

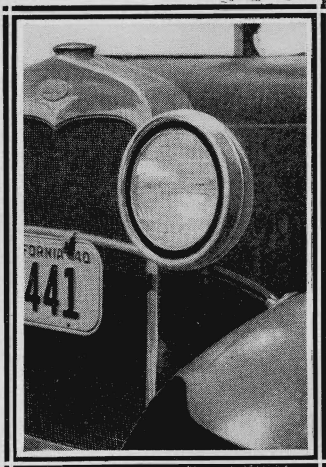
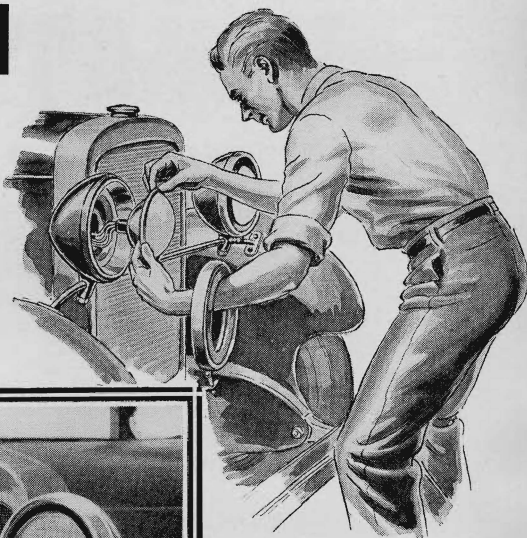
SEALED-BEAM LIGHTS

FOR YOUR OLD CAR

WHEN the new sealed-beam headlights came out, I set to work to see if I could work out a simple way to adapt them to the Ford I was driving. By the time I got through, I had them on my car. The same system will work for any Ford through the 1936 models, and, with a few changes, with many other cars.

First, remove the headlight lens frames and lenses. Then remove the lamp sockets from the lamp housings, including the entrance units at the housing bases. Now make two essential parts— $\frac{1}{8}$ "-thick sheet-metal adapter rings with an outside diameter the same as that of the original lens, and an inside diameter of $6\frac{5}{8}$ ". Line one side of these with inner-tube rubber to serve as a gasket where they will contact the rims of the sealed-beam lamps. Fasten these adapter rings in each old lens frame with the same clips that formerly held the old lenses.

Using the old reflectors, cut 2" holes in their dead centers, completely eliminating the old sockets. A $\frac{1}{2}$ "-square strip of sponge rubber is now fastened with rubber cement to form a ring 2" in from the edge of

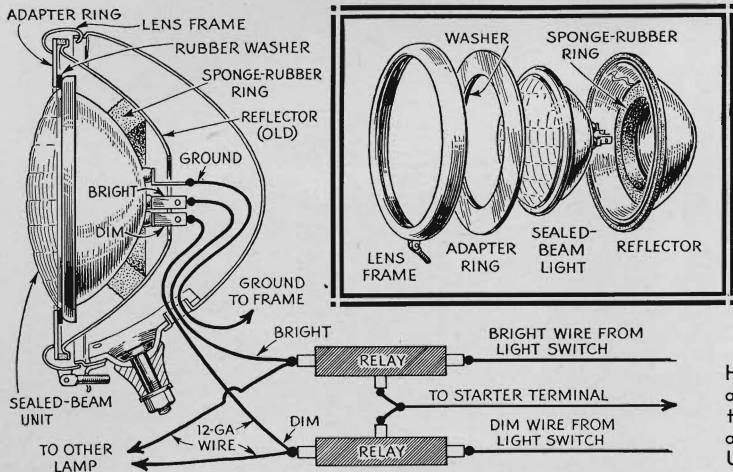


Fitted inside your old headlight shells, the sealed-beam bulbs will give you lighting advantages of a new car

each reflector. Run the ground, dim, and bright wires through the lamp housings and reflectors and attach each ground wire to the upper terminal

of each bulb, the dim wire to the lower left terminal, and the bright to the right. The regular wires will do, but it's better to use headlight relays and heavier wires. Set the bulbs against the rubber rings on the old reflectors, and clamp them with the lens frames and adapters. Adjustments may be

made with the regular lamp-mounting swivel. The bulbs should be aimed straight ahead so that the upper beams drop 3" in 25'. The lower beams will then be correct. I believe that this will be found to be the simplest and most effective way of applying these lights.—HENRY EWING.



How various elements are assembled. You discard the original lens and bulb, and make one new part. Use relays for best results

KEEPS PRECISION MODELS

HUMMING!

**NEEDS ONLY
A FEW DROPS**



MOBIL HANDY OIL

For home craftsmen! Light, penetrating, non-gumming. Excellent for working models. Prevents rust. Fine for sewing machines, vacuum cleaners, generators and other appliances. Free wall bracket with each can.



