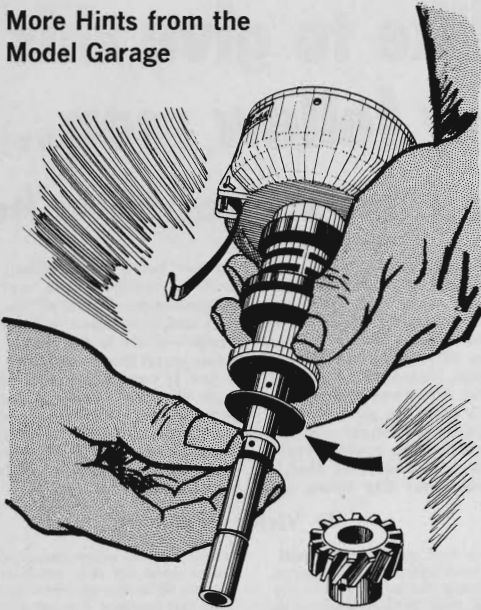
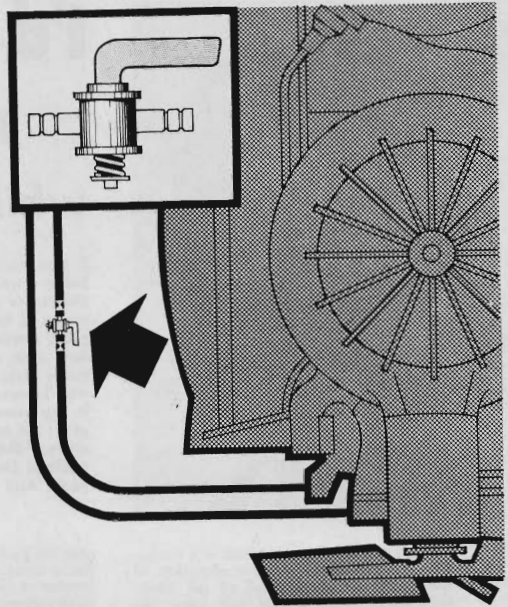


## More Hints from the Model Garage



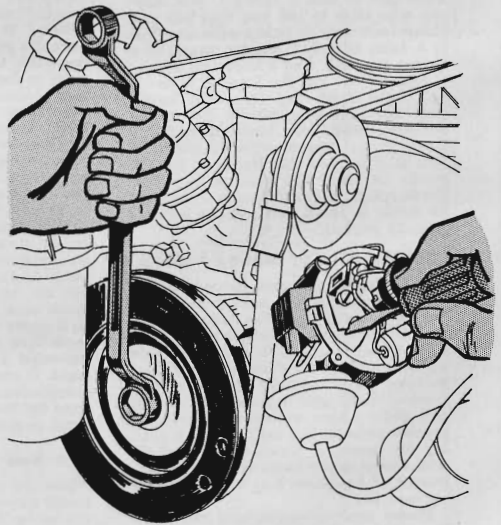
**Hard cranking and early firing?** Test for end play in the distributor shaft. Connect a timing light to No. 1 plug; disconnect all others. Crank, watching the timing mark. If firing is too early, pull the distributor drive gear and insert spacer washers between the gear and housing.



**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.