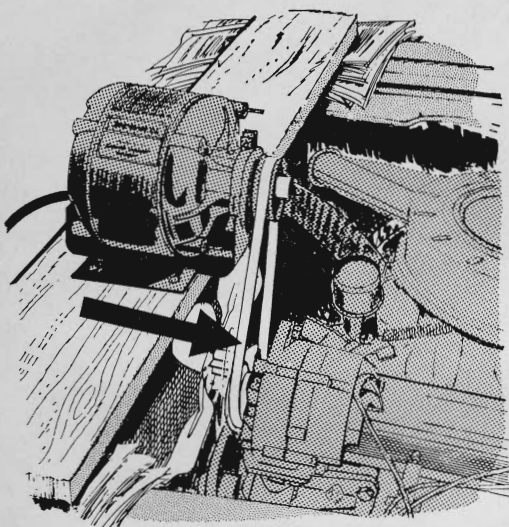
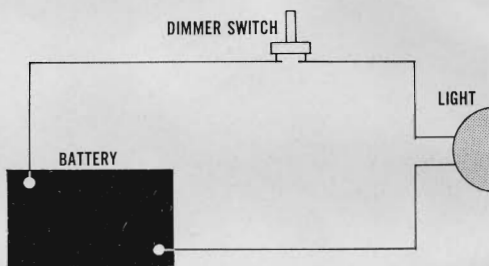
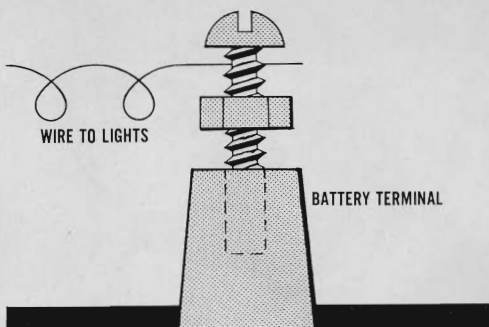


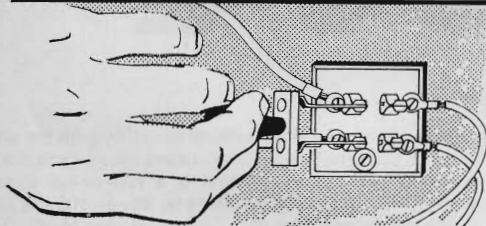
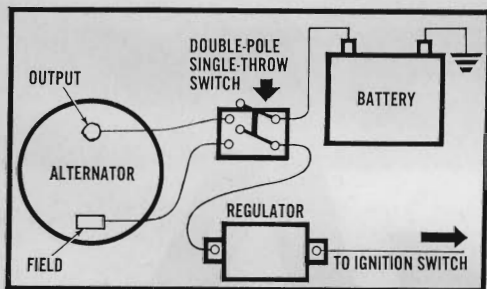
More Hints from the Model Garage



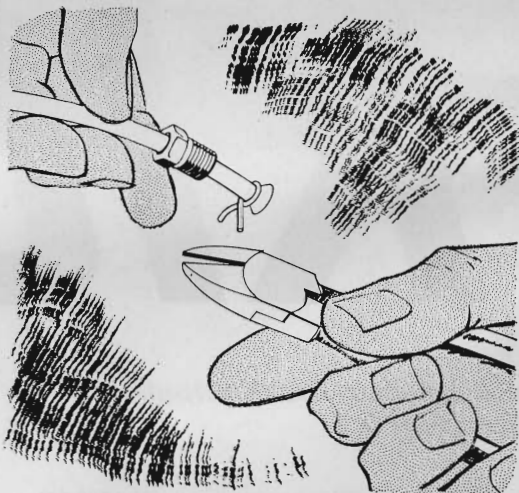
An **emergency battery charger** can be easily improvised if you have a bench saw with a separate motor and a spare belt. Run the belt from the motor to the alternator (or generator), start motor and run for 15 minutes. This should recharge your battery enough to start the engine.



Need a remedy for loss of headlights? Drill a small hole in the center of each battery terminal, insert stainless-steel screws, and wire them via a dimmer switch to auxiliary lights, bypassing all normal circuits. Be sure that you ground the new wiring independently.



Prevent damage to the alternator on your car by installing an on-off switch to disconnect the alternator from the battery and the voltage regulator. When recharging the battery (or when you are using the battery as a booster) open the switch to save the rectifier diodes.



When there's consistent leakage from a coupling on a copper fuel line, here's a fix: Loosen the coupling and bend a ring of bare copper wire around the tubing just behind the flared end. Draw up the coupling and the ring will seal the union. If necessary, use two windings of wire.