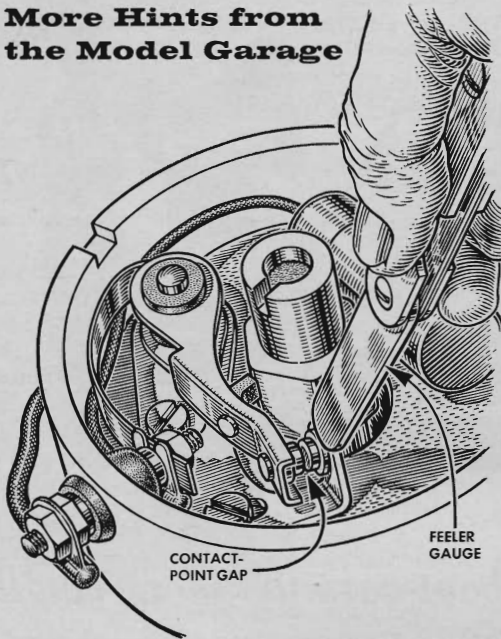
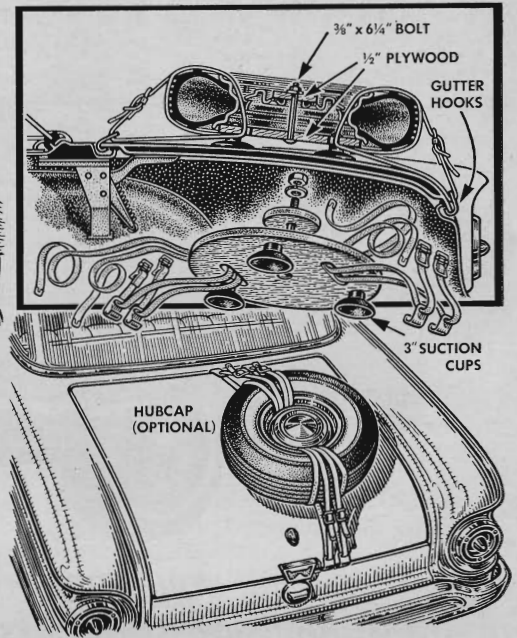


More Hints from the Model Garage



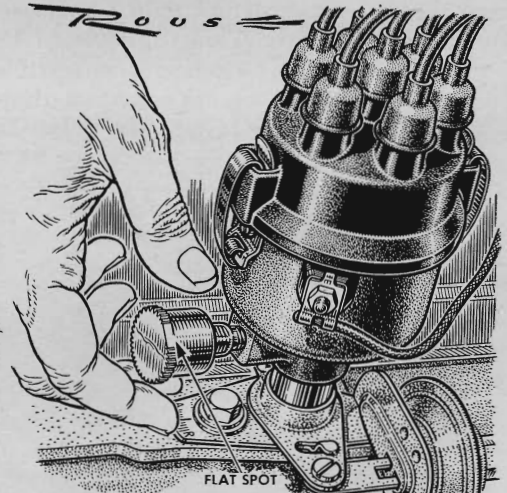
When setting distributor points, check gap on *all* cam high spots. To test for worn distributor cam, time engine, shut it off, reconnect timing light to last cylinder. Timing mark should align with pointer, as it did on Number 1 plug.



This deck-top spare-tire holder is ideal when every bit of trunk space is needed for vacation luggage. Double web straps pass through wheel slits, securing the wheel. Plywood backing plate has three big suction cups so finish isn't marred.



An invisible crack in a rear-axle shaft can be detected without fancy equipment. Clean the shaft with solvent, wipe dry, and hang it up with wire. Then tap with a hammer to expel solvent and oil—and pinpoint the crack.



The grease cup provided on some cars to lubricate the distributor shaft must be turned periodically. Though easy to reach, the cup is hard to see. By filing a flat spot on it, you can feel each complete turn and insure proper lubrication.