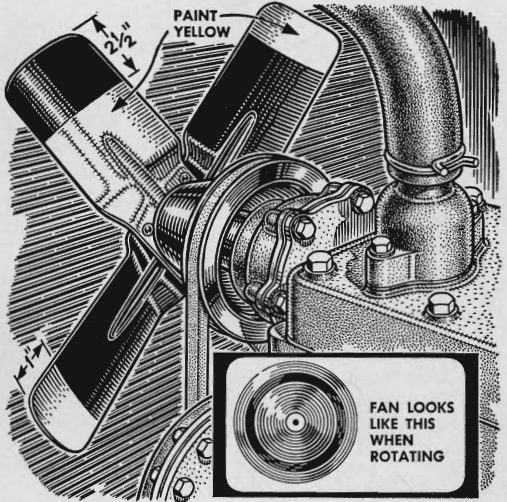
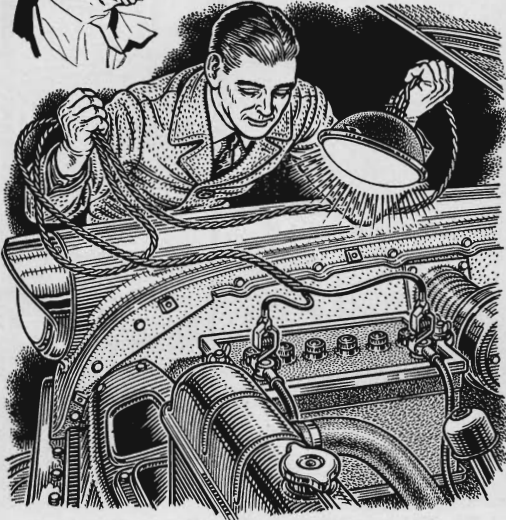


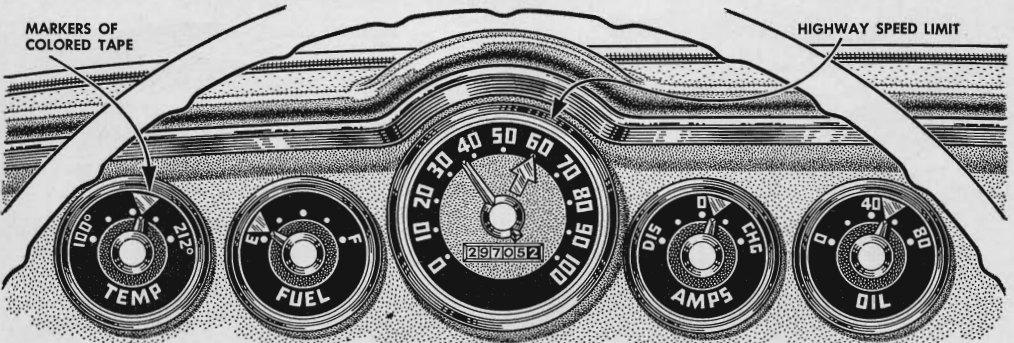


Hints from the Model Garage



Make a trouble lamp that *really* illuminates the work area. Use an old two-beam headlight in which one filament has burned out. Solder wires about 12 feet long to the good terminals of the bulb and attach battery clips to the wire ends.

A rotating fan will show up clearly as a yellow disk with a black ring when *part* of each blade is painted yellow for safety, as shown above. To avoid splashing, use a fast-drying paint and let it dry thoroughly before starting the engine.



TEMPERATURE GAUGE. Place marker on glass in line with needle after stabilizing engine's temperature by driving the car for at least half an hour.

FUEL GAUGE. Run engine until fuel in tank is exhausted. Then pour in three gallons and mark position of needle so you'll know your gallon reserve.

AMMETER. Run engine until needle drops down to normal charging rate. Then, with lights and all accessories off, mark its position at fast idle.

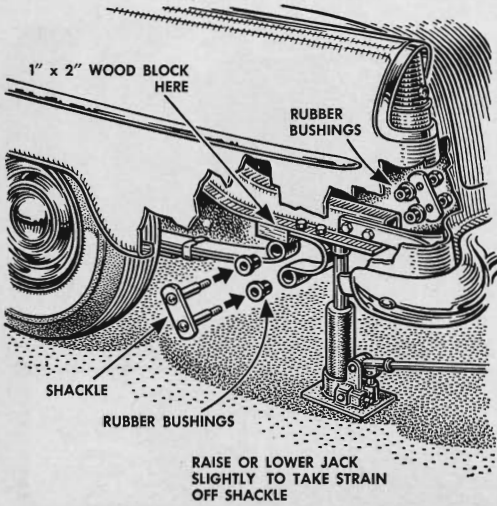
OIL-PRESSURE GAUGE. Mark needle's position while running engine at speed equal to about 30 m.p.h. Be sure that the engine is thoroughly warm.

