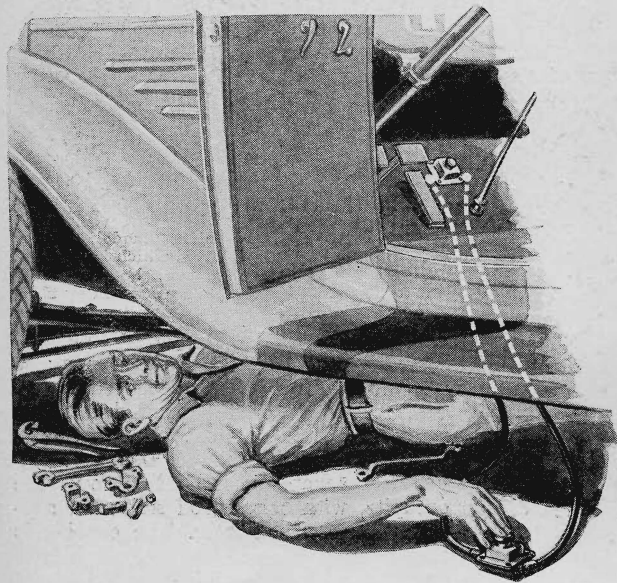


Useful Kinks for Motorists

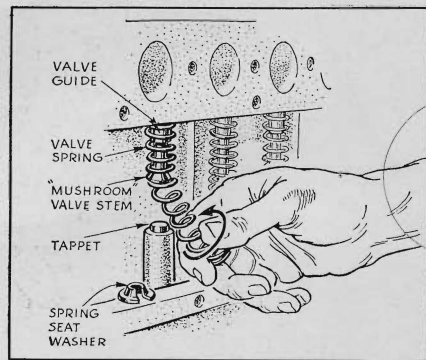
Starter Motor Turns Crankshaft During Repairs



With cables attached to starter motor and a switch handy, it is easy to turn the crankshaft while working under car

WHEN work is being done on connecting rod bearings, it is necessary to change the position of the crankshaft from time to time. This means that if the home mechanic is working alone, he must crawl out from under the car repeatedly to man the crank. I get around this by using the starter motor as outlined in the sketch. First, I connect a spare starter pedal switch to two pieces of heavy cable. Then I wire the two remaining ends of the cables to the starter switch on the car. By making the cables long enough, I can operate the starter motor from any position. To reduce the load, I unscrew several spark plugs.—L. VAN T.

Suggestions from Our Readers That Will Help All Who Work on Autos Make Their Repairs Quicker and with Less Effort



Twisting Big Help in Removing Valve Springs

ON CARS having mushroom type valves, removing the valve springs sometimes proves to be quite a job. Generally, this is caused by the fact that the spirals of the spring catch on the grooved end of the valve stem. Instead of resorting to prying and pulling the next time this happens, simply twist the spring as you would in loosening a screw. The tip of the valve stem will follow along the pitch of the spring, forcing the spring free.—C. B.

Balancing Repair Boot

WHEN a repair boot is applied to a break in the shoe of a front tire, a certain amount of weight is added at that point and a shimmying front wheel may result. To avoid this, place two boots in the casing, one over the break and the other at a point directly opposite the break. This will add weight at two points, 180 degrees apart, with the result that each boot will counterbalance the other.—J. E. H.

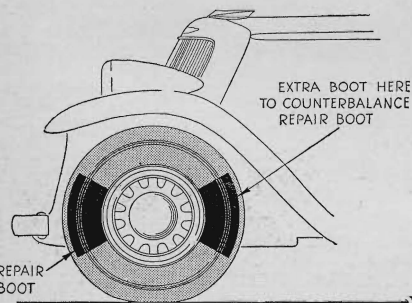
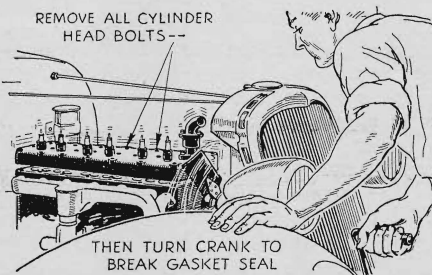


Illustration shows how second boot is added to counterbalance repair boot and prevent shimmying

Uses Compression to Break Gasket Head

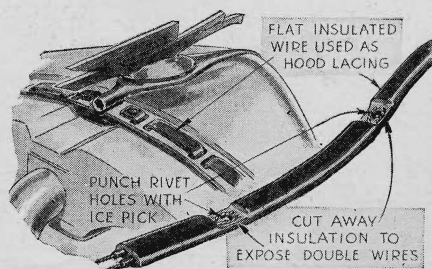
BREAKING the cylinder-head gasket seal when making repairs will be greatly simplified if you will rely on the force of compression of the motor instead of your own muscle. Simply remove all of the cylinder-head bolts and, leaving the spark plugs in place, give the motor a few turns with the crank or the starter motor. Enough pressure will be generated inside the cylinders to break the seal and loosen the head. Many times the gasket can be used over again.—M. L. W.



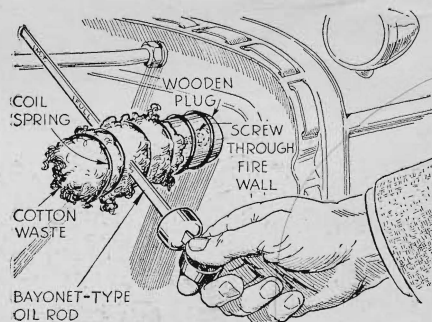
With the cylinder-head bolts removed, compression can be used to break gasket seal

Squeaking Hood Due to the Worn Laces

IF YOUR hood squeaks, nine chances out of ten it is caused by a worn hood lacing. If no web hood lacing is handy for a replacement, you can use a length of insulated wire of the flat, two-wire type to make the repair. Simply cut away the insulation at the points where the rivets are to go, spread the two wires with an ice pick or other pointed tool, and insert the rivets.—R. R.



Hood squeaks, caused by a worn lacing, can be easily cured as illustrated. Insulated wire in this case is used in place of usual lacing



Coil Spring and Waste Makes Oil Rod Wiper

A STIFF coil spring stuffed with cotton waste and mounted on the rear partition of the motor compartment on your car will serve as a handy oil gage wiper. Simply sticking the oil rod through the waste will wipe it clean and allow an accurate oil level reading to be made. Being housed in a spring, the waste can be renewed easily. A cylinder of wood forced into the rear of the spring and held with staples will make it possible to fasten the wiper in place with a screw.—R. P.