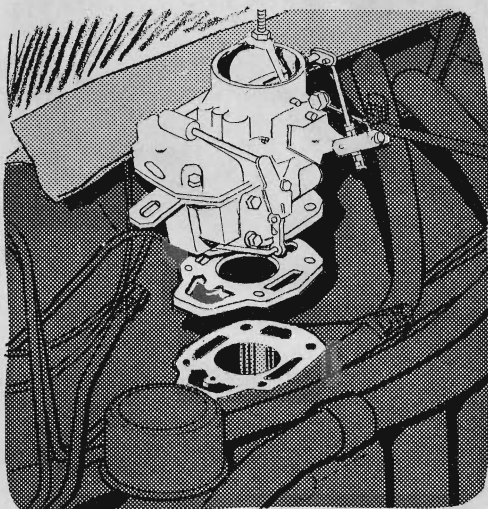


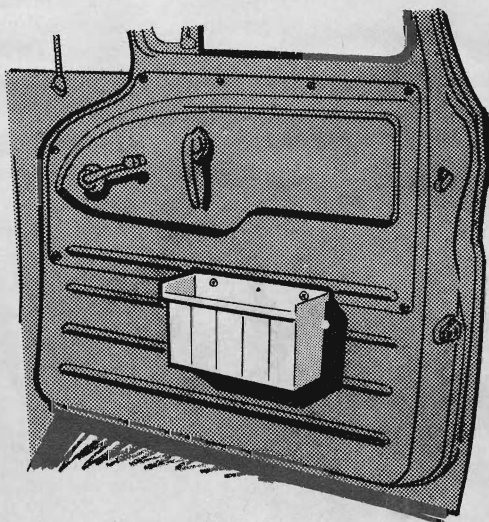
## More Hints from the Model Garage



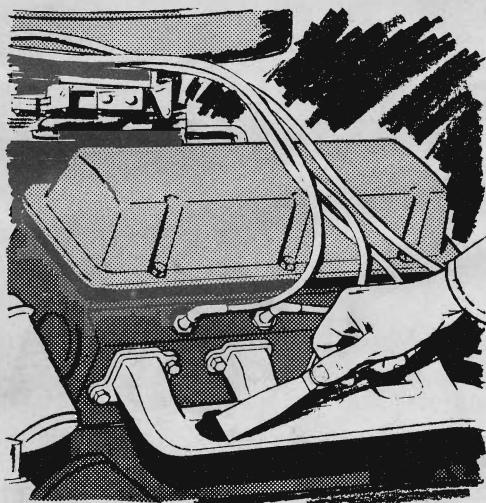
**Check out water or air leaks** in windshield, window, bolt holes, weatherstripping, by closing all windows and vents, turning on the heater-blower to high, and closing the doors. Run water in a small stream over the suspected area. Bubbles will show up where there are leaks.



**If fuel boiling persists** after you have checked your carburetor for proper float level and a good needle-and-seat seal, you may have to insulate the carburetor flange from the intake manifold. An insulating spacer (available as a spare part) will usually cure the fuel boiling.



**Stowage space** can get scarce in a pickup-truck cab, and in many cars, too. Plastic containers, readily available, can easily be fitted to the doors. Remove the screws from a door panel, add a washer for strength, and screw them right back on again through the plastic container.



**Replacing a cracked exhaust manifold** with junk parts can run up to \$15, plus labor. With furnace cement, you can fix the manifold for a few cents. It's an asbestos product that can withstand tremendous heat. Dab it on, let it cure, and you have a seal that will last for months.