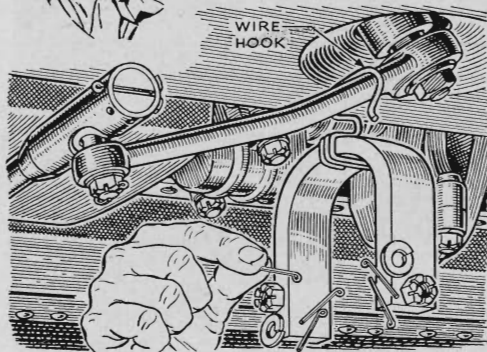


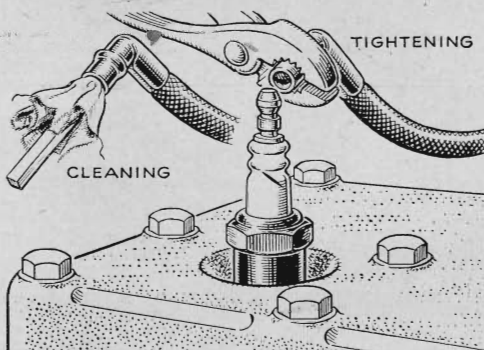


## Hints From the Model Garage

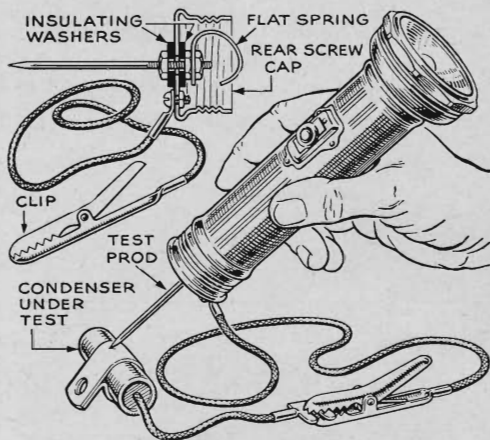


### Magnet Holds Small Parts.

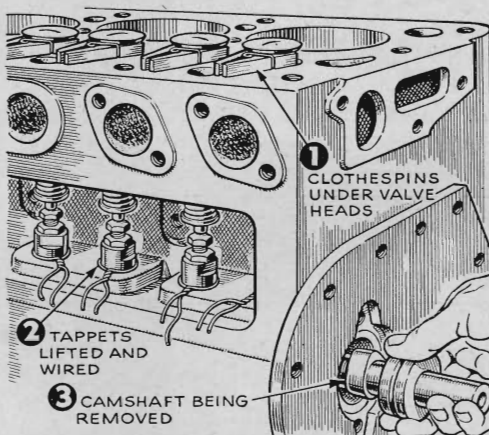
When you're working under a car, hook a permanent magnet nearby. As you remove nuts, cotter keys, pins, or small parts, just stick them to the magnet. P. R. Wilson, of Brooklyn, Ont., says this is a help when you replace the parts. They're right there when you want them, and they don't pick up grit.



**Dirty Cap Causes Miss.** On high-compression engines, mysterious low-speed missing or bucking may sometimes be traced to poor electrical contacts in the high-tension leads. According to Frank Tobin, of Manhattan, N. Y., cleaning out and tightening the plug caps will often cure skips seemingly caused by defective plugs.



**Flashlight Tests Circuits.** A flashlight with a metal case makes a good continuity tester. Rufus P. Turner, of New Bedford, Mass., rigged this one. The test prod is a 3" brass rod threaded for 6-32 nuts and insulated from the cap by fiber washers. The other lead runs directly to the cap. In use, the bulb lights to indicate grounds and shorts. No light shows on an open circuit or an unshorted condenser.



### Clothespins Wedge Valves.

Here's a time-saver in removing the camshaft of an L-head engine: Instead of removing the valves, springs, and tappets, just raise each valve spring with a valve-spring lifter and wedge a clothespin or piece of wood under the valve head. Then lift and wire each tappet up out of the way. The thrustplate then can be removed and the shaft pulled out. Kaiser-Frazer Corp. suggests this.