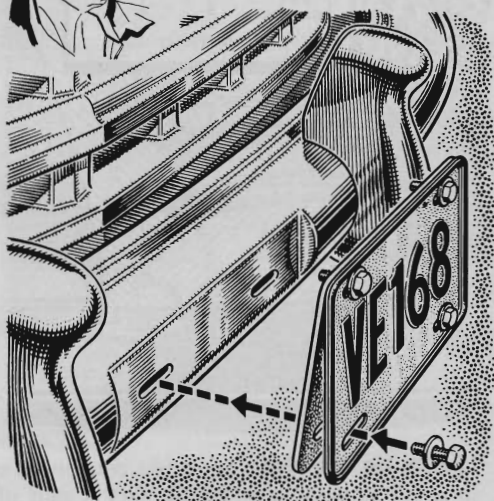
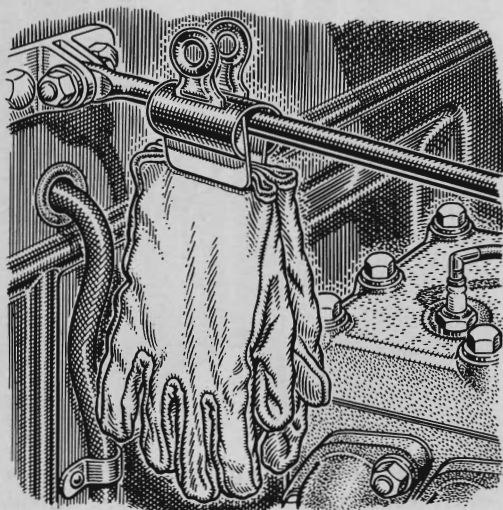




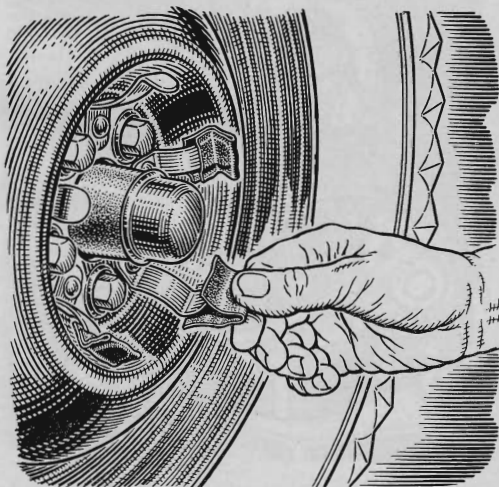
# Hints FROM THE MODEL GARAGE



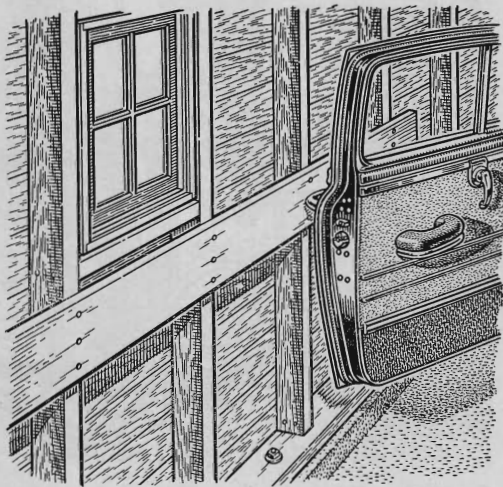
**Back up your plates** with composition board or exterior-grade plywood to keep the thin metal from becoming banged up in parking scrapes. Run fasteners through plate and board on both edges; use two bottom screws to mount the assembly to the car.



**A trucker's gloves** will dry as he drives if clipped under the hood like this. A big paper clip astride the radiator support rod is one way to hold them near the hot exhaust manifold. With two pairs along, he can have one pair drying at all times.

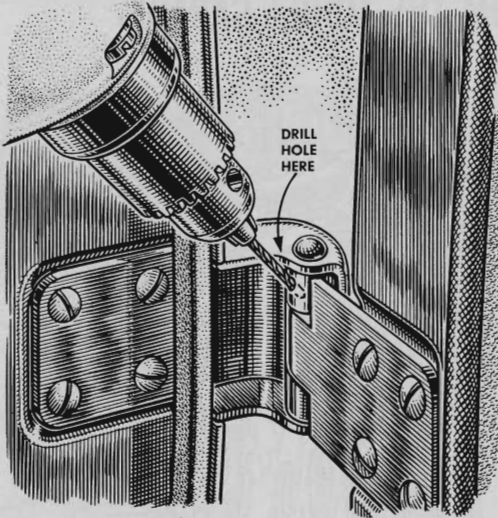


**Squeaks** may come from the wheels of even a new car. If you have trouble tracking down an elusive running-gear noise, don't neglect the hub caps. In one case, removing the caps and applying a strip of tape on each clip silenced a mysterious chirp.

