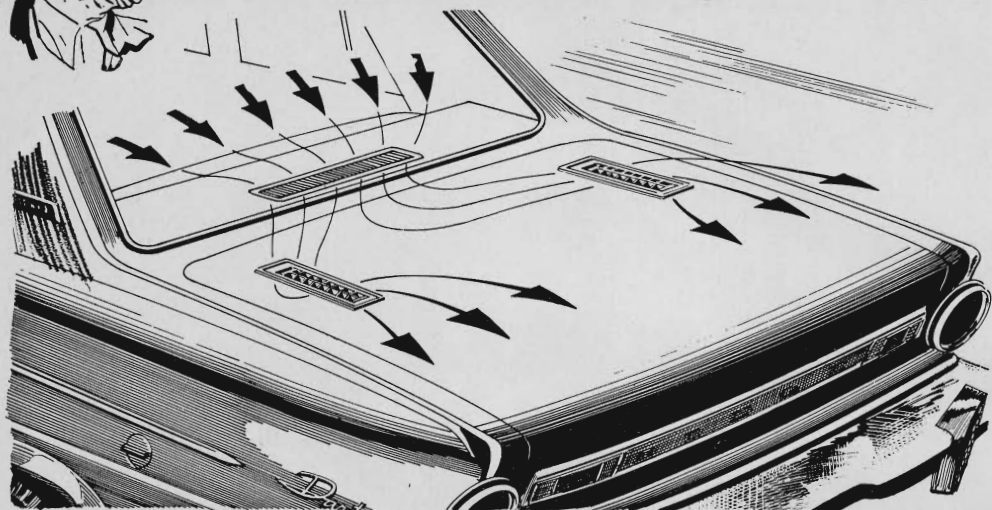




# Hints from the Model Garage

DRAWINGS BY  
RAY QUIGLEY

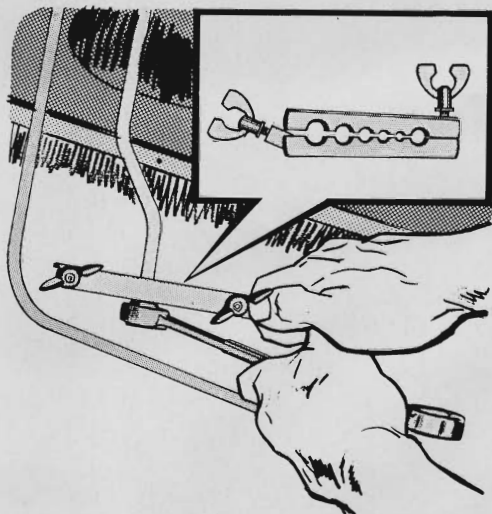


To move hot and stale air out of the car, cut an opening about  $1\frac{1}{4}$ " by 12" on the rear shelf and fit an open grille on it. Make sure air can escape through the grille to the trunk. Cut two openings in the trunk-lid sides (as shown) and

install two air pickups or vents from a junked air-conditioned car. Or buy scoops advertised for Corvairs, or small plastic boat-deck vents from a marine-supply house. Cut out passages for the air on the inside of the trunk lid.

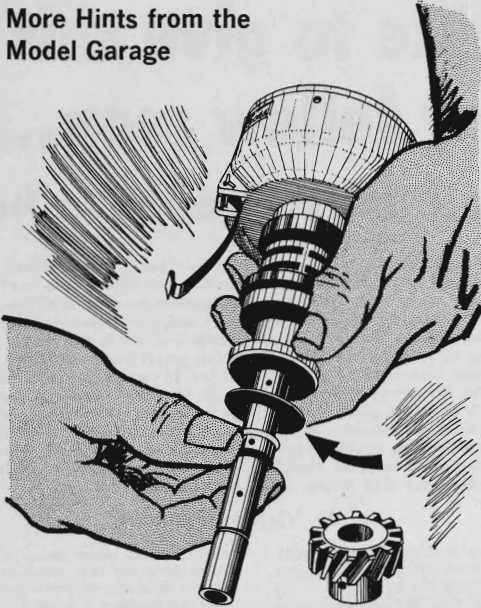


When an annoying wind whistle develops along the front or rear roof areas of a car or station wagon, check the outside drip moldings. Look for a small opening in the end or under the drip rail. The whistling is caused by air passing over the cavity and the remedy is to fill it. A little caulking compound makes a permanent repair.

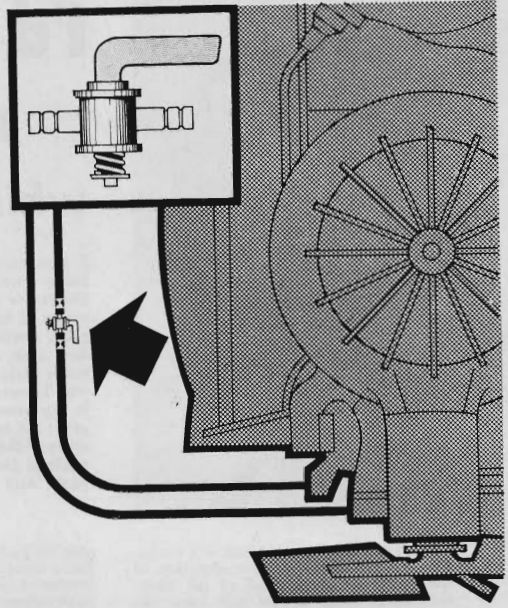


Here's an easy way to remove frozen couplings from the ends of fuel lines, without risk of twisting the tubing open or otherwise damaging the lines. Clamp a flaring tool around the tubing, as close to the coupling as possible, as you unscrew the fitting with a wrench. This works on brake lines with frozen fittings, too.

## More Hints from the Model Garage



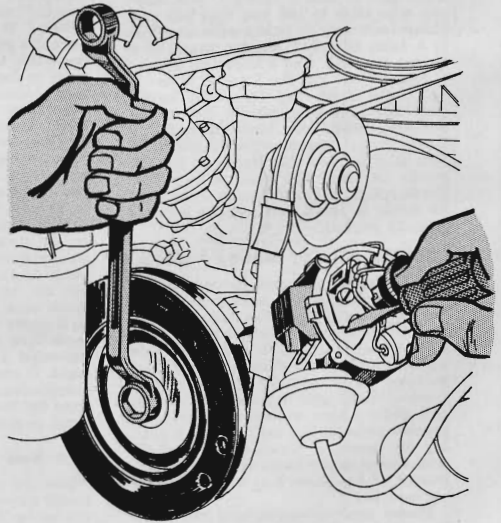
**Hard cranking and early firing?** Test for end play in the distributor shaft. Connect a timing light to No. 1 plug; disconnect all others. Crank, watching the timing mark. If firing is too early, pull the distributor drive gear and insert spacer washers between the gear and housing.



**Leaky hot-water valves in a heater** warm a car interior when heat isn't wanted. To save an expensive heater-element repair job, install a copper fitting valve in the hot-water line between engine and heater element. Close this water valve in the spring, reopen it in the fall.



**When rocker panels rust out**, replacements are costly for all cars and hard to get for imports. Here's a way out. Bend some coat-hanger wire to the exact shape of the panel and take the pattern to a sheet-metal shop. They can fabricate a rocker panel quickly and inexpensively.



**Setting point gap** on a Corvair by cranking the engine with the starter and getting the high spot on the cam, is a hit-and-miss deal. For precision, put a  $\frac{3}{8}$ " offset box wrench on the main drive-pulley nut. Moving the wrench turns the cam and enables you to set the gap.