

# Helpful Hints FOR MOTORISTS

Experienced Drivers Among Our Readers  
Offer You These Valuable Suggestions

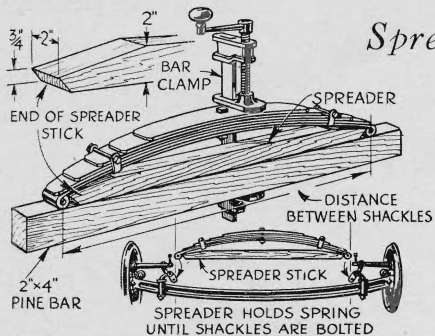


Chalk mark on tire casing helps to locate puncture

## Easy Method Locates Cause of Puncture

WITH a piece of chalk, you can easily locate the nail or other sharp object that has punctured a tire. Before removing the tire from its rim, place a large chalk mark on the side wall of the shoe directly opposite the valve stem. Then remove the tube, and find the puncture by the usual water-trough method. After applying the patch, hold the tube over the tire with the valve in its former position as indicated by the chalk mark. The location of the patch will tell you where to look on the casing for the cause of the puncture.—R. O. S.

## Spreader Stick for Springs



How to make and use the spring spreader

REPAIRS to springs can be simplified by making use of a spreader stick similar to the one shown. To fit a spring back into place between its shackles, place it on a flat piece of wood and, by means of a bar clamp, compress it until the holes at the ends just fit the spacing of the shackles. Then, fit the spreader bar in place and release the clamp. The spreader will hold the flattened spring rigid until the shackle bolts can be placed.—M. J. H.

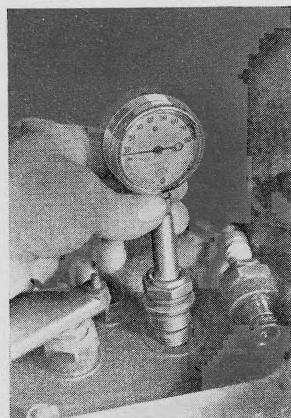
## Extra Mirror Mounted on Back of Sun Visor

SUN VISORS often are so placed that they cannot be used without completely hiding the rear-view mirror. To overcome this, the writer mounted an additional mirror of the back side of the driver's visor in his car. The mirror was cemented in place by first applying a sealing coat of shellac to both the visor and the back of the mirror and then using cold or liquid solder such as can be obtained in five-and-ten-cent stores.—E. D.

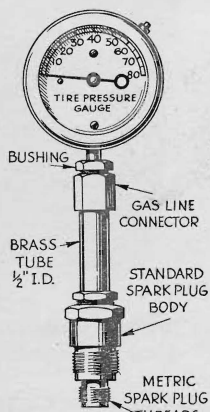


Rear-view mirror mounted on a sun visor

## Compression Gauge Made from Odds and Ends



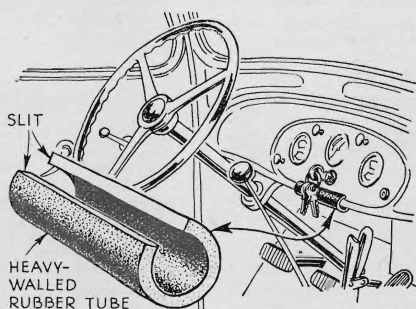
Homemade compression gauge fits any spark-plug hole



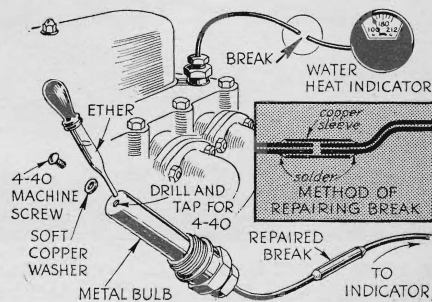
A SURPRISINGLY accurate compression gauge can be made from an ordinary tire-pressure gauge, some brass tube, two spark-plug bodies, and a few other odds and ends. Fit the brass tube to the outlet of the gauge by using a gas line connector, thread the other end of the tube, and, after cutting threads on the insides of a complete standard spark-plug body and the threaded portion of a metric plug, screw them in place. In use, it is not necessary to screw the gauge tightly into the spark-plug holes; a few turns will be enough. The reading of the gauge will tell a graphic story of ring condition and compression.—C. E. M.

## Buffer of Rubber Tubing Silences Rattling Keys

IF THE key ring on which you keep your ignition key rattles against the dashboard, you can silence it by slitting a short section of rubber tubing and slipping it over the decorative beading at the bottom edge of the panel. The tubing forms a cushion against which the keys can strike without making a noise. Select thick-walled tubing for the job; its springiness will keep it in place.—E. H. K.



Rubber tubing slips over decorative panel bead



How tubing break is repaired and ether replaced

## Repairing Leak in Tube of Dash Heat Indicator

IF YOUR dash-type heat indicator suddenly fails to function, a break in the copper tube connecting the gauge with the expansion bulb in the motor head probably is causing the trouble. Even the smallest crack in this line will allow the ether originally contained in the bulb to escape. After joining the tube by soldering the two severed ends into a tight-fitting copper sleeve as shown, replace the ether. To do this, drill a small hole in the bottom of the bulb, tap it to take a small machine screw, and then, with an ordinary medicine dropper, squirt a dram (about one half of the dropper full) of ether into the bulb. Finally, seal it quickly with a short machine screw fitted with a soft copper washer. The instrument can be tested by plunging the bulb into boiling water and reading the gauge.—R. C. A.