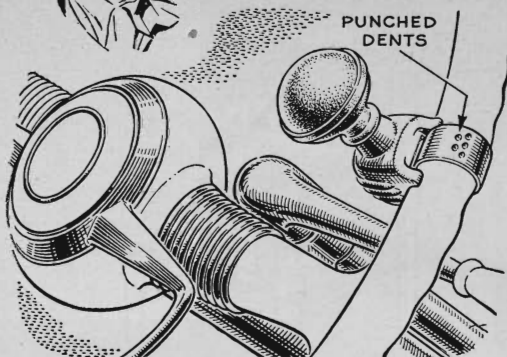




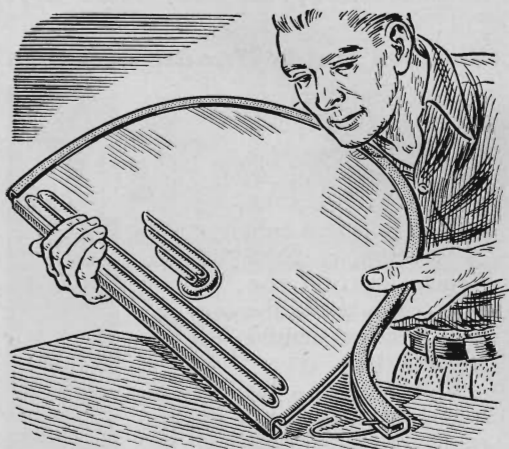
## Hints from the Model Garage



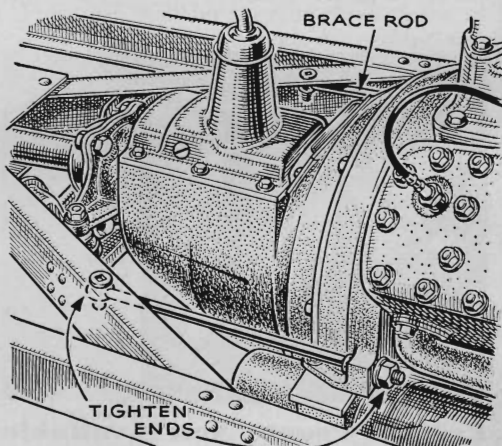
**Steering Knob Kept Rigid.** A spinner knob that twists in or out on the steering wheel can be cured by putting a few punch dots in the clamp. To avoid the possibility of cracking a plastic wheel, it's best to remove the spinner and clamp it on a broom handle or similar object. With a prick punch, make four or five dimples on opposite sides of the strap. When clamped, the spinner will remain in position permanently.—*Jim Sisley, Seattle, Wash.*



**Light Does Double Duty.** An accessory back-up light—the kind controlled by a separate switch—can be put to extra use as a direction indicator. Using red paint, I painted on the lens a big arrow pointing to the left. Now, when I'm making a left turn or pulling away from the curb, I flick the light on and off a few times. I've used the light for some time now and find it does its new job very nicely. It still gives ample light for backing.—*Ray Smiley, Detroit, Mich.*



**Replacing a Skirt Gasket.** You can use a wide washing-machine cover gasket to replace a worn one on the fender skirts of some cars. Cut the rubber to length and stretch it around. Run a small wire hook through the inner side of each end. Fasten the hooks to the projections on the back of the skirt to hold the gasket.



**Keep Support Rods Tight.** On prewar Ford V-8s, the two support rods that help anchor the engine at the rear have sometimes led to a false diagnosis of clutch trouble. If the rods loosen up, the result is similar to clutch chatter. The remedy is simple: either tighten the rods or replace them.—*A. Zanelli, Clifton, N. J.*