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Nfld. Motor Association

ADDRESS ON "CAR TROUBLE" BY MR. R. G. SILVERLOCK.

A largely attended meeting of the Newfoundland Motor Association was held Tuesday at the Stirling Restaurant at which several matters of considerable interest to members were fully discussed.

It was decided that the Municipal Council and the members for St. John's East and West be written a strong recommendation that immediately efforts should be made to get the grant for "the repair and maintenance of city streets" considerably increased. The Council last year received less than six thousand dollars for this purpose whereas under the per capita grant seventy thousand dollars should be received.

It was decided that the Association should send a "link" to the Daily News "chain" for the Permanent Marine Disasters Fund.

Several other matters of interest being disposed of an interesting address on "The Usual Causes of Car Trouble on the Road" was delivered by Mr. R. G. Silverlock, which we publish below:—

MR. SILVERLOCK'S ADDRESS.

Mr. Chairman and Gentlemen:

When Mr. Howley, our President, suggested the idea of a course of short addresses to be given at each general meeting, on troubles the motor car suffers from and her sometimes lady-like objection to move at all, he asked me if such address would trespass on the garage trade secrets. I don't think so. I would much prefer to tell a motorist what to do now at lunch hour, than to be called out at bed at two o'clock in the morning. The motor car is like the little girl, when she is good she is very, very good but when she is naughty, she is horrid.

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Ignition has to pass through the ammeter on the dashboard, so when you put on your switch and press the starter button, the hand on the ammeter should oscillate slightly backwards and forwards to the discharge side, if it does this it is more or less sure that the ignition is right, so turn your attention to the gasoline supply. In my experience in the last few years the greatest cause of trouble has been dirt or water in the gasoline, so you want to make sure that gasoline is getting to the carburettor. On most cars you can get at the float chamber of the carburettor and in the centre of this there is a small shaft of metal sticking up through the cover of the float chamber which is called the needle valve. Sometimes this is covered with a screw cap which is easily removable.

To find out if gasoline is coming to the carburettor lift up this needle valve and in from five to fifteen seconds gasoline should flow out of the carburettor. If the gasoline flows out, then turn your attention back to the electrical system, but if the gasoline does not come out then you have a rather dirty job ahead of you. I must not forget, however, that our friend the Ford has not the regulator needle valve and it is not so easy to find out whether gasoline is in the carburettor or not. On the Ford float chamber at the bottom there is a screwed plug with a pin through the end to turn it by. If you unscrew this plug gasoline should flow freely, let it flow for several seconds so as to make sure the supply is constant, if it does not flow at all you know your trouble is gasoline.

We are now in the position of assuming the gasoline is at fault, so let us take the causes that can stop the gasoline getting to the carburettor.

1. Is there any gasoline in the tank?
2. If there is a tap is it turned off?
3. One and two being right, the filters must be choked or the pipes clogged.

We will treat the Ford later.

Most cars to-day have vacuum systems which draw gasoline from the main tank at the rear to a small tank called the vacuum tank generally mounted on the dashboard or engine underneath the bonnet and higher than the carburettor. This small tank has a pipe leading to the inlet manifold of the engine, and the suction of the engine creates a vacuum in the manifold, and as this is connected by the pipe with a small tank a vacuum is created in this tank which in turn has another pipe connected with the main gasoline tank at the rear. The vacuum in the small tank draws gasoline through this pipe from the gasoline tank to the small tank. Inside this tank there are several things best left alone and very rarely give trouble so it is best not to bring them in as they would only complicate matters. I will simply say that after the gasoline is drawn into the small tank, there is another pipe at the bottom which goes to the carburettor and gasoline flows through this.

Now to look for trouble, as I said before, the main causes will be dirt or water. This makes it likely that the filters will be choked up with dirt or dirty water.

Usually there is a wire gauze filter on the main tank where the pipe leading to the small tank leaves the main one, somehow or another this very rarely gets clogged though it is the first filter through which the gasoline passes. We will call this filter one. When looking for trouble disconnect the nut which holds the pipe going from the main tank to the small one where it is attached to the small tank. When disconnected take a tire pump and blow through this pipe from the front end and get someone to listen at the rear if they can hear the air coming through the gasoline in the tank. This serves two purposes, if by chance the pipes or filters are clogged it would probably clear them and also at the same time assure you that that particular part was right.

Now where you have disconnected the pipe on the top of the vacuum tank there is an elbow piece screwed into a larger nut. Now unscrew this nut as at the bottom of this is filter number two. This is sometimes clogged up with dirt sufficient to cause stoppage of gasoline.

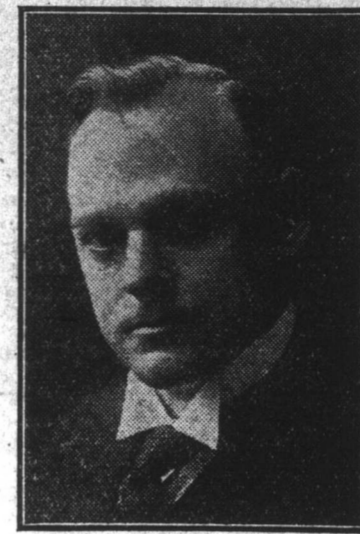
If these two are right screw them back into place and look at the pipe from the bottom of the vacuum tank leading to the carburettor, as there is another wire gauze filter here which we will call number three. This is where you usually find your trouble if it is gasoline trouble. If when this pipe is disconnected gasoline flows freely from the pipe, yet will not flow out of the carburettor when the needle valve is lifted, you know your trouble is there. This filter is usually taken off by the carburettor, at the very bottom of the carburettor, when you have taken this off remove the wire gauze and cleanse in gasoline.

Now I can hear you ask, where am I going to get gasoline to clean it with in a country road in the middle of the night. I told you before it was a dirty job, there is always a plug at the bottom of the main tank at the rear, and you will have to get out and get under then unscrew this plug to get gasoline out.

Another piece of advice, always have a good stillson wrench in your kit it is absolutely necessary. You have now cleaned everything and replaced everything moved and screwed up all connections tightly, you have

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eliminated all trouble in the gasoline line, but in all probability your vacuum tank is empty. There are two ways of filling this, there is a plug on top, which you can remove and fill the vacuum tank and the second way is the regular way, that is the way the engine draws the gasoline when the car is running.

In the second way you close the throttle right off and press the starter button and let the engine turn over five or ten seconds, then wait half a minute, do this three or four times then lift the needle valve and the gasoline should flow out in the usual way, if it does so everything is right and you can start as usual and go on your way rejoicing. If the vacuum tank will not fill the second way, examine the pipe leading from the inlet manifold to the vacuum tank and see if it is not broken or the connections loose. It is important that the connection on this pipe must be tight otherwise the vacuum system cannot work. If this pipe is alright then you

will have to revert to the first way and fill the vacuum tank through the plug on the top with gasoline taken from the main tank. Then unscrew the usual way, if your trouble is gasoline she will start. Now for friend Ford, she is very simple. In the Ford the gasoline's gravity fed, i.e., the tank is higher than the carburettor and the