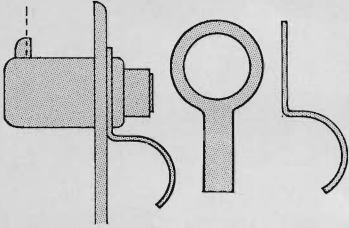
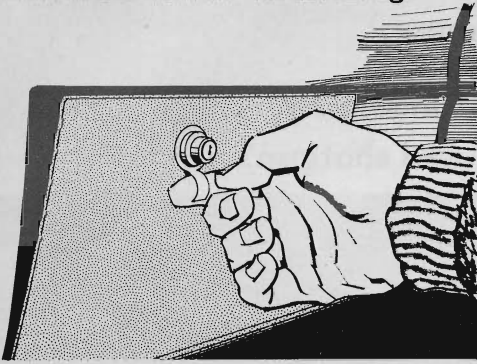
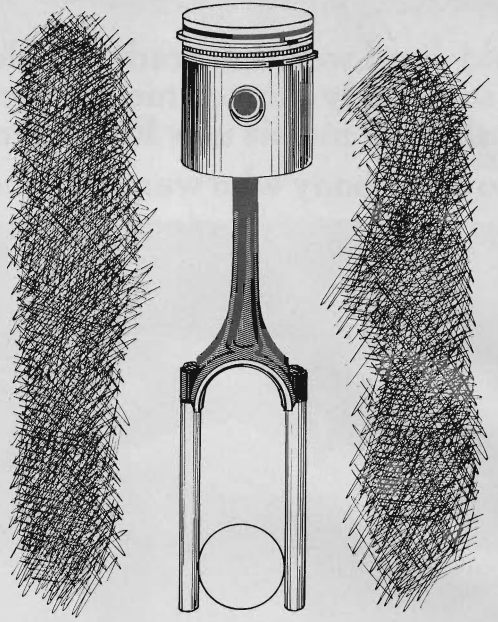


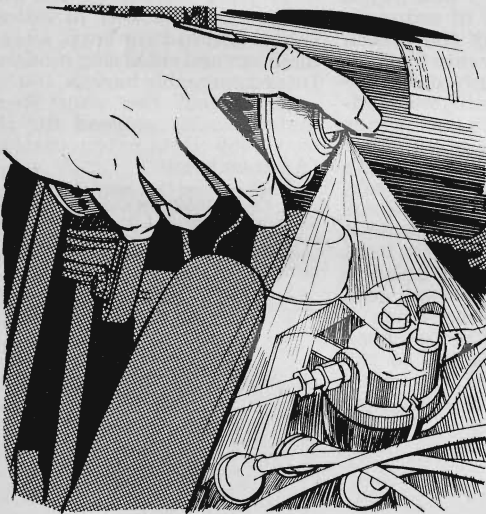
More Hints from the Model Garage



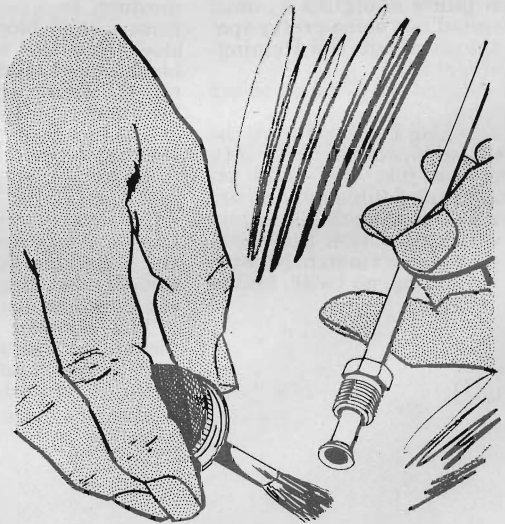
Some glove compartments need a fingernail or a knife to open them when they won't yield to the button. Get rid of the problem by removing the lock and inserting a clip behind the lock shoulder. If you wish, secure the clip with screws, but the lock itself will hold it.



Two short pieces of air hose can help you avoid an exasperating experience in installing pistons and connecting rods in an engine—especially a V-8. Slip the hose on the rod cap bolts to hold the insert in place, and guide the connecting rod onto the crankshaft.



A quick cure for vapor lock in steaming weather (especially for motorists taxing their engines with trailers) is to buy an aerosol can of Freon gas—the type used on self-powered spray guns. Just spray the chilling Freon on the fuel line to the pump, on the pump, and on the carburetor.



To simplify connecting steel fuel lines with flare fittings to carburetors or fuel pumps, put a film of Permatex #3 or similar compound on the flare's sealing surface. Allow to dry before making connection. Also apply thread lubricant to the flare-nut threads and tubing.