



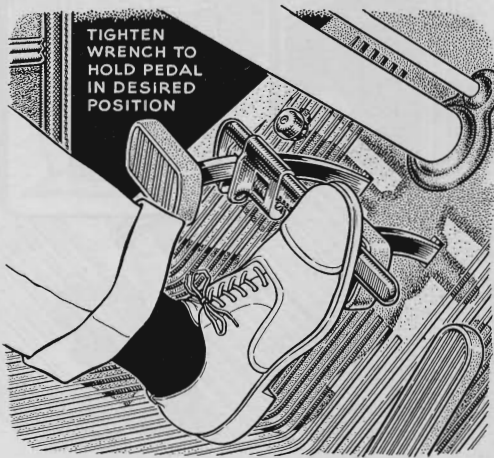
Hints from the Model Garage



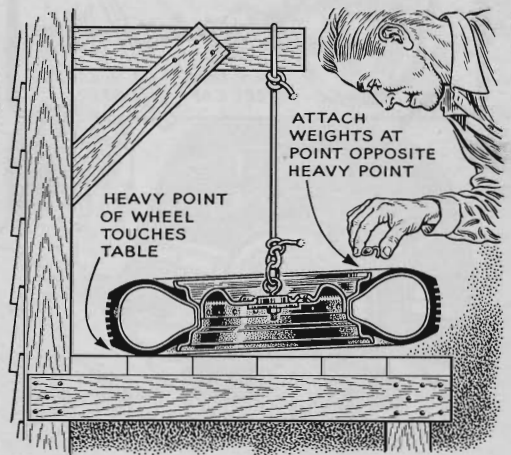
A Pipe Rack in Your Car. A piece of inner-tube rubber between two suction cups on windshield or dash makes a convenient pipe rack. Use cups with threaded shafts. Make holes in the rubber, slip it on the shafts, and tighten the nuts.



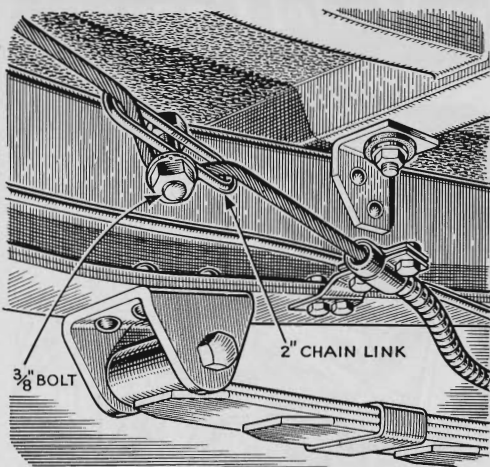
End Wrench Spreads Tire. It's difficult to apply a patch to the inside of a tire casing without a tire spreader. As a handy substitute, take a large open-end wrench and prop the sides of the casing apart as shown in the drawing above.



Wrench Holds Down Pedal. When it's necessary to keep the brake or clutch pedal depressed while you are working on a car, a large adjustable wrench does the job conveniently. With the pedal depressed, place the wrench handle against the pad and tighten the jaws on the shank of the companion pedal.

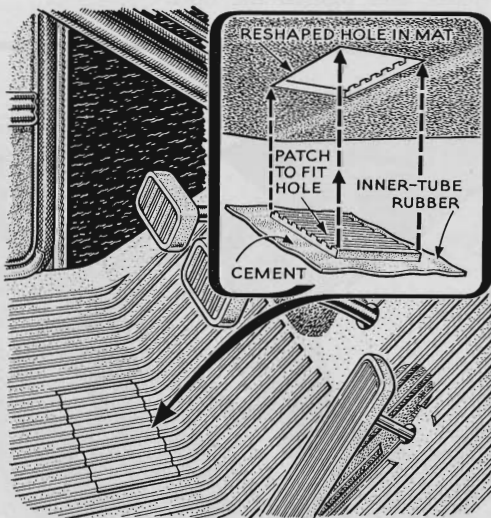
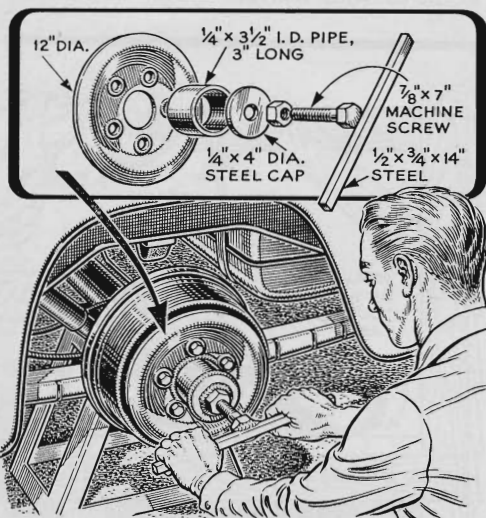


Balancing a Wheel. If carefully assembled, this rig will let you correct the static balance of your wheels. Mount a support arm over a leveled table or bench. Make a shouldered disk with a support ring that just presses into the wheel center. This must fit exactly to keep the hook-eye centered. Use rim weights to level the wheel.



