



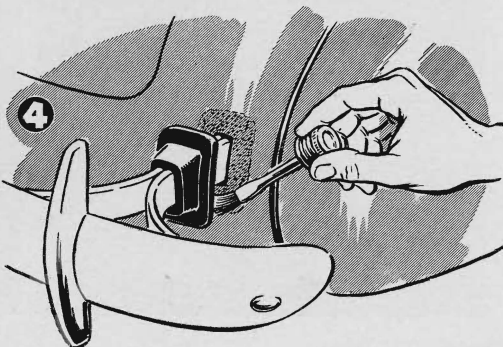
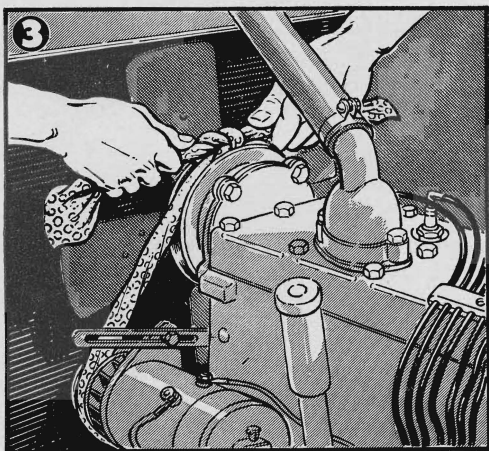
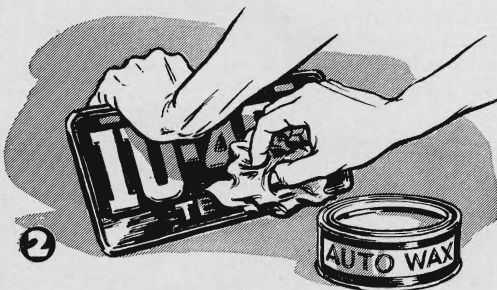
# IDEAS FOR MOTORISTS

**1 PROTECTIVE INSULATION** for the hood of a car is provided by applying one or two coats of aluminum paint to the underside, as illustrated above. The paint, which can be obtained from most hardware stores, slows the progress of the engine heat upward, thus lengthening the life of the paint or enamel finish at the point where it usually deteriorates first and fastest on an aging automobile.—G.W.P.

**2 YOUR LICENSE PLATES**, formerly finished for an expected life of no more than a year, may need extra care to keep them in condition for several years of use under the war-time metal-conservation program adopted by most states. An occasional thorough waxing with automobile wax will help keep them in good condition.—D.B.J.

**3 AN EMERGENCY FAN BELT** that will get you considerable distance to a garage if you are caught with a broken belt and no spare can be contrived from a necktie. Pull the ends fairly tight and secure them with a square knot. Don't race your engine and don't drive your car more than 10 or 15 miles an hour.—B.H.

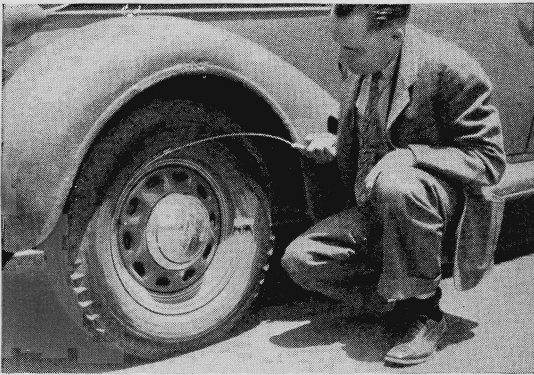
**4 LOOSENED RUBBER PADS** on bumper arms, lamp brackets, and the like, should be tightened promptly. To do this, clean the surfaces with gasoline, let them dry, and apply running-board cement to both surfaces. Clamp solidly until dry.—J.N.



DRAWINGS BY STEWART ROUSE

# Auto Ideas

**PAINTING MILES ON TIRES** is now possible with a new type of liquid made from synthetic rubber that is simply put on with a brush. Any number of coats may be applied, each after the previous coat has dried. As shown in the illustration at the right, the substance is applied directly to the tread of a tire to build up a new traction surface. The dried material resembles rubber, and is said to add many miles of wear to the life of a tire.



**FLAT-TIRE WARNING** is given to the driver of a car equipped with the novel invention of a Mayville, N. D., motorist. The device consists of a length of wire locked to the wheel by a special lock. When the tire becomes deflated beyond a predetermined point, the lock springs open, releasing one end of the wire. Thus loosened, the wire leaves the rim and the revolving wheel causes it to bang against the fender or fender well of the car in unmistakable warning that the air pressure in the tire is getting low. How the gadget is mounted on the rim of a car wheel is illustrated at the left.

**A PORTABLE WHEEL ALIGNER** just introduced is particularly useful in small shops where floor space is at a premium. The unit, which any mechanic can use, checks camber, caster, and toe-in. The protractors that show camber and caster (left, below) are quickly fastened to the wheels by small

clamps. The toe-in trammel bar (right) is of direct-reading type and is adjustable to different wheel treads. An angle gauge which is used with the trammel bar sets the wheels at the correct angle for properly reading steering geometry angles, and the whole unit takes up little storage space.

