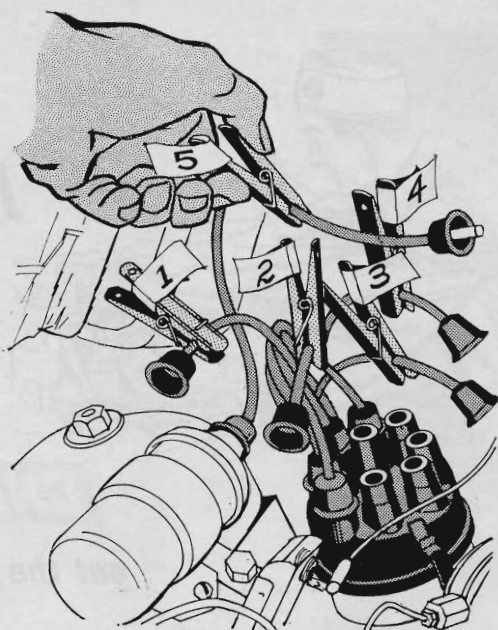


More Hints from the Model Garage



A mysterious engine miss can be traced to the dipstick on some late-model Studebakers and other cars. If the stick is not completely pushed home and the loop of the handle is by mischance turned the wrong way, it can short out the coil primary wire.



Distributor-lead order can easily be mixed up when replacing wires in a V-8 distributor cap or replacing the cap. Eight numbered spring-type clothespins make it easy to keep track of which wire goes where if you have to remove them all at once.



Spots on white convertible tops can be hard to remove. Solvents often leave a dark ring. Many spots can be taken out with a soft pencil eraser or "soap" eraser. Simply rub the spot, which should remove the stain without smearing or leaving a mark.



Reading oil level with clean oil on the dipstick often can be difficult. Make it easy by prick-punching a series of dents in the dipstick. Oil will collect in the punch marks and show the level clearly. Small drilled holes work even better for visibility.