

The Month's Best AUTO IDEAS

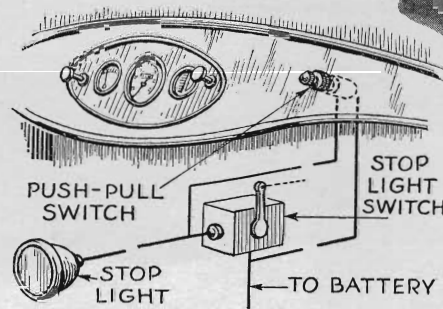
Hints, Useful to Car Workers,
Are Supplied by Our Readers



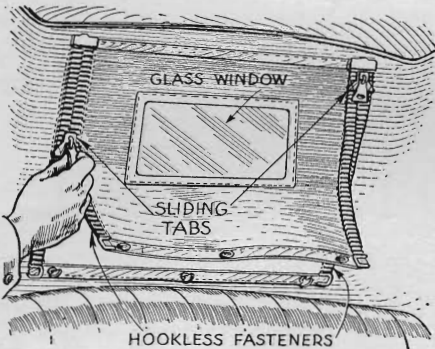
On piece of wall board, nailed up in garage, pages of auto kinks are pasted for reference

REAR window flaps on coupes and convertible roadsters can be made draft proof and rainproof by applying strips of hookless fasteners to the side joints. Ordinarily, the rear flap is provided only with three hooks along its bottom edge. As shown in the illustration below, the hookless fasteners, which can be purchased new or salvaged from old pieces of clothing, hand luggage, and so on, are stitched to the sides of the flap and the edges of the car top. Merely pulling the sliding tabs up or down opens or closes the flap. Obviously, the fasteners should be sewed in place so the open end is at the bottom. The hookless fastener strips can be stitched with carpet linen threaded in a sailmaker's needle.—C. F.

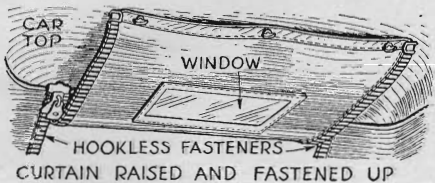
immediate use when a light is needed in backing at night on a dark road.—H. M. J.



A push-pull switch connected, as shown, across stop light terminals will give a backing light



UNFASTENING REAR CURTAIN



CURTAIN RAISED AND FASTENED UP

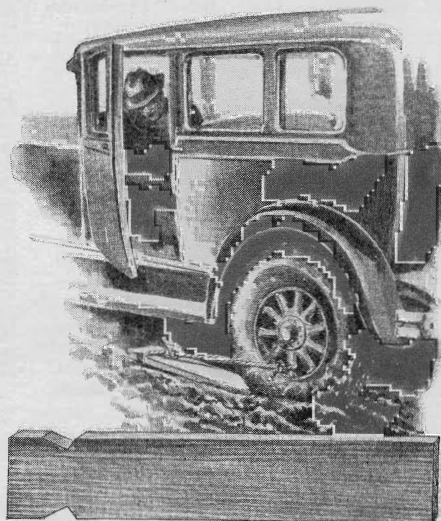
Hookless fasteners, stitched to the side of window flaps, will make your roadster rainproof

New Backing Light

BY CONNECTING A push-pull switch across the stop-light switch terminals, you can use your stop light also as a backing light. In the closed position, the push-pull switch completes the stop-light circuit independent of the brake pedal and allows the light to be used when backing. When the switch is open, however, it does not interfere with the regular operation of the stop light by the brake pedal. To increase the illumination of the light, use a twenty-one-candlepower bulb in place of the usual type found in stop lights. The writer installed the supplementary switch on the dashboard, where it is handy for

Getting Your Car Out of Mud

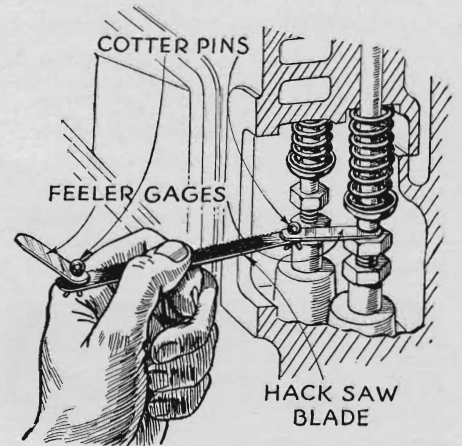
WHEN a rear wheel rests in the mud, a plank and some stout rope or a chain used in the manner illustrated will provide the necessary traction. Place the plank as far under the mired wheel as you can get it, tie the rope or chain to the outer end, and fasten the other end of the rope to the lowermost spoke of the wheel. Then start the motor, shift into low gear, and engage the clutch slowly. The wheel in turning will pull itself along the plank for one quarter of a revolution. By taking up the slack in the rope after each try, the car can be made to pull itself out of a mud hole in a very short time.—O. G.



A plank and a piece of rope can be used, as shown, to free a car when wheels are in mud

Auto Kink File

RATHER than lose the valuable kinks published each month in POPULAR SCIENCE MONTHLY, I now clip out the page and glue it to a board fastened to the wall of my garage. The board is merely a piece of wall board nailed to the studs. When I am working on my car and get stuck I glance over my work sheets and find the answer to my problem. I have also added a directory of service stations.—D. G. R.



Using Feeler Gages

WHEN adjusting the valves on a car, the shortness of the feeler gages often causes undue fuss and aggravation. The work must be done in cramped quarters and the short gage strips are difficult to handle. To overcome this, the writer removed the exhaust and intake valve feeler leaves from the gage case and fastened them to the ends of an old hack saw blade as shown. Both gages are always ready for use and the saw blade serves as a handle.—B. W.