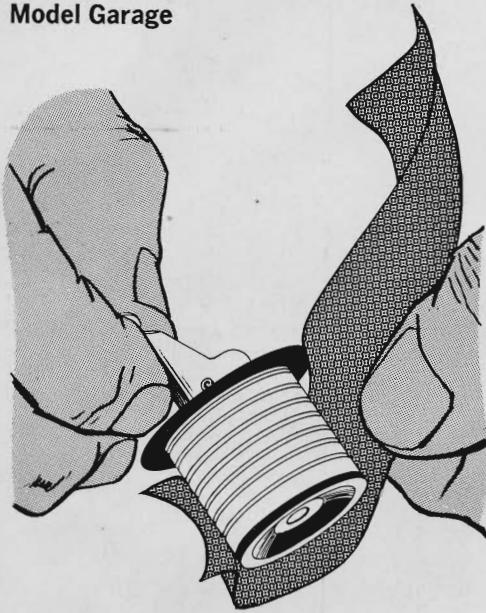
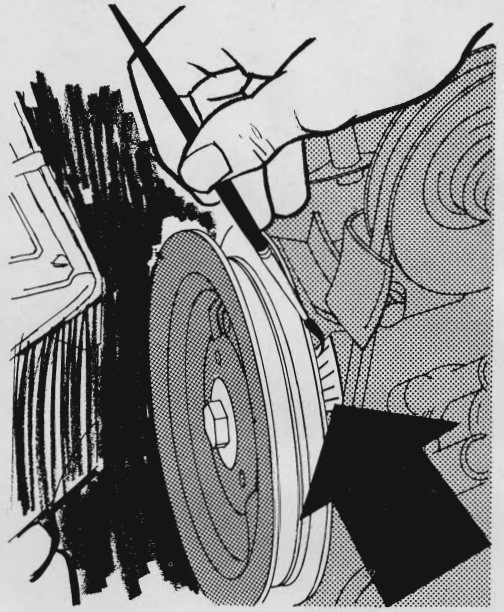


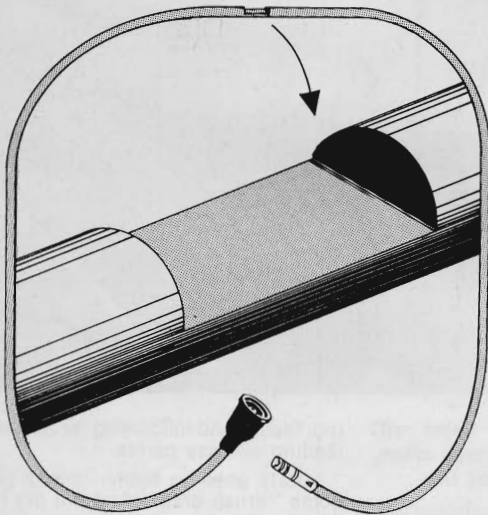
More Hints from the Model Garage



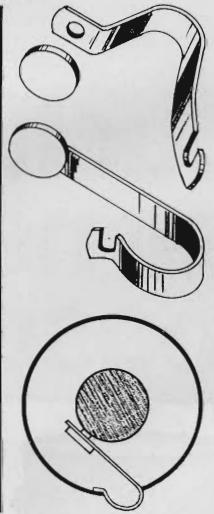
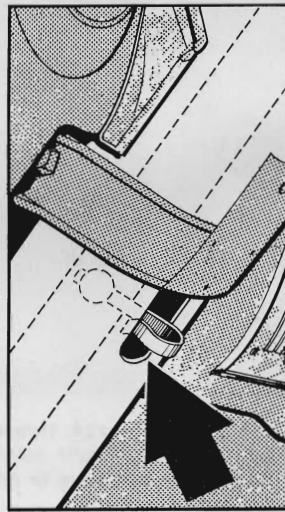
In case you lose a core plug (from your cooling system) on the road, here's how to get going again: Get a Thermos-jug rubber stopper at a drugstore and wrap a few layers of rubber insulating tape around it until it fits the core plug hole. Use rubber tape only—it has to stretch.



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.