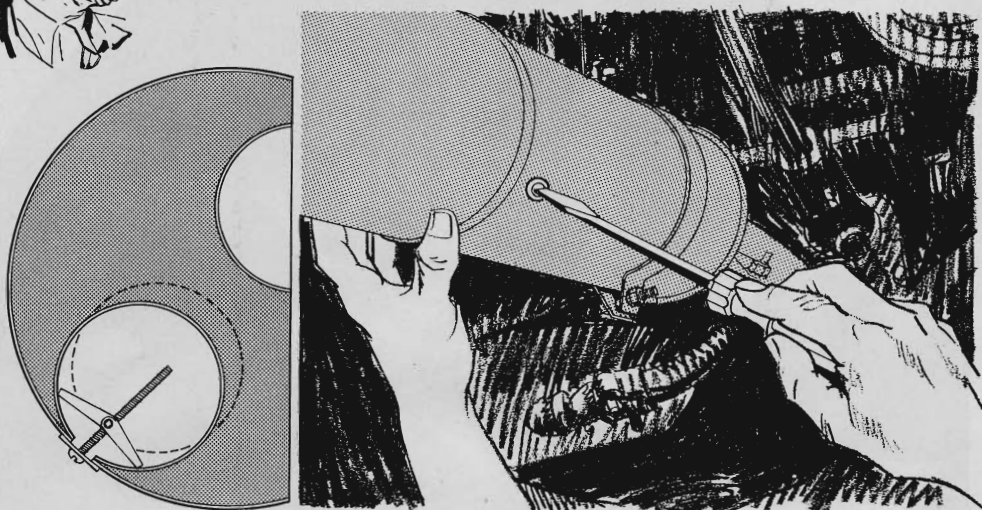




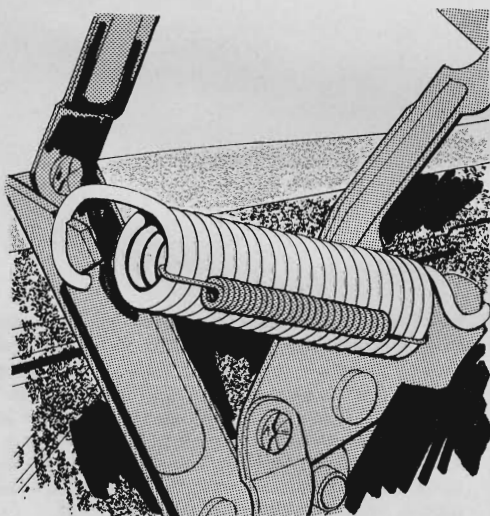
Hints from the Model Garage

DRAWINGS BY
RAY QUIGLEY

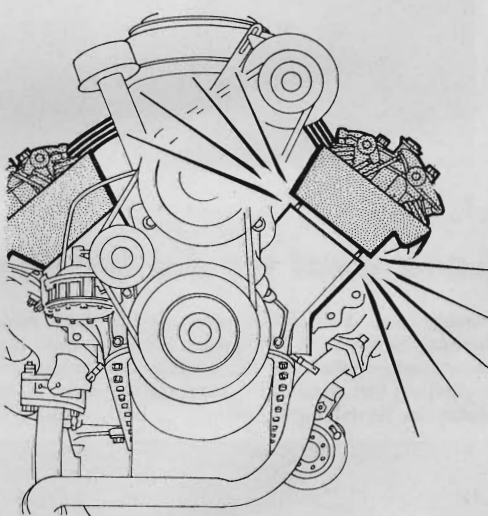


Exhaust noises caused by pressure waves in the gases are regular and normal. If a muffler begins to rattle, however, the cause is usually mechanical failure. Most common defect inside a muffler is a loose baffle tube. It can be fixed without removing the muffler. Drill a $\frac{1}{2}$ "

hole through the outer shell of the muffler, and through one wall of the baffle tube. Insert a wing-type expansion bolt to pull the tube firmly against the outer shell. Add an asbestos washer under the bolt head to prevent leaks. This repair leaves external exhaust pipes untouched.



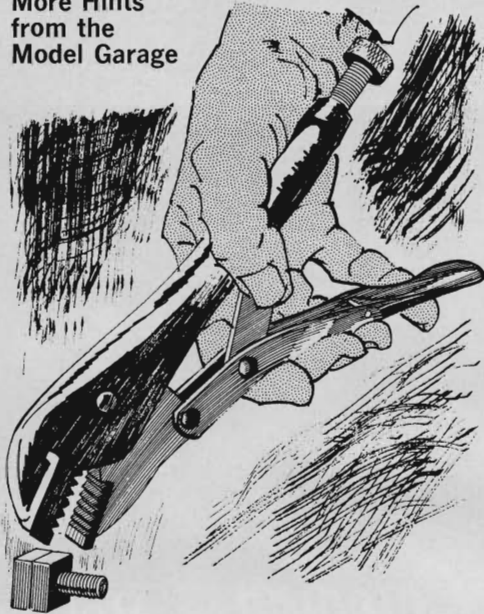
When hood springs weaken so that they cannot hold the hood up, hook a brake-shoe retractor spring to the hood spring. It will add strength to the hood springs. When coating or extra silencing material is added to the hood, the standard springs may be too weak.