**—AND FOR
YOUR CAR!**

MOBIL UPPERLUBE

Add Mobil Upperlube to your gasoline. It reaches the engine as a vapor. Special impregnating ingredient protects upper cylinder walls, piston rings, valve stems, from rust and wear.



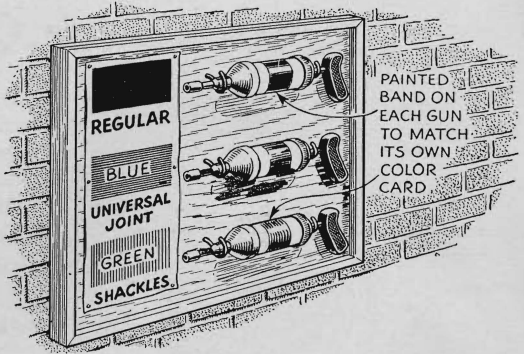
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Mobil Specialties

MOBILGLOSS · MOBILWAX · MOBIL STOP-LEAK
MOBIL HANDY OIL · MOBIL RADIATOR FLUSH
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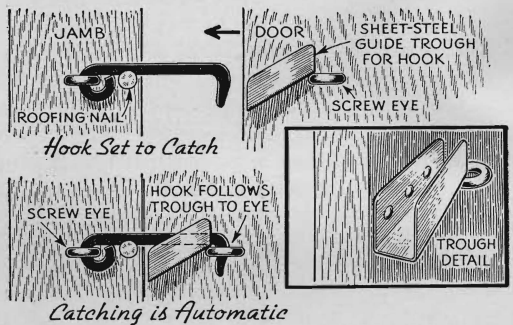
BY THE MAKERS OF MOBIL OIL



Color Bands Help Select Proper Grease Gun

SERVICE-STATION proprietors, or car owners who do their own greasing jobs, can save time and avoid the mistake of selecting the wrong grease guns by means of a simple expedient. Just paint a red band around the barrel of the gun holding, say, the regular high-pressure grease, a blue band around the gun holding the universal-joint grease, and a green band around the spring-shackle gun. A chart with colored rectangles, giving the key to the system, may then be tacked on the wall or the grease-gun rack.—W. C. W.

Sliding Door of Garage Latches Automatically



MY GARAGE has a sliding door which hooks on the inside. I found it a nuisance always to have to lock the hook and screw eye from the inside and then leave by the side door. The simple arrangement shown above solved my problem. A sheet-metal track screwed to the door guides the hook as the door shuts, dropping it into the screw eye. A large-head nail holds the hook so that it enters the track properly.—F. H.

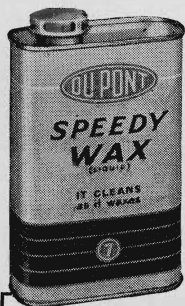
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THE CAR**

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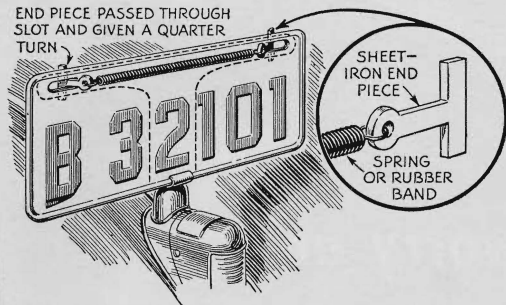
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RUST AND SCUM in radiators cause overheating, reduce engine efficiency. DU PONT COOLING SYSTEM CLEANSER cleans without reverse flushing.

Dealers' License Clamps Allow Quick Transfers

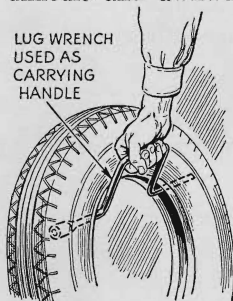
END PIECE PASSED THROUGH
SLOT AND GIVEN A QUARTER
TURN



GARAGE owners, automobile salesmen, and dealers will find the device sketched above a valuable timesaver in changing license plates on cars, a task they are often required to do several times a day, as dealers' plates are transferred from one car to another. A hole is drilled through each of two pieces of soft iron cut out as indicated. The pieces are joined by a coil spring or rubber band and then inserted through the bolt holes in both license plate and supporting bracket. Given a quarter turn, they will not fall out, while the spring provides the necessary tension to hold the plate in place.—J. G.

Lug Wrench Is Handle for Carrying Heavy Tire

CARRYING an automobile tire casing to a garage or repair shop from the car, often a difficult and awkward task, can be made



easier by employing the rim wrench used to loosen and tighten the wheel bolts as a carrying handle. Merely insert the ends of the wrench into the open slot of the casing and lift it by the protruding handle, as shown at the left.—G. E. H.

Spare Key Hidden in Car

SOONER or later, every driver finds himself without a car key at a critical time. A spare key fastened with cellulose adhesive tape to an inconspicuous spot under the dash will then come in mighty handy. If the same key is used in locking the door, it may be even better to hide it somewhere under the hood, to insure against a lockout.—D. N.