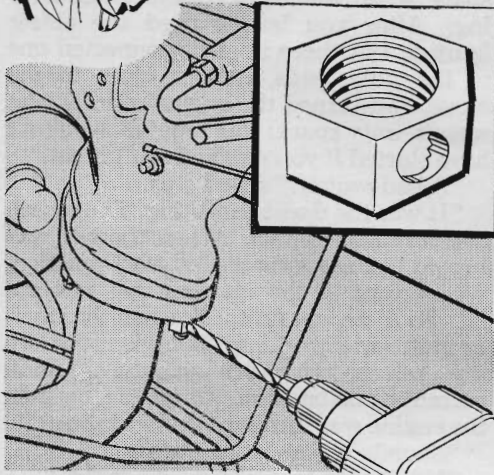


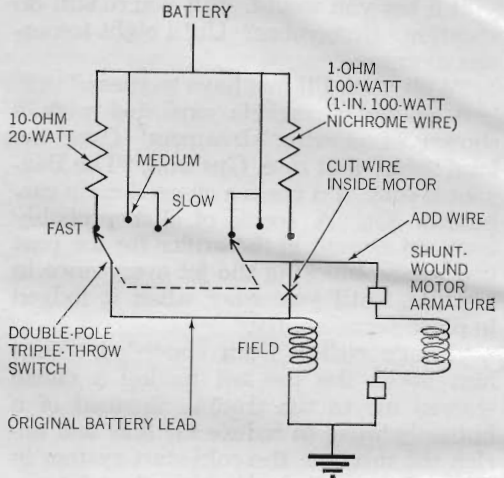


# Hints from the Model Garage

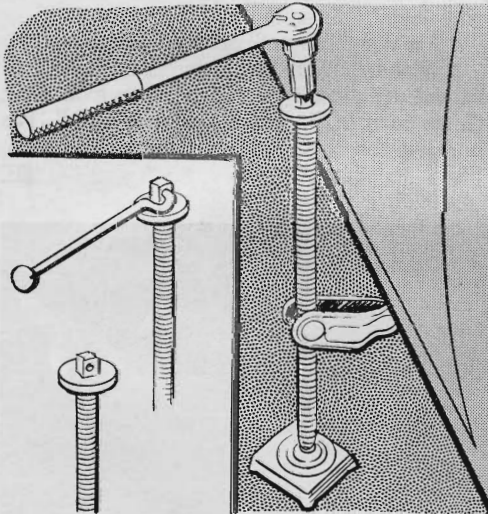
DRAWINGS BY DAN TODD



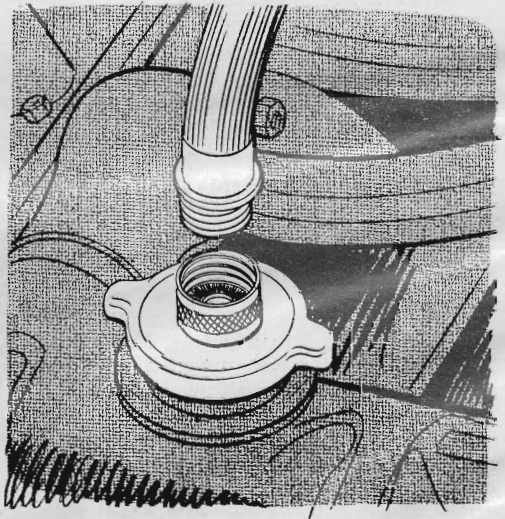
If the large nuts on your manifold studs freeze so tight that even heat fails to loosen them, you can get them loose by drilling a  $\frac{1}{4}$ -inch hole in one side of the hex nut, right through to the stud. This relieves tension enough so that the nut can be unscrewed.



A single-speed wiper can be converted to three speeds. Here's how: The motor must be opened, and a separate lead brought out for one side of the field winding. Switch and resistors are connected (as shown). Nichrome wire is mounted by two small screws.



Jack sockets are used in the body sides of most foreign cars, eliminating bumper jacks. On some, the handle makes only half a turn before it must be removed and refitted. A fix: File the top of the jack to fit a  $\frac{3}{8}$ -inch-square ratchet-wrench adaptor.



The cooling system of your car can be pressure-flushed with the engine running if you make a special radiator cap. Take an old cap, drill a hole in it, weld, braze, or solder a standard brass-hose coupling on top. This prevents splash and gives a powerful flow.