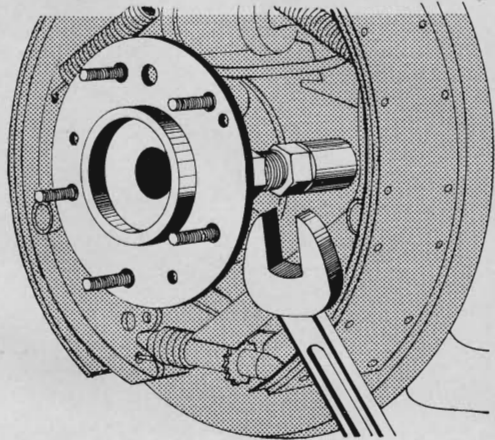
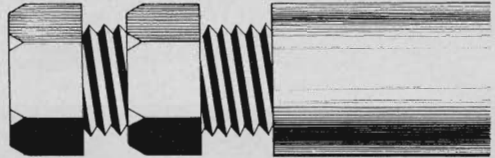
Sticking cylinder heads on V-8s may be broken loose with engine power. Back the head bolts out about $\frac{3}{8}$ " on one bank of cylinders, keep the plug leads on, and start the engine. The head will be blown loose. Then tighten the loose head and repeat the process on the second bank.

Continued

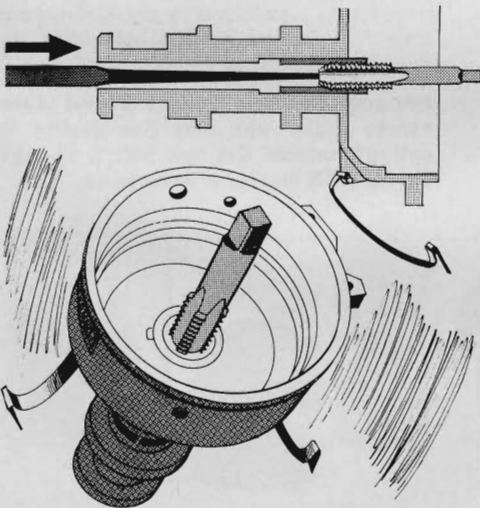
**More Hints
from the
Model Garage**



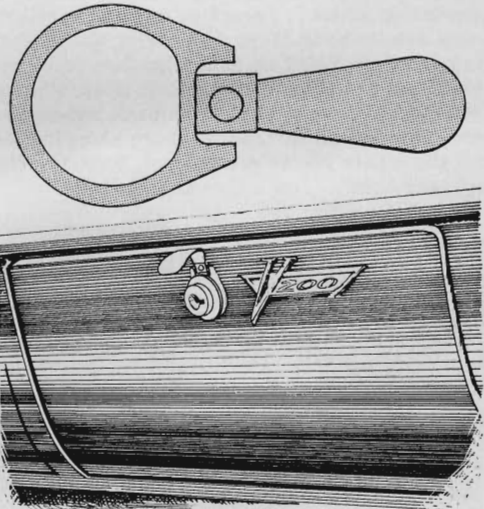
To remove a nut from a bolt or screw with stripped threads, screw another, identical nut down on top of the one that will not unscrew. Then fasten locking pliers on the two nuts. They will come off together. Replace the screw or bolt and throw away the first nut.



Most rear-axle shafts can be pulled by inserting a simple tool between the flange and the backing plate. Use a $\frac{1}{2}$ "-by- $1\frac{1}{2}$ " bolt threaded to the head. Run a nut on it, and then fit a 1" sleeve against the nut. Unscrew the nut toward the sleeve, and the axle shaft will come loose.



When replacing a distributor-shaft bushing, there is often no shoulder or surface where you can place a drift or punch to drive the bushing out. Insert a tap in the center of the bushing, screwing it in at the bottom. A drift bearing on the end of the tap will force the bushing out.



Some glove-compartment lids have no hook or clip, but are supposed to spring open. What if the spring behind the pushbutton doesn't do its job? The clip from a beer can fits the lock button just right, and the free end can easily be bent to make a readily grasped fingerhold.