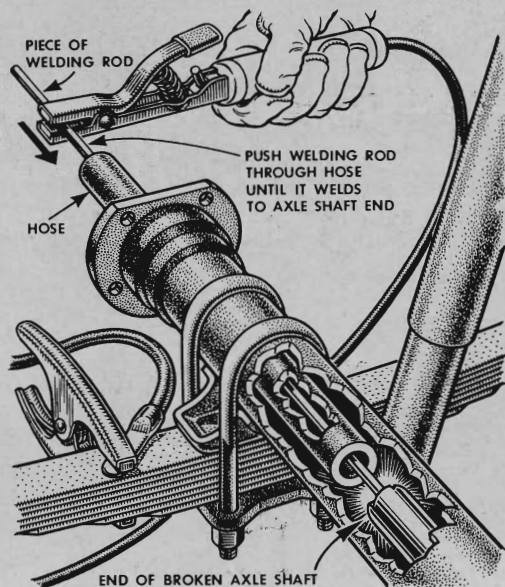
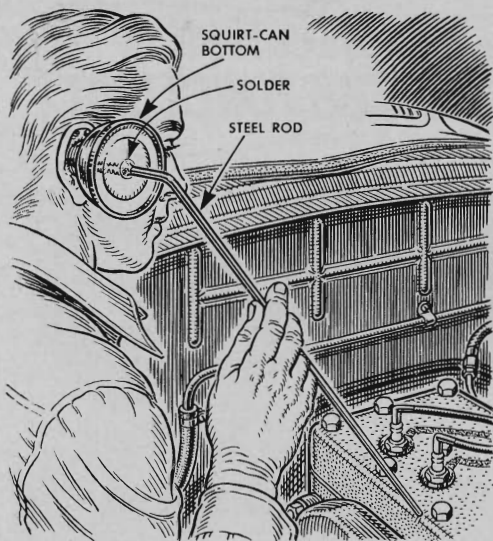


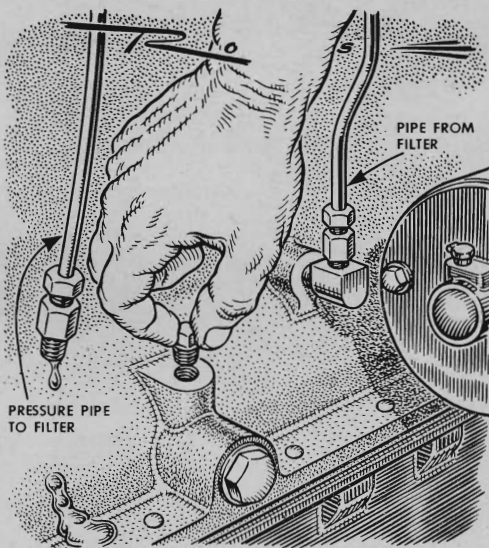
Cover cylinder bores before you grind L-head engine valves. Otherwise, damaging grit may get in. Use wrapping paper to cover the bores, attaching it to the block with masking tape. After valves are ground, brush away grit before removing the paper.



Use welding rods to remove broken axle stubs. Tack two rods end-to-end. Clip one electric welder clamp to a rear spring, the other to the rod. Make a pass at the stub through a piece of garden hose. Welded to the rod, the stub is pulled out easily.



Locate hard-to-find engine knocks with a homemade stethoscope. Make a right-angle bend near one end of a curtain rod, and solder this end to the bottom of an oil can. Probe the engine block with the rod, holding the can mouth to your ear. Diaphragm-amplified sound is easily spotted.



The right-size pipe plug, stored in your car's tool chest, can save you a lot of trouble if a bypass-type oil filter or its lines develop a leak out on the road. Remove the inlet tube where it couples to the engine block, insert the plug, and your emergency repair will get you home.