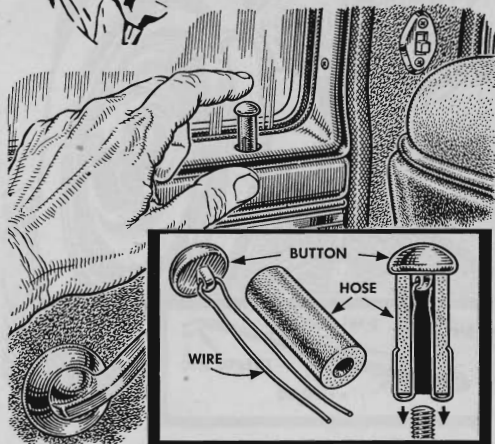
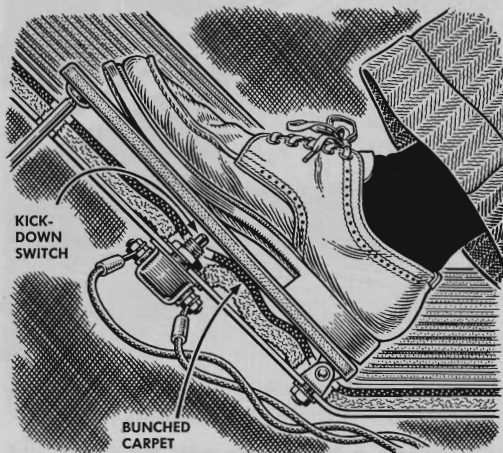


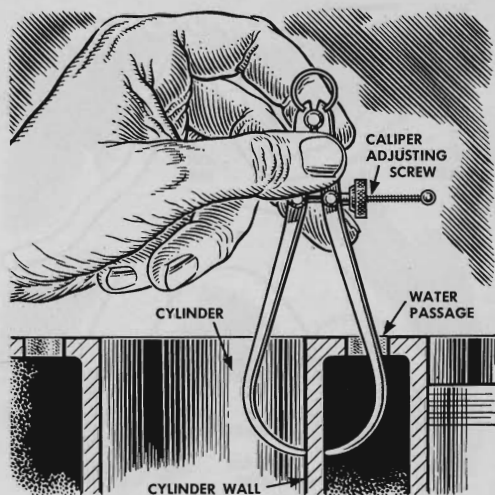
# Hints from the Model Garage



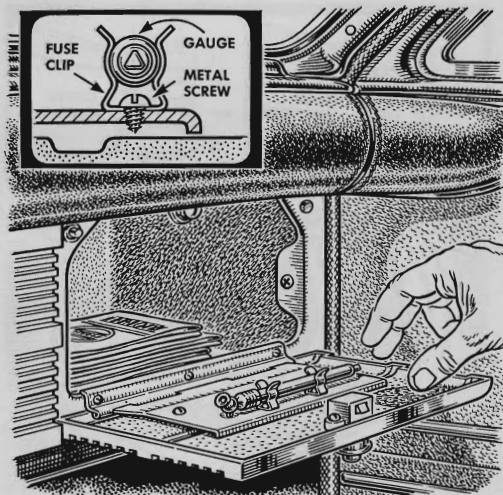
If a door-lock knob breaks and a factory replacement is not available, cut off a short piece of windshield-wiper hose. Loop a piece of copper bell wire through the eye of a dress button about the size of the original knob, push the wire through the hose, turn up the ends and force the assembly over the threaded control rod.



Carpet bunched under the accelerator may make it difficult or impossible to kick down an overdrive transmission from fourth to third to get maximum power. The owner of a car with an automatic transmission may have similar trouble because the pedal is set so low that it bottoms before operating the down-shift switch.



While reboring a cylinder, you can measure the wall with calipers. Put one prong through the water passage and turn up the calipers. Mark the screw setting with a fine pin, take out the calipers, reset the screw and measure between the points.



A tire gauge mounted on the inside of the glove-compartment door with a pair of fuse clips will not get lost among the odds and ends in the compartment. Spring clips suitable for the purpose usually cost only a nickel apiece. Fasten with screws.