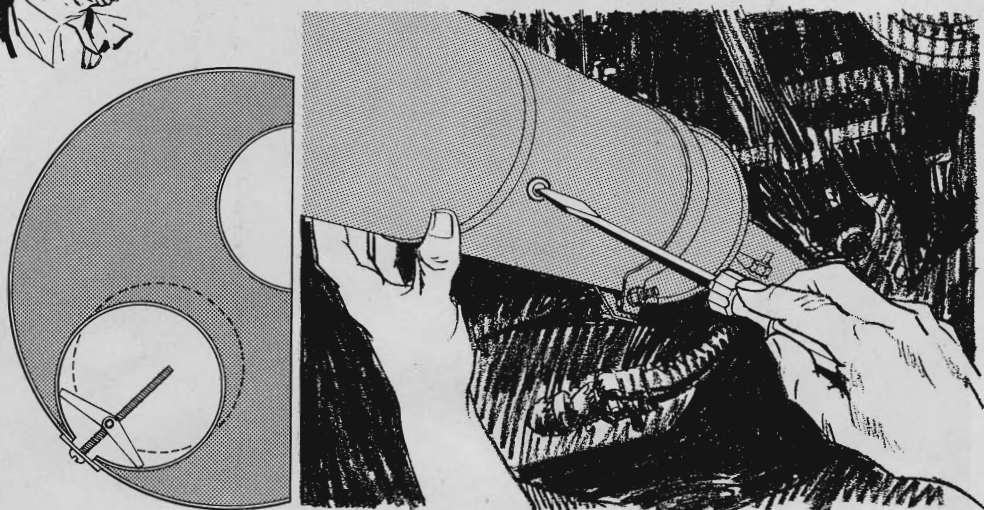




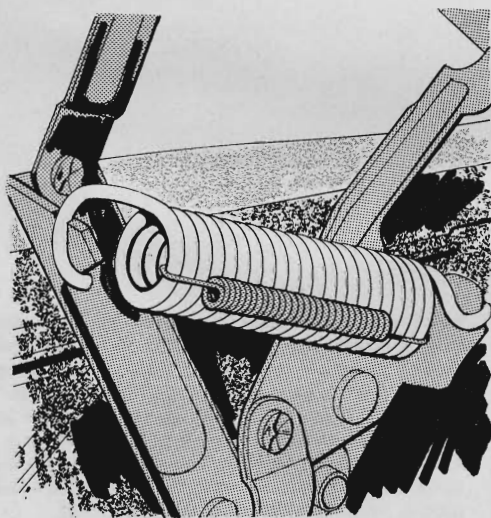
Hints from the Model Garage

DRAWINGS BY
RAY QUIGLEY

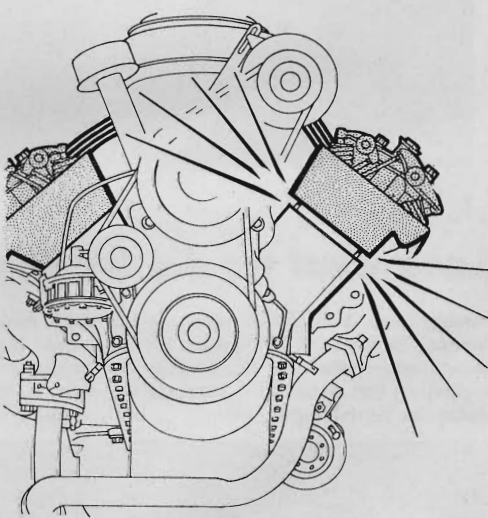


Exhaust noises caused by pressure waves in the gases are regular and normal. If a muffler begins to rattle, however, the cause is usually mechanical failure. Most common defect inside a muffler is a loose baffle tube. It can be fixed without removing the muffler. Drill a $\frac{1}{2}$ "

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.