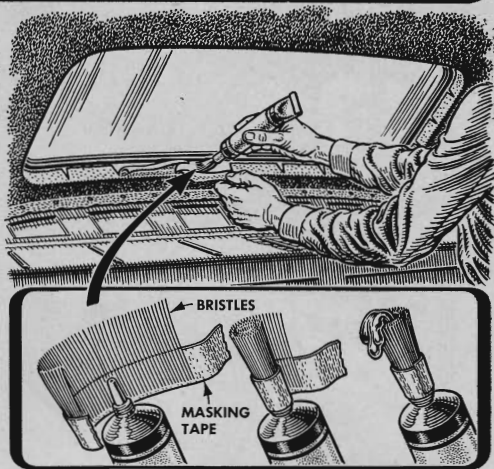


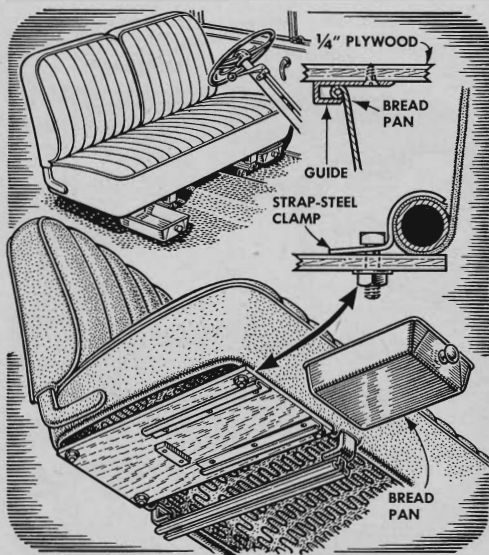
Hints from the Model Garage



Hook Locks Jack Handle. On the usual scissors jack, the handle cross pin has an annoying habit of slipping out. A hook like this will lock the handle in place. Tighten the screw so friction keeps the hook closed while the handle turns.



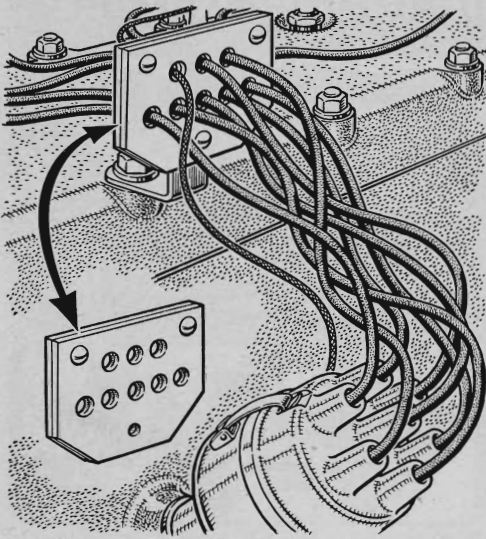
Tube Brush Spreads Cement. In applying head linings, G. E. Gannaway, Chattanooga, puts cement on with an attached brush made from paintbrush bristles. A nail inserted into the tube keeps the cement from drying out while stored.



Pans Give Storage Space. To provide a place for small tools, Gladden Houck Jr., Port Chester, N. Y., installed bread pans under the seat of his Henry J. Pans 2 $\frac{3}{4}$ " by 5 $\frac{1}{4}$ " by 9 $\frac{1}{4}$ " fit nicely. The pan edges slide in guides made from J-shaped tile-board molding, widened a bit by driving in drill rod.



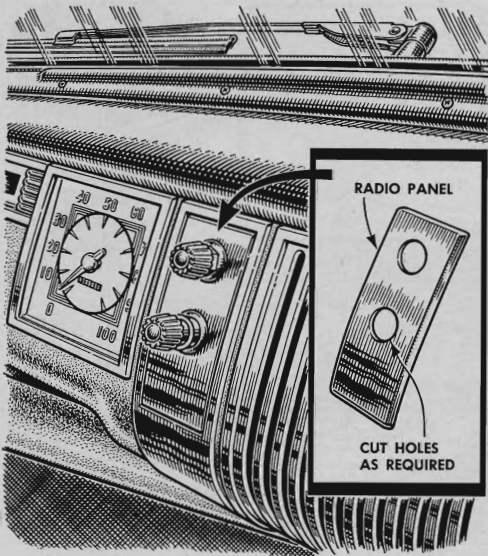
Bracket Holds Extinguisher. A can-type fire extinguisher mounted behind the dash like this can be pulled out in a hurry. The bracket is formed from two storm-sash eyes. Put them in a vise and bend as shown, making a hook on the end of one. A heavy rubber band will then keep the extinguisher in position.



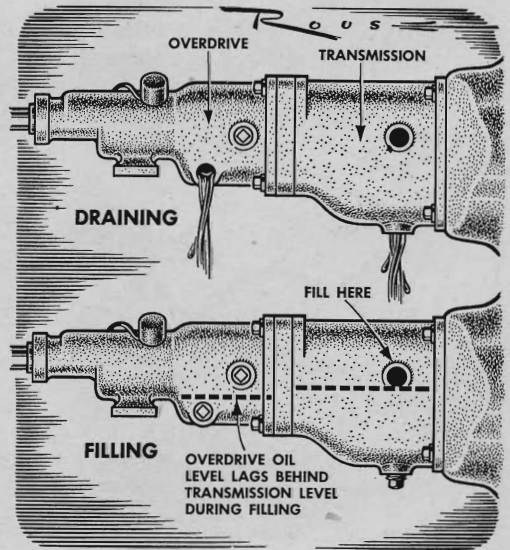
Tile Prevents Shorts. An ignition-wire support can be made from two layers of compressed floor tile. Since the tile is an insulator, this is less likely than a metal bracket to cause shorts if insulation wears.



Cords Control Garage Light. In an attached garage that has a light switch only at the house entrance, a cord arranged like this will enable you to turn the light on or off from the garage door.



Put Radio Panel to Work. If your car has no radio, you can use the blank panel as a mounting place for accessory switches that you add to the car. Remove the panel and drill or cut out necessary holes. Carefully done, this will look better than switches simply clamped under the dash.



Fill Overdrive Slowly. In some overdrive units, the fill plug is lower than the transmission fill plug. Hence, to get enough lubricant into both units the lubricant should be pumped into the transmission and allowed to flow into the overdrive. Do this slowly so the overdrive has time to fill up.