

**SIMPLE METHOD FINDING TROUBLE WHILE ON THE ROAD**

**Many Motorists Can Easily Repair Troubles Once They Find Them**

There is nothing more annoying to the average automobile owner than motor trouble along the road, and while this can be prevented in most cases by careful and systematic inspection before starting on a trip there are certain minor difficulties that are apt to occur no matter how careful the motor is looked over. If a motor refuses to start after operating in the proper manner for a considerable time the difficulty is usually one of minor importance that can be located quickly by a systematic investigation. Many motorists immediately start to change the carburetor adjustment when trouble occurs but this should not be done until the following points have been checked over and it is determined that the carburetor is really at fault.

First make sure the gasoline is reaching the carburetor float chamber and that it is pure gasoline and not water and rust that fill that member. Open a drain cock under the spray nozzle, or detach the gasoline coupling at the float chamber to allow any water or sediment that may have collected at those points to drain off. If the engine is not provided with a priming device make sure that gasoline reaches the cylinders by injecting some through a priming cock or the opening obtained by removing the spark plug.

Next make sure that a spark occurs by detaching the secondary wire or high tension cable from the spark plug terminal and hold it about one-eighth or one-quarter inch away from some metal part of the motor while it is cranked. Watch for a spark to jump the gap as the motor is turned over then try the compression of each cylinder by using the emergency hand crank instead of the starter, turning off the ignition switch and opening the throttle wide. A decided resistance to cranking should be felt in each cylinder as the piston reaches its compression point. If the gas reaches the cylinders and the compression is good and the spark takes place at the right time there is no reason why the engine should not start easily unless conditions are extremely unfavorable such as a very cold motor.

If the motor starts but refuses to keep running the trouble may be caused by: wrong manipulation of the carburetor dash control and failure of the choke valve to return to its own position. Partial obstruction in the fuel supply line which permits the gasoline to feed through but not in sufficiently large quantities to keep the engine running after it has started. Water or dirt in the supply pipe or carburetor. Dirt or water in the vacuum tank outlet. Sticking intake valve. Loose ground connection or poorly made connection at the battery. Loose terminals anywhere.

If the motor will start, keeps running but runs irregularly because it misses explosions in certain cylinders at all speeds look for the following defective conditions: Dirty or carbonized spark plugs, cracked spark plug insulator or improperly set gap at the plug points. Short circuit spark plug wires which can be detected by listening for the crackle of a jumping high-tension spark or visually by running the engine in the dark. Wires interchanged on two or more spark plugs. Inlet or exhaust valves sticking in guides or held open by lack of proper tappet clearance. Trying to run with the motor very cold or using low-grade gasoline. A leak in the cylinder-head gasket.

If the motor does not run properly at high speed the following faults may be suspected: Spark not far enough advanced spark plugs in poor condition such as badly

carbonized or with excessively large gaps. Weak valve operating plungers and valve stems which reduce effect lift. Shortage of gasoline. Ignition contact breaker gap too small or too wide. Pitted or burnt ignition points. Muffler passages stopped up or constricted by carbon and oil deposits. Leak in cylinder head gasket. Dragging emergency brake.

If after the motor is started it will run at high speed but will not run regularly at low or idling speed it may be because: The motor may be too cold. There may be an air leak which permits diluting the mixture through a porous inlet manifold gasket, through poor packing at the flange joints, or around loose inlet valve guides. The valves may not be seating tightly enough or may be held clear of seat by particles of dirt. Badly worn piston rings which permit gas leakage. Spark gap between spark plug points too narrow. Spark too far advanced or timer stuck in advanced position. Gasoline leaking in through the suction connection of the vacuum tank. Throttle shutter may not close properly on account of the stop screw being regulated so the butterfly valve cannot close. In some forms of carburetor such as those of the compound nozzle type in which the idling jet is controlled by the throttle shutter, the valve may be turned the wrong way so it does not close positively and also so it does not control the idling jet. Weak or broken exhaust valve springs which permit the exhaust valves to open under suction.

If the fuel consumption is excessive it may be due to: A poorly lubricated or overheating motor which does not turn over as freely as it should. Dragging brakes. Spark not sufficiently advanced. Carburetor improperly adjusted such as having jets to give maximum power and acceleration at a sacrifice of economy. Poor setting of dash control regulating air supply to the carburetor. Motor clogged with carbon deposit. Insufficiently inflated pneumatic tires. Wheel bearings adjusted too tightly.

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A local cynic says their age is about the only thing women attempt to conceal these days.—Kingston Standard.

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The dispatches announce that the prices are rising in South Africa, and that now a man has to pay as high as four cows for the ordinary sort of a wife that he used to buy for four spearheads. The luxury tax has probably struck that country, also.

Don't attempt the things you can't do—and some of the things you can.

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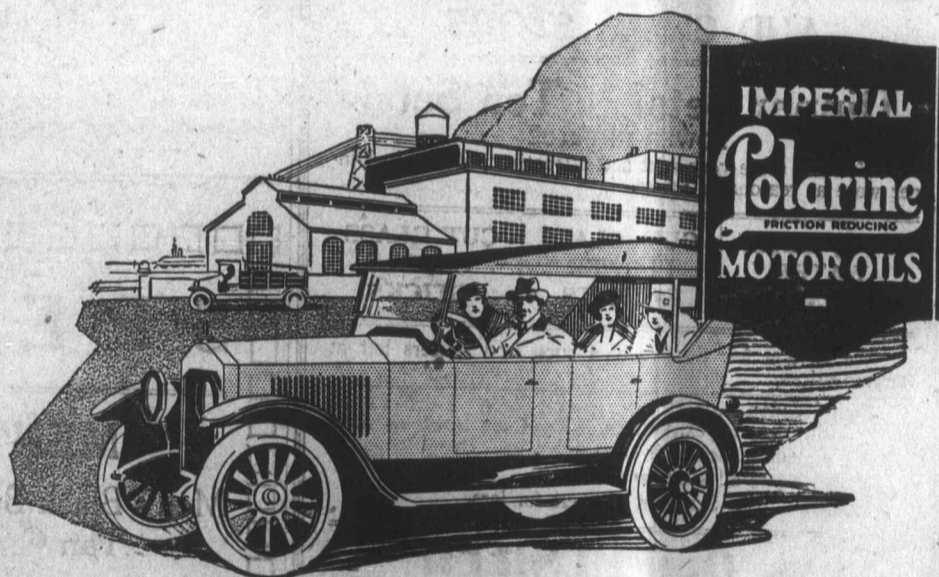
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Halifax, 11th August, 1921.