

Ingenious Kinks for Motorists

Protecting the Face When Under Car—An Emergency Flange Repair—Other Useful Ideas

Each month POPULAR SCIENCE MONTHLY awards a prize of \$10, in addition to regular space rates, for the best idea sent in for motorists. This month's prize goes to Merrill Devore, of Cowiche, Wash., for his suggestion of a face protector useful in automobile repair work, shown in Figure 1. Other contributions published on this page are paid for at the usual space rates.

PROTECTION of the eyes and face from dirt and grease while working beneath an automobile is afforded by the ingenious homemade mask shown in Figure 1. Take a piece of celluloid, such as is used for the windows in the curtains of open cars, and with a couple of pieces of string tie it in semi-circular form about the face. It will afford complete protection for the eyes from bits of caked dirt that are sure to be loosened by hammer or screw driver.

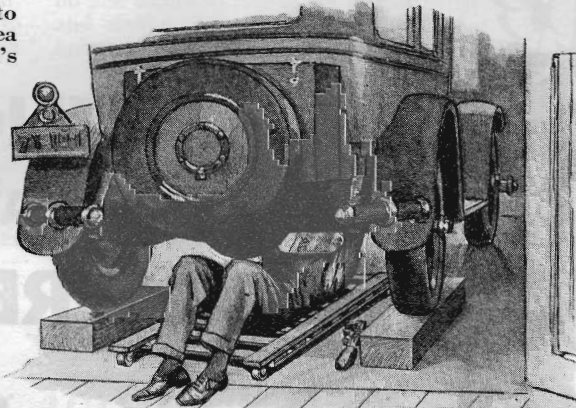


Fig. 1. How the face shield is made of a piece of celluloid.

An Inner Tube Saves Shoes

IN MANY types of cars grease has a tendency to work out, to some extent, around the bottom of the gearshift lever. The shoes of a driver are likely to come in contact with this grease and be stained. To eliminate the trouble, cut a short section from an old inner tube and slip it over the gearshift lever to the bottom, as in Figure 3. This idea will prove valuable particularly in protecting light-colored shoes. If the piece fits too loosely, it can be held in place by a thin band of rubber cut from the same tube and doubled.

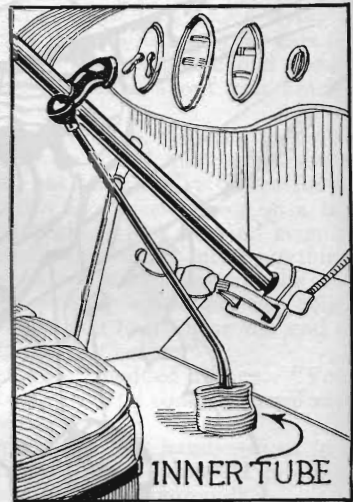


Fig. 3. A piece of inner tube around gear shift base protects the shoes.

Emergency Flange Repair

FIGURE 2 shows an emergency method of repairing a broken carburetor flange which may prove serviceable on a trip. It will do the trick until a service

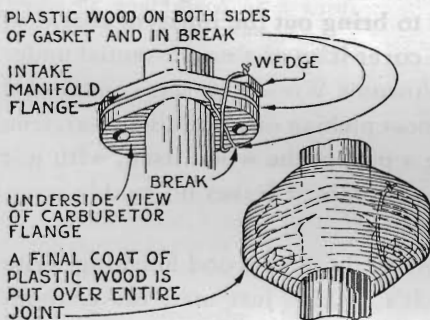


Fig. 2. An emergency repair of a broken carburetor flange, using composition wood to patch.

station or garage can be reached, and the broken flange replaced with a new one.

As shown in the illustration, the broken parts are temporarily wired together and a coating of a wood paste placed over the entire flange. After this has dried, two or three more coats of the wood paste are applied over the joint until it is in the form shown in the illustration. The repair will be surprisingly strong and also will be air-tight. Do not attempt to put a single, thick layer of the composition wood over the joint, as it will not dry as well as if applied in successive layers.

Spark Plug Hole Cleaner

AFTER the cylinder head has been scraped free from carbon, it is desirable to remove the carbon from the lower threads in each spark plug hole. A simple way to do this is to grind or file

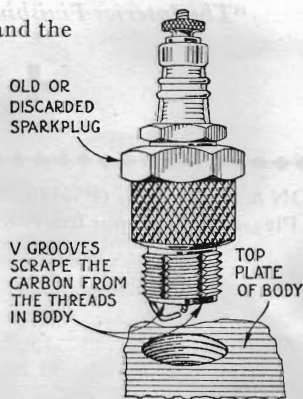


Fig. 4. Using an old spark plug to remove carbon from threads of spark plug hole.

grooves across the threads of an old spark plug, as shown in Figure 4. Remove the gasket and screw the filed plug into the hole. It will seat slightly deeper than the standard plug and will remove carbon from the thread groove. A still better method, if a lathe is available, is to turn down the body of the spark plug, just above the threaded portion, to a diameter slightly smaller than the bottom of the groove. Then slot the threaded portion with a hack saw, so that it can be screwed clear down to remove all the carbon from the bottom of the threads.

Simple Garage Door Check

FIGURE 5 shows a novel and very simple door check that will prevent the door of a garage from blowing closed. A block of wood is screwed to the door and another flat piece of board is hinged to it by means of an ordinary strap hinge. A spring is hooked between two nails, one in the fixed portion and one in the movable portion. When the movable portion is turned up the spring holds it up; when turned down the spring tends to hold it against the ground.

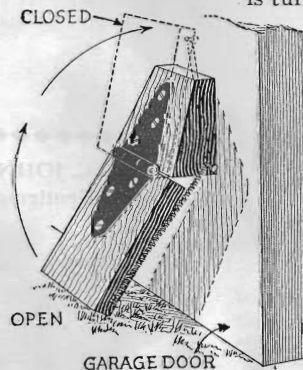


Fig. 5. A simple door check made with hinged blocks of wood and a small spring.

Front Tire Wear

Front tires on cars fitted with four-wheel brakes may wear more rapidly than the rear tires if the front brakes are set too tight. This trouble can be eliminated by making sure that the front brakes do no more than their fair share of the work of stopping the car. In most cases, however, where the front tires show excessive wear, the trouble is caused by incorrect wheel alignment.