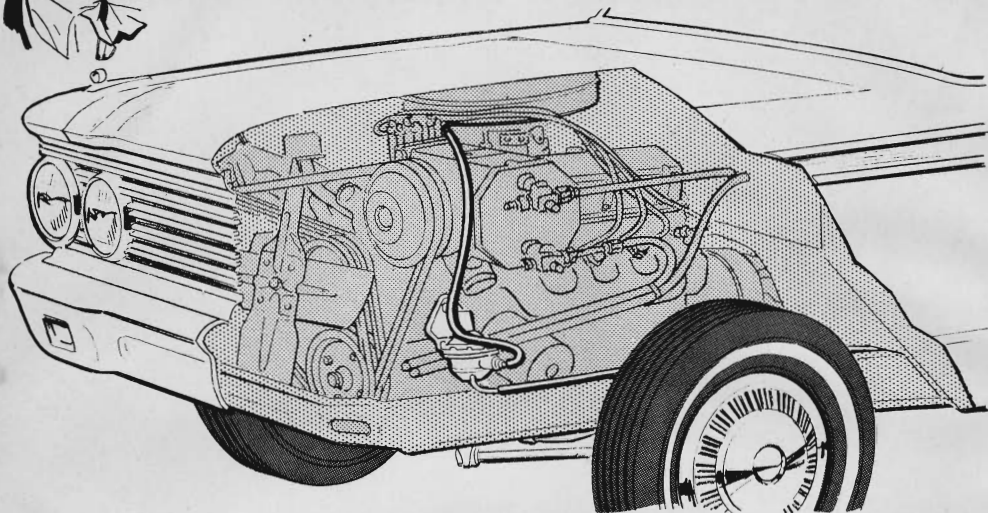


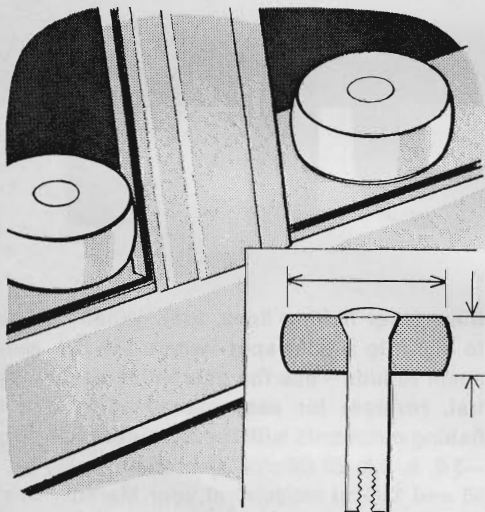


Hints from the Model Garage



When vapor lock persistently occurs on air-conditioned 1961-63 Ford V-8s, first make sure fuel-pump pressure is up to specification, then cut the metal fuel line from the gas tank a few inches from the fuel pump and replace it with

neoprene (a poor heat conductor). Connect the neoprene line to the metal line outside the engine compartment. Also, replace the metal line from fuel pump to carburetor with neoprene, re-routed around the air compressor.



Door-lock buttons give a poor grip? Many do, especially if the locks are hard to operate. One fix: Make a $\frac{3}{8}$ -inch Micarta ring, countersunk in one surface, to fit the button. Remove the button, fit the ring, and reassemble. Now your fingers can easily grip the button, and the doors can be easily unlocked from inside.



Cracked or burned distributor caps can be repaired with ordinary sealing wax until a replacement is found. Hold the wax so it will drip into the damaged area and melt it with a match or the flame from a cigarette lighter. Make sure the surface of the distributor cap is clean before you apply the wax.