood, freeing the prop and allowing the hood to crash shut. A short piece of pipe brazed or welded under the hood is a safety feature to prevent this. Use a rubber band to hold the cotter pin while not in use.



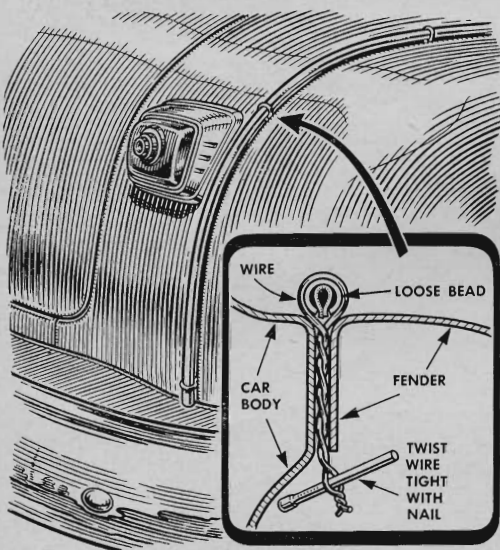
Floor mats cut from an old rug are an economical way of replacing worn-out rubber mats. Cutting off the corners helps prevent fraying and raveling. Most of the sand and dirt lodged in the rug mats can be removed by periodic shaking.



For adjustment of long-used Chrysler-type parking brakes, one mechanic inserts a shim between the band and the anchor strap, bending over the shim ends. This keeps band and drum aligned vertically and allows close adjustment without dragging.



A discarded plastic tablecloth makes an ideal temporary seat cover when you must drive in dirty and greasy clothes or while you are doing a car-repair job. The next time you see one in a trash barrel, rescue it and store in the luggage compartment.



If the beading pulls away from the joint between body and fender, you can pull it back in place with a short piece of soft, noncorrosive light-gauge wire, perhaps Monel. Put a nail through the looped wire under the fender and turn to tighten.



A durable antifreeze tag for attaching to the radiator can be made by cutting the brand name from an empty can. Paper tags ordinarily used to show what's being used and warn against draining have a habit of falling to pieces if they become wet.