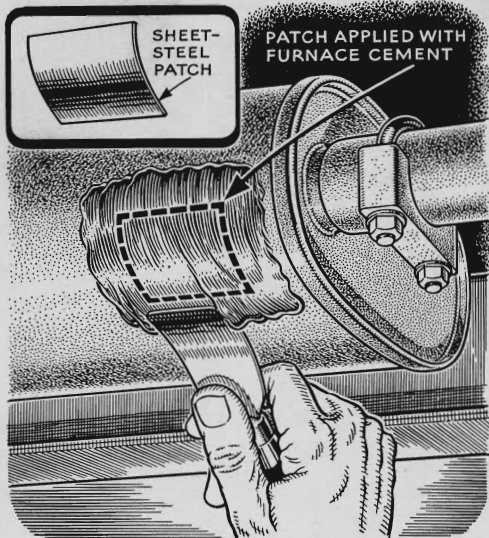
Tightening a Brake Cable. In some cases, you can take up slack in a parking-brake cable as shown here. Be careful to locate the chain link and bolt in a free area so that they will not interfere with the travel of the brake cable.

Rotation Chart Guides Mechanic. Different garages may rotate tires in different patterns. To make sure yours are transposed in the same way each time, cement a diagram under the trunk lid. Instruct the mechanic to follow this pattern.



Homemade Wheel Puller. Find an old wheel that will fit the car and burn off the rim with a torch, leaving just the center disk. Weld the pipe to it, the cap to the pipe, the nut to the cap, and the handle to the screw head. To pull a drum, remove the wheel nut, attach the disk, and turn the screw against the spindle.

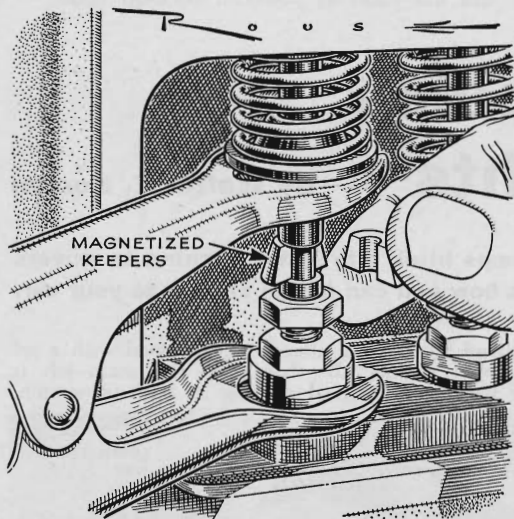
Patching a Floor Mat. A worn floor mat can be patched with a piece cut from a rubber stair tread or a discarded mat of similar pattern. Cut the mat hole square or rectangular and trim the patch to fit. Cement the patch to a larger sheet of inner-tube rubber. Then cement the rubber to the underside of the mat.



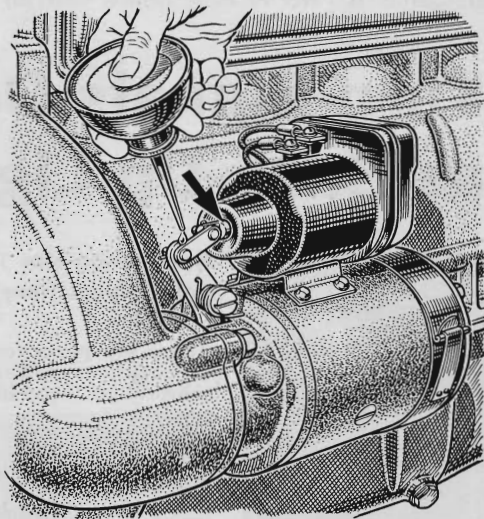
One Way to Repair a Muffler. You may save the price of a new muffler by using a little furnace cement. Clean the area and cement a steel patch over the hole. Don't start the engine until it dries. The repair may extend muffler life a year or more.



Mirror Guides You In. If you must angle into a narrow garage, install an old mirror on the back wall of the garage so that you can watch the right side of the car. A dark board mounted outside a window pane will often substitute for the mirror.



Magnetized Keepers Stay Put. A Detroit mechanic has figured out an easy way to beat the usual grease-packing method of installing valve-keepers on an L-head engine. When he takes the engine down he puts the keepers in a box with a strong magnet. When it's time for reassembly, they have enough magnetism to cling to the stem.



Never Oil Solenoid Plunger. The plunger (arrow) of a solenoid mounted on a cranking motor may look as if it needs oil occasionally—but don't apply it. Oil there will promote gum formation and cold-weather sticking. Apply a little engine oil, however, to the solenoid linkage joints, as above, every 1,000 miles or so.