



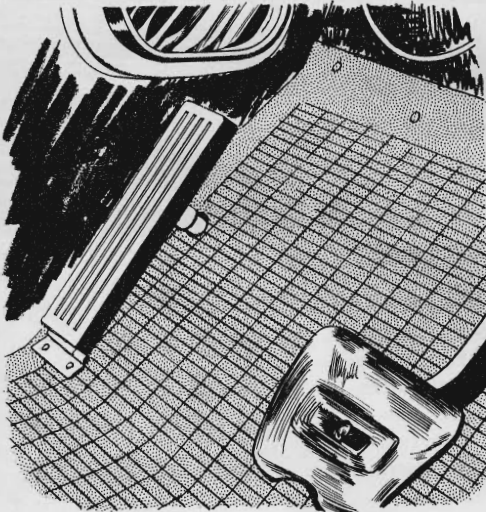
# Hints from the Model Garage

DRAWINGS BY  
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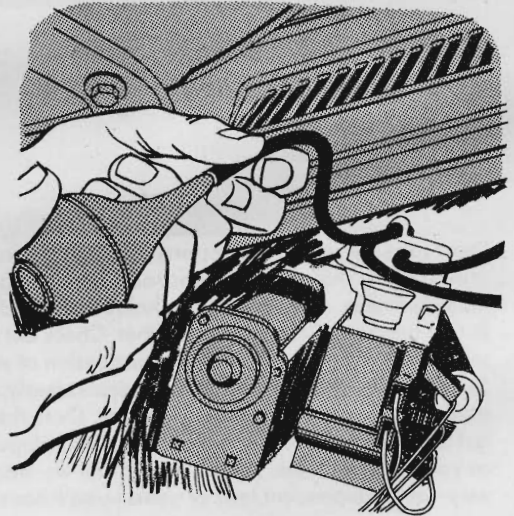


When installing a new set of seat covers, try this trick: Lay them out in the sun or in some other warm spot for at least 15 minutes before you put them on. That way, you'll get the material to stretch fully, without wrinkles. If the

seat covers are installed cold, they'll be sure to stretch when warmed up by body heat or when the car is parked in the extreme heat of summer sunshine. The result of that, of course, is ugly and uncomfortable wrinkles.

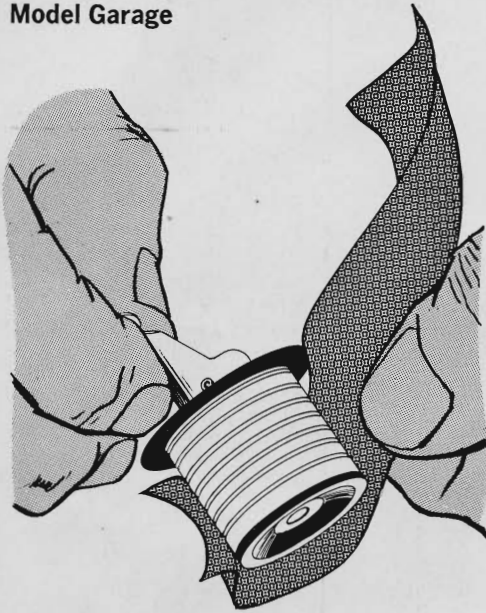


On many cars and trucks, you really have to stretch your foot to reach the dimmer switch. On some autos (especially trucks), you even have to look for it first. To make the switch easier to find, attach an old accelerator pedal to a hinged bracket. Bolt the bracket to the floorboard with the pedal over the switch.

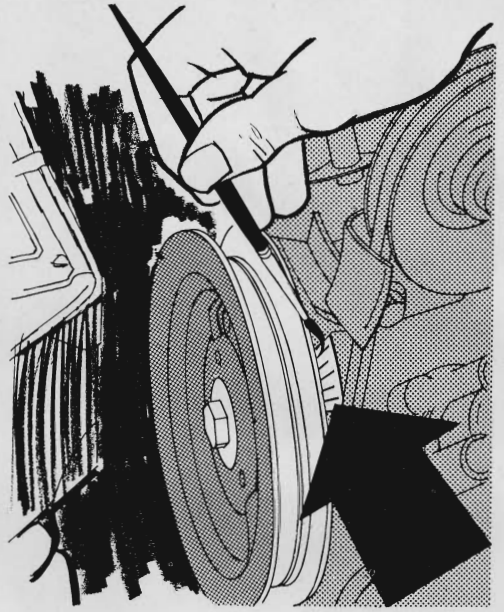


Check valves in the electric windshield-washer pump motor sometimes get clogged. There is no need for you to take the pump apart—just disconnect one of the water-outlet hoses and the inlet hose. Fill a syringe with fairly warm water and force it into the tube via the inlet tube. This will clean out the check valves.

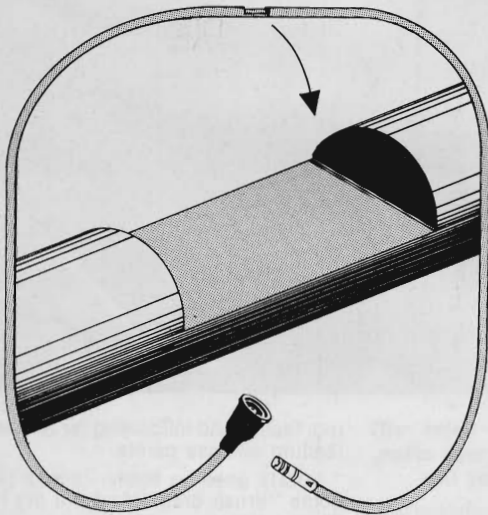
## More Hints from the Model Garage



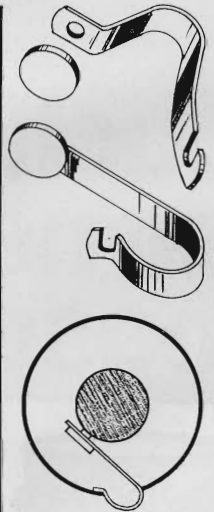
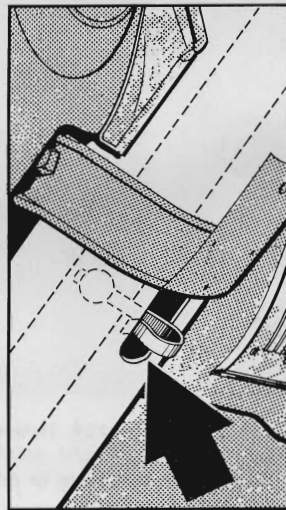
**In case you lose a core plug** (from your cooling system) on the road, here's how to get going again: Get a Thermos-jug rubber stopper at a drugstore and wrap a few layers of rubber insulating tape around it until it fits the core plug hole. Use rubber tape only—it has to stretch.



**Timing marks** (next to the fan-belt pulley) are often hidden under a layer of grease and dirt. To make the marks more visible under the beam of a timing light, try this: Wipe the surface clean and, using luminous paint, fill in the marks with thin stripes of the easy-to-see paint.



**Making a good slip-proof connecting point** for a timing light is easy. Hunt up a piece of spark-plug wire (about as long as one plug lead), fit the proper terminals to it, and make a  $\frac{1}{2}$ " cut through the insulation near the middle of the wire. Fit your timing-light clamp in the cut.



**Horns that work intermittently** or not at all can be cured by a better ground connection. Fit an old starter brush snugly in the hole at the end of a breaker-arm spring. Insert the spring inside the steering-shaft jacket, near a mounting bracket, where a slot will give access.