

Tips For Motorists

WARPED VALVE STEMS

If there is a lack of compression and on examination the valve heads seem clean and perfect, inspect the valve stems carefully to see if they have not become warped by the intense heat of that part of the engine.

SAVE IGNITION CURRENT

If you use battery for ignition and your battery is weak, do not use self-starter to crank the engine and expect good ignition at the same time. Better crank the engine by hand and save as much current as possible for ignition.

CAUSES OF KNOCKING

Here are seven things which will cause a motor to knock: spark knock caused by too far advanced spark on slow speed; excessive carbon in the cylinders and on piston top; loose crank shaft bearing; loose connecting rod bearings; motor running too slow on high gear or on a heavy road; too much space between valve stem and push rod; overheating of motor.

ADJUSTING CARBURETOR

If you will experiment with your carburetor a little you will probably find you will not get as good mileage from your gasoline by having your carburetor set so weak that it does not pull well. Adjust your carburetor so it runs as good as it is possible to make it after the engine has become thoroughly warmed up, and you will find that you will get more mileage to the gallon than when it is set so weak that you have to use the choke every time you want it to pull hard.

USING ENGINE AS BRAKE

No harm will be done the engine if it is used as a brake as on the hills, providing that is done at the beginning of the hill, or, if not used at the beginning it is first speeded up equivalent to car speed before the clutch is engaged. If the car is allowed to go down a hill independent of the engine as in coasting and if when the bottom is reached the gears were engaged and clutch let in without first speeding up the engine, the result would be a very sudden slackening of car speed and the strain in breaking this speed would all be taken by the driving system. This has been the result of wrenching the clutch universal, transmission or differential out of alignment or the breaking of some member of the drive system. When you have reached the bottom of the hill before letting in the clutch start your engine and speed it up to car speed.

OVERHEATING DUE TO IMPROPER DRIVING

Don't always blame the cooling system when the engine overheats. The mixture supplied by the carburetor may be causing the trouble, perhaps being too rich. Possibly the spark is not advanced far enough; maybe the oiling system is clogged or for some other reason is not properly lubricating the mechanism of the power plant. It might even be possible that the fan belt is slipping, thus preventing the fan from doing its full duty. Then there are the brakes. They may be dragging because the bands are too tight, a condition which can only be discovered by jacking up the rear wheels and noting whether or not they turn freely. Overheating is often chargeable to improper driving—using the low gear too long when the car should be running in high.

LEAKY CARBURETOR

If there is a constant dripping of gasoline from the carburetor the float valve mechanism is not operating as it should. When the level of fuel in the float bowl reaches the proper height, the needle valve controlling the flow of gasoline into the reservoir of the carburetor should be shut off. If it does not work properly the adjustment should be checked up, and the valve and its seat examined for dirt or grit. Perhaps the needle valve is worn, in which case it should be carefully ground into a good seat.

VALVES SHOULD BE GROUND IF LEAKING

For the first few thousand miles the valves will probably need no attention aside from the periodical oiling they will require if they are of the overhead type. In motors of the L- or T-head type, this oiling is generally taken care of automatically.

Then it is likely that misfiring will develop when the engine is idling or when the car is running very slowly, though the spark plugs and the carburetor be in perfect condition. The car owner may then consistently look for a leaky valve, usually caused by carbon being burned irregularly on the valve or its seat; by the valve or its seat being pitted, or by a slight warping of the valve, due to the excessive heat of the exhaust valves after explosions.

In any case, the valve must be made to fit perfectly on its seat, and this is generally done by what is known as valve grinding. The valve spring is disconnected, the valve is removed, the seating surface is covered with some form of grinding compound, the valve is replaced and then turned first in one direction and then in the other until the surfaces of valve and seat smoothly polished. This is an operation which had best be left by the amateur to an experienced man. In grinding valves care should be exercised so the grinding compound does not get into the cylinder or on the piston, or it is liable to damage the cylinder walls. After the valves have been ground the

tappets require adjustment as the grinding generally causes the valves to drop down farther than they did before. Hence the push rods will not be of the correct length. On most engines there should be about two-thousandths of an inch space between the push rod and the stem of the inlet valve and three- to four-thousandths on the exhaust valve. The correct distances for these adjustments of the motor are generally given in the instruction book which comes with the car.

If too much space is allowed, the valve tappets will be noisy; if not enough, the valve stem will ride and will not permit the valve to seat properly. Quiet and proper operation of a motor depends much on the adjustment of the tappets.

A light car with flange wheels placed on the railroads of Alaska and drawn by dog teams is known as a "pupmobile."

It's easy to see the point of a joke that's on the other fellow.

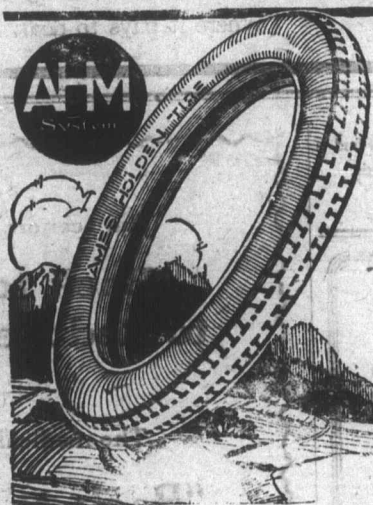
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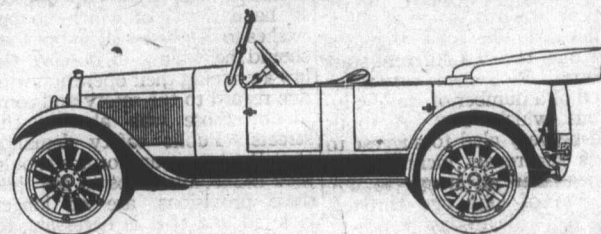
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