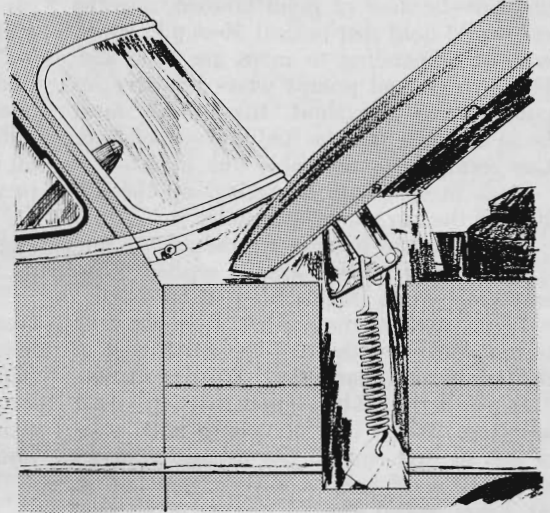




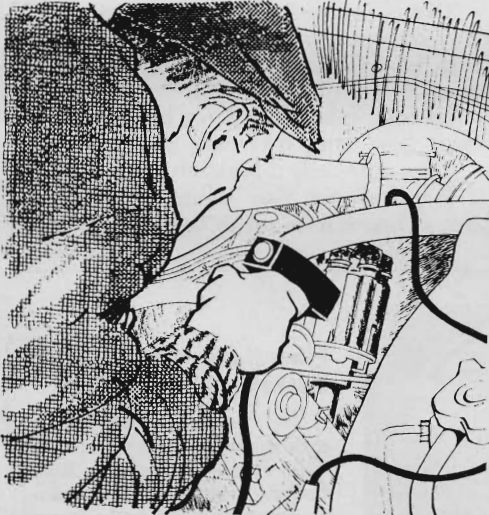
Hints from the Model Garage

DRAWINGS BY RAY QUIGLEY

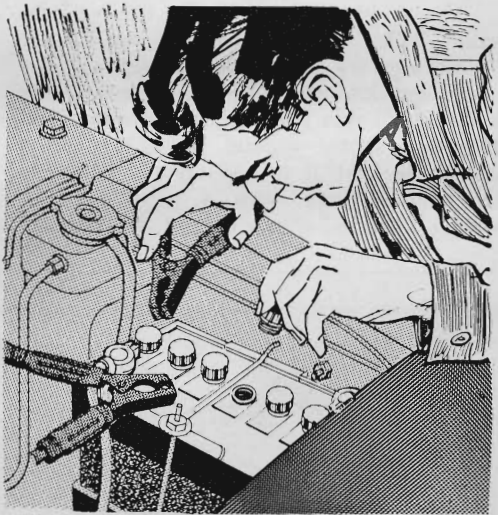


Hood counterpoise springs or brackets on Chevrolets from about 1952-55 can be fixed without special tools. The brace in the fender well is almost inaccessible, and the spring must be extended when fitted. Here's how: Measure the needed spring length for installation. Stretch

the spring with a bumper jack. Wrap lower end of spring with freezer tape. Fill with water and place upright in deep freezer. After freezing, quickly release jack, hook lower end of spring on its brace, align the top end, and place the bolt in place. Allow the ice to melt.

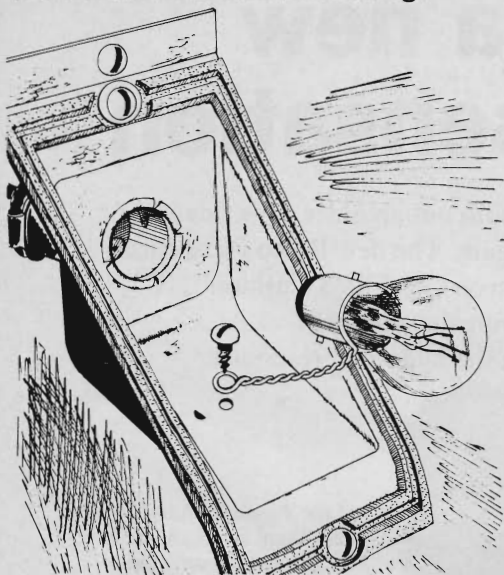


You can check for oil leaks around moving parts with a timing light. Connect as usual, to the battery and to the No. 1 spark plug. The timing light will stop rotation and the motion of the part where you suspect a leak, and allow you to actually see the oil leaking.

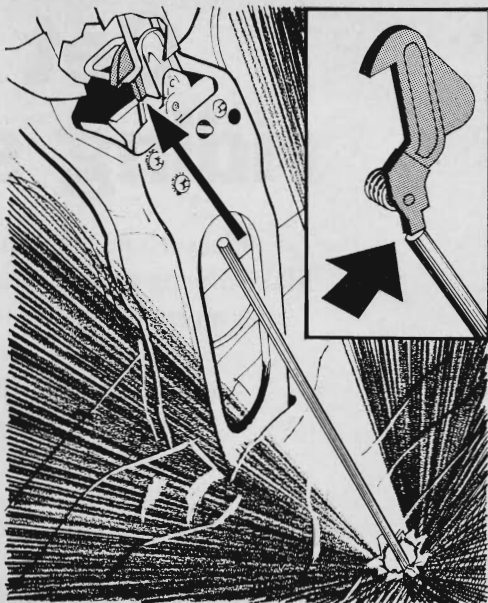


Before recharging a run-down battery in cold weather, check for ice formation in the cells. The surge of electricity from a booster battery can blow up a battery with a frozen cell. If you suspect ice formation, set the car where ice will melt before you hook on the booster cables.

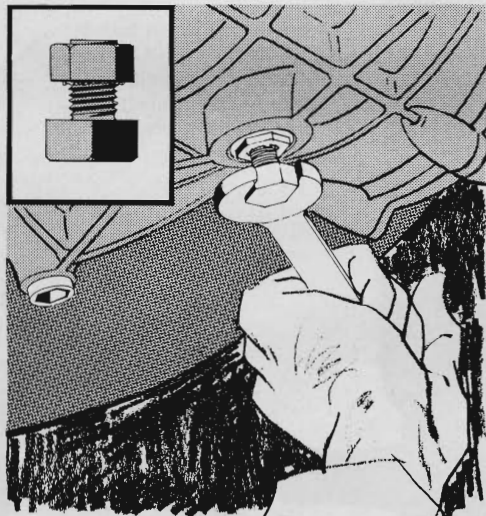
More Hints from the Model Garage



A **corroded bulb socket** on an older car can lose its ground. Get more life from it by cleaning it and wrapping a piece of bare wire around the brass base of the bulb. Solder the wire in place, and ground the other end of the wire to the lamp housing with a self-tapping screw.



Trunk lockout after body damage on a Corvair can be solved by working through the trunk drain hole. Pull out the rubber plug, cut a hole in the mat, shine a flashlight through the hole, and insert a rod against the retaining clip. An upward push will release the clip.



Removing the oil-pan drain plugs from 1960-'62 Volkswagens can be made easy with this simple tool. Weld an 11/16" hex nut to the threaded end of a 1"-long 3/8" hex nut. Insert the smaller nut in the drain-plug recess and unscrew it with a regular open-end wrench.



Valve guides can be replaced in pre-'63 Chevy sixes by shrink-fitting them into the head. To hammer them in place could destroy them. Put the new guides in a deep freezer overnight, lift them out with needle-nose pliers, set them in place, and drive them in with a leather mallet.