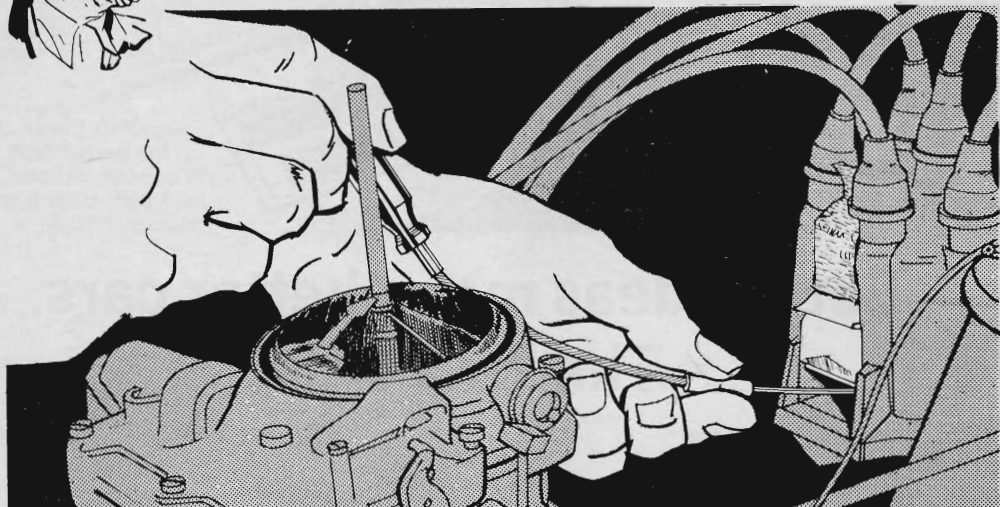




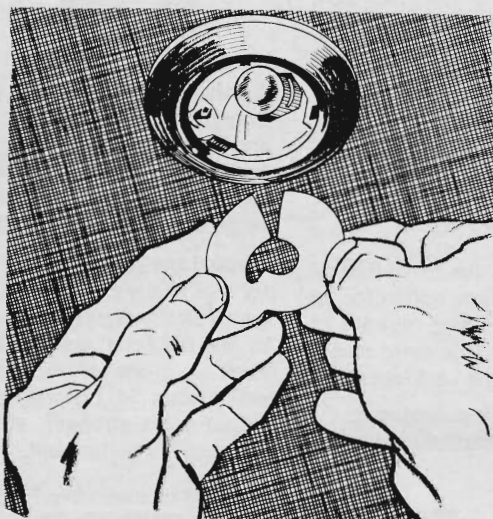
# Hints from the Model Garage

DRAWINGS BY  
RAY QUIGLEY

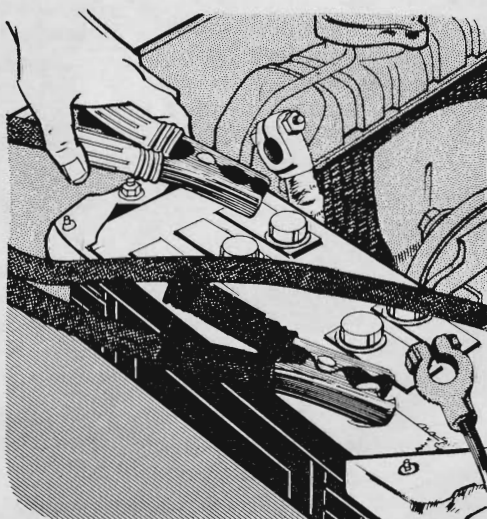


**Holding the trapdoor of a distributor open** when you're adjusting the contact points externally can be difficult on late-model General Motors cars with Delco distributors. Here's an easy way to get around the problem: Use masking tape. It does a good job of holding the trapdoor

open while you insert the flexible Allen key and complete the adjustment. A piece of tape about  $1\frac{1}{2}$ " long does the trick and leaves both of your hands free for work. Don't neglect masking tape on other jobs, too. It makes a fine "third hand" for all kinds of under-the-hood tinkering.



**Old dome-light reflectors** are often dull, flaked, or tarnished. Fix yours by cutting a small piece out of the bottom of a store-bought aluminum pie pan, slip this under the bulb bracket, (shiny side down), and refit the glass. A double-folded piece of aluminum foil also works.



**Disconnect both battery cables** when boost-charging your battery. Otherwise, you may damage transistors, diodes, and rectifiers used in clocks, impulse tachometers, radios, and alternators. Semiconductors can be damaged by "foreign" currents exceeding their own ratings.

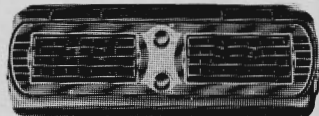
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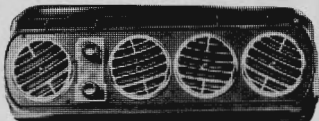
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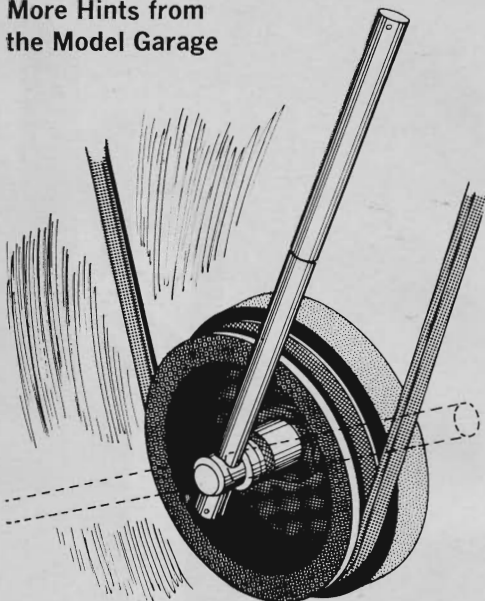


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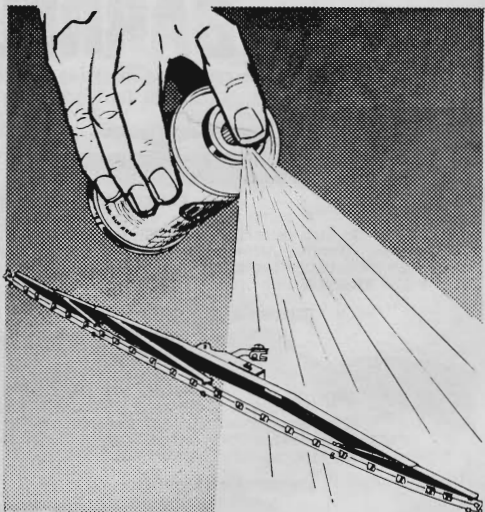
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More Hints from  
the Model Garage



To turn an engine to an exact point, the best way is to mount a socket and sliding T handle on the bolt that fastens belt pulley to crankshaft. Use a long handle to get lots of leverage for large-displacement engines. The handle makes it easy to work without hitting connections.



You can use color-matched spray to eliminate glare from chrome-plated wiper arms. Pull the wipers off the hubs, remove rubber, sandpaper arms and blades, and clean with solvent. You won't need a primer if you're careful. Spray according to instructions, let dry, and reassemble.