You can keep tabs on your car's performance and note gradual deterioration by marking the critical readings on the dash instruments with small arrow heads cut from colored gummed tape. The arrows will also serve as an operating guide

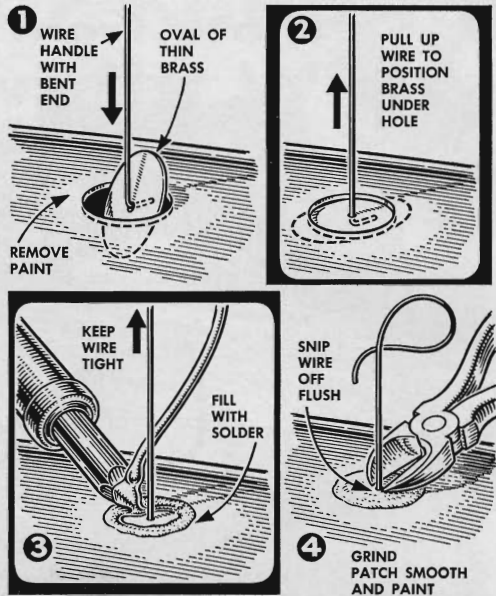
to other persons driving your car. Place an arrow opposite the speed limit for your state to keep you from unconsciously exceeding it, and stick one on the fuel gauge to indicate the actual amount of gas remaining as the needle nears "E."

Please turn the page for more hints

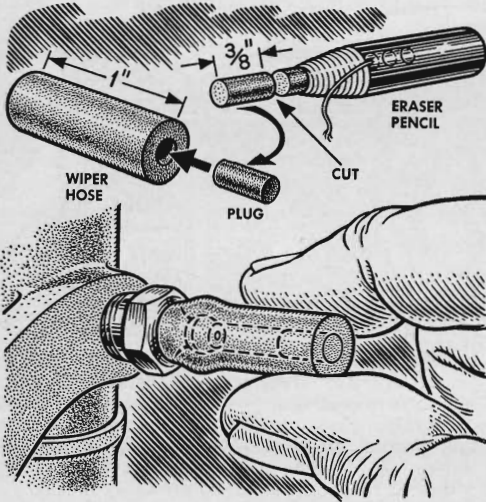
More Hints from the Model Garage



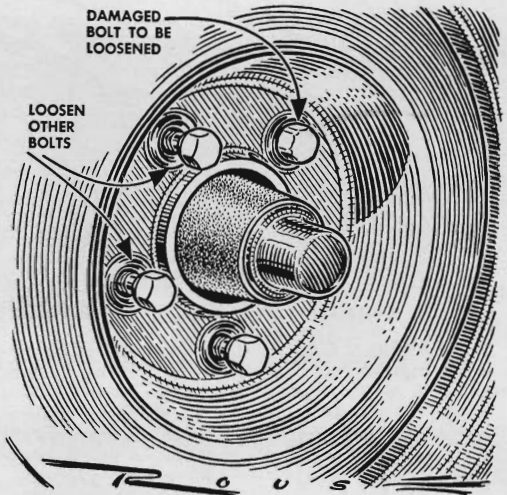
Worn spring bushings can be replaced without effort. Jack up the chassis until there is room for a block of wood between the spring and hanger eyes. Then lower the chassis. With tension off the spring, the shackle can be removed easily.



To fill a screw hole after removing an accessory, back it up with an oval of brass held in place with a wire. Flow solder over it to build up the surface and snip off the wire when the solder sets. Grind the patch flush and paint to match.



Protective caps, quickly made from windshield-wiper hose, will keep grease fittings clean and make them easy to find. Cut the hose into 1" pieces and close one end with plugs cut from an eraser stick. Clean the fittings *before* you cap them.



When a wrench won't grip the head of a damaged wheel lug, you can sometimes jar it loose. With the car jacked up, loosen the other lugs. Then lower the car and rock it back and forth to make the wheel shift slightly, causing the lug to turn.