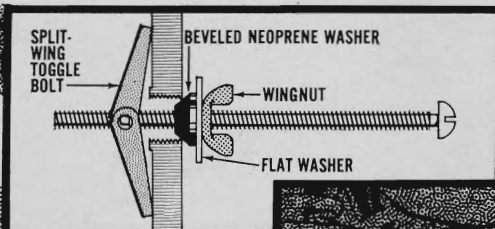
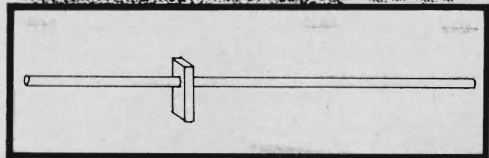
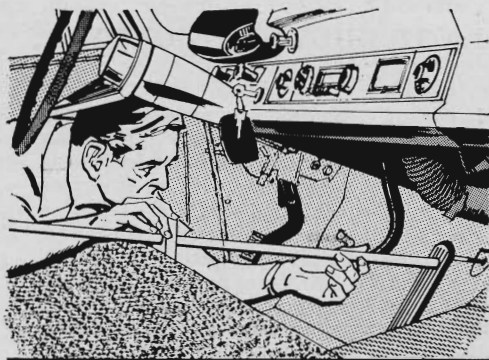


Hints from the Model Garage

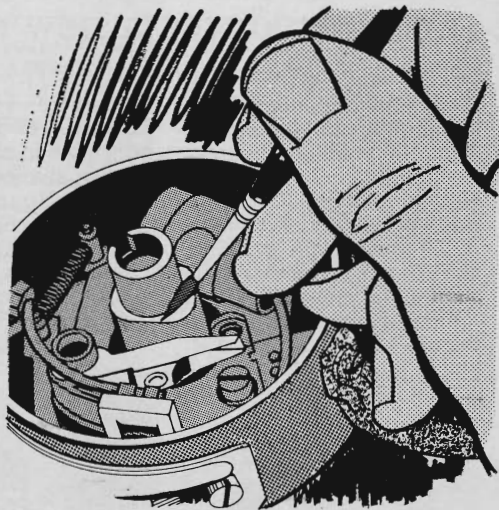


Thread gone in your oil-pan plug hole? You could bore it out and tap for an over-size plug but such plugs are rarely available, and a full repair job, involving removal of the oil pan, welding in of a new nut assembly, and reassembly, would come

to between \$15 and \$20. An inexpensive solution is to fit a $\frac{3}{16}$ "-by-4" split-wing toggle bolt with a wingnut, a flat washer, and a beveled $\frac{3}{8}$ " neoprene faucet washer through the hole. You then drain the oil by loosening the wingnut.



An adjustable gas-pedal hold-down, handy when checking the engine (or warming up), is easy to make. You need a $\frac{3}{4}$ "-by-32" hardwood dowel and a $\frac{3}{4}$ "-by-2"-by-5" block. Drill the hole in the block $\frac{1}{32}$ " larger than the diameter of the dowel.



Relocating a distributor shaft after removal may be a problem. To help you replace the distributor on the correct lobe, you can dab a drop of paint, before dismantling, on top of the lobe at the spot where the rubbing block hits the lobe.