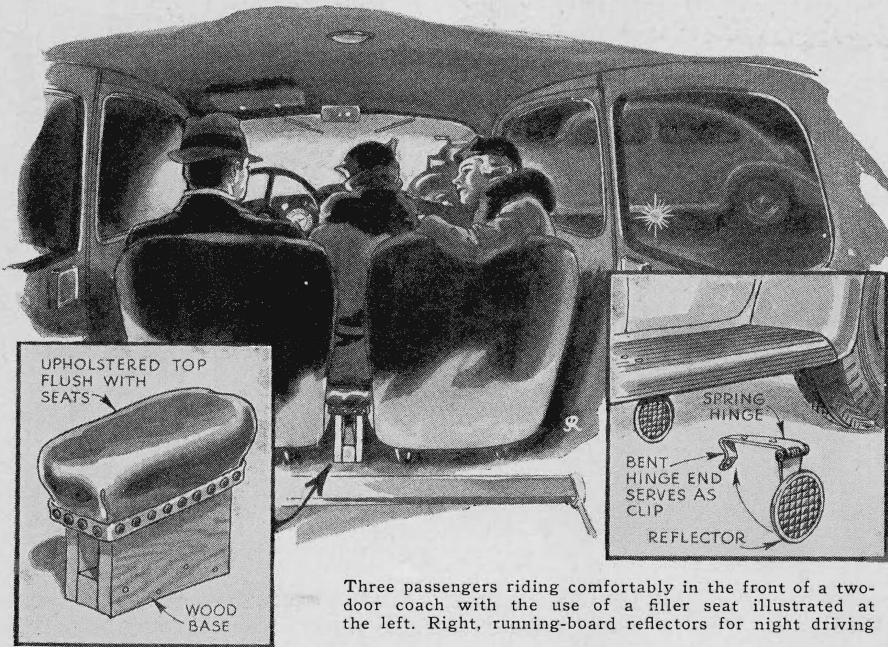


# TIME-SAVING KINKS FOR CAR OWNERS

*Ingenious Methods Found  
By Our Readers to Solve  
Common Motoring Problems*



Three passengers riding comfortably in the front of a two-door coach with the use of a filler seat illustrated at the left. Right, running-board reflectors for night driving

## Running-Board Reflectors

FOR night driving, the danger of side-on crashes can be reduced by fitting your car with running-board reflectors as shown in the drawing at the left. Made up by fastening an ordinary red jewel signal to a galvanized spring hinge, each reflector can be folded back under the running board when it is not in use, a hook bent in the end of the hinge serving to hold the reflector up out of the way. By reflecting light from the head lamps of cars approaching yours at right angles, the signals warn drivers who fail to see the beams from your headlights.—W. L.

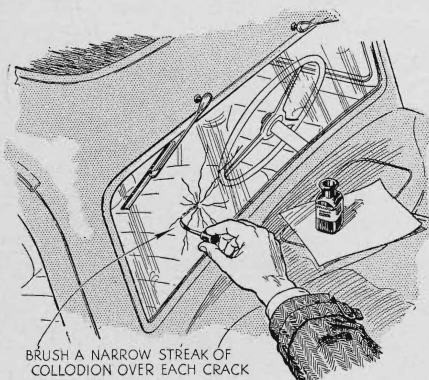
## Makes Two-Door Coach Seat Three in Front

THREE people can sit comfortably on the two front seats of the average two-door coach if the car owner builds the easily made filler seat illustrated above at the left. It consists simply of a rectangular wood frame or base padded and upholstered to bring its top flush with the two seats. The width and length of

the frame should be arranged to make the filler seat fit snugly into the space between the two permanent seats. When this extra seat is not needed, it can be easily removed and stored under the rear seat with the tools or in the trunk, if the car is equipped with one of these storage compartments.—W. G. L.

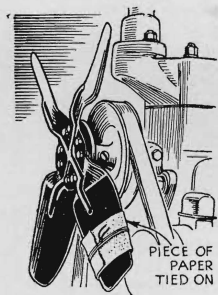
## Collodion Seals Cracks In Shatterproof Glass

CRACKS in shatterproof windshields and car windows cause the glass in time to become yellow and cloudy. This is caused by the action of the air on the inner sheet of plastic material that serves as the binder (P.S.M., July '33, p. 56). On the windshield, such discoloration may interfere with the driver's view. To prevent this, apply a thin coating of collodion to all cracks as soon as they are discovered. It will seal the openings and protect the inner filler from air and moisture. Being waterproof, the collodion coating can be washed.—E. N.



BRUSH A NARROW STRÉAK OF COLLODION OVER EACH CRACK

Applied to cracks in shatterproof glass, collodion keeps out air and prevents discoloration



PIECE OF PAPER TIED ON

Fan blade marked to show engine speed for carburetor adjustment

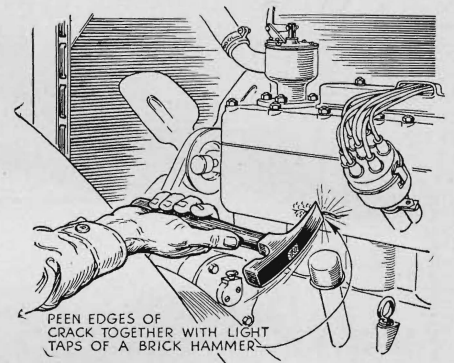
blade flash by, instead of listening to the motor, it is a simple matter to judge the speed and regulate it to eliminate a "gallop."—J. P.

## Fan Speed Is Gauge For Idling

WHEN adjusting a carburetor for the best idling mixture, a much finer setting can be obtained if a piece of white paper is wrapped around one fan blade and fastened with string. By watching the white

## Renewing Door Blocks

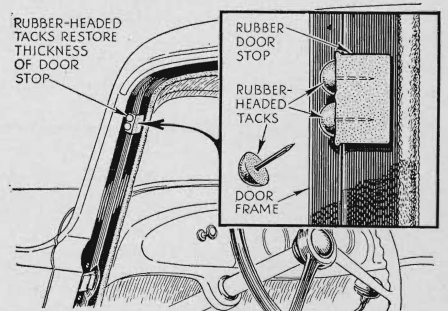
AFTER a closed car has been in use for some time, the rubber door blocks often become so worn or flattened that they no longer hold the edge of the door firmly in place and the rattling of the door becomes a source of annoyance to the car owner. A neat and effective repair can be made by pressing one or two small rubber-headed tacks into the face of each cushion stop. The thickness of the rubber heads raises the buffer surface sufficiently to give a tight fit and keeps the door from rattling.—E. E. S.



PEEN EDGES OF CRACK TOGETHER WITH LIGHT TAPS OF A BRICK HAMMER

## Mending Cylinder Crack

SEVERAL winters ago, when an unexpected freeze-up cracked the cylinder block on my car, I decided to try to repair it myself. After I had run the engine to bring it up to normal temperature, I peened the edges of the crack together with the blunt end of a mason's hammer. This, of course, only served to close the outside of the crack, but several months' accumulation of rust on the inside of the block provided a good seal at the inner edges. After two years of continuous service, the repair, which was intended to be only an emergency one, is still tight and entirely effective.—C. W. C.



Door stop with rubber-headed tacks driven in to restore thickness. Inset gives details of the job