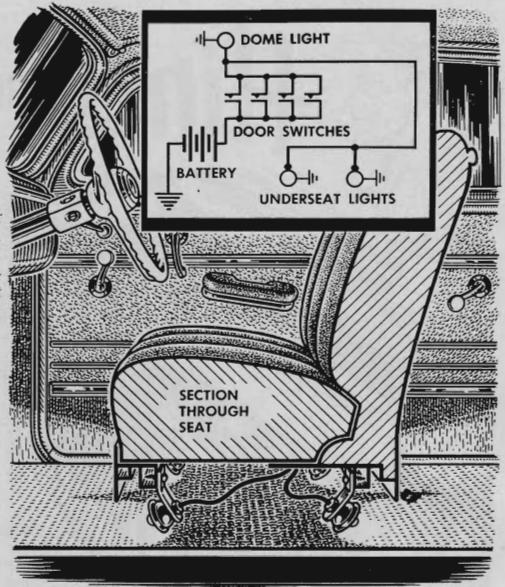


**A bumping board** placed inside the garage at the height of the car-door handles will keep the door from being sprung if the car rolls back with the door open. An 8" board placed at handle level will give the driver time for second guesses.

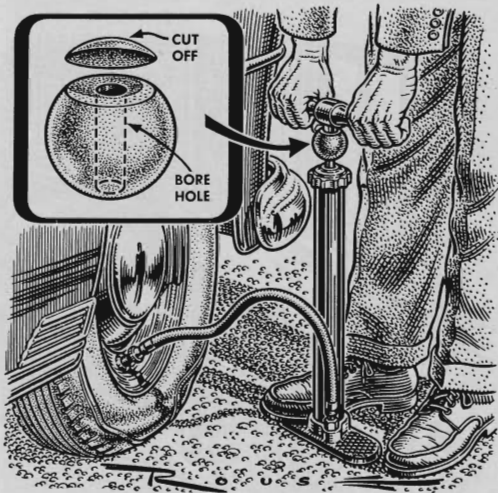
**MORE Hints from the Model Garage**



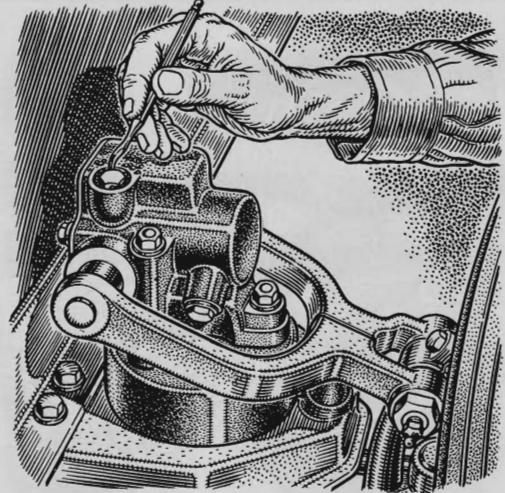
**External hinges** on the doors of old cars often develop a rusty-gate wheeze, and oil squirted on the hinges may do no good. As a remedy, try drilling a small slanting hole near the top of the hinge, going just to the hinge pin. Fill the hole with penetrating oil and let it work down the length of the pin.



**Lights on the floor** are a big convenience in a car and easy to install. Get a pair of truck marker lamps, remove the red glass and bolt the lamps under the front seat so one will shine to the front and one to the rear. Wire the lamps as shown so that the door switches will turn them on along with the dome light.



**A small rubber ball** can be made into a shock absorber for a hand pump. Cut a slice off the ball and drill a hole so that the ball is a snug fit on the pump rod. If the rod bottoms before the ball takes up the shock, shorten the rod slightly.



**Clean dirt** from around the filler plug of this type of front shock absorber before attempting to remove the plug. Unless you do, there's a good chance the socket won't go all the way down, you'll round off the plug corners and never get the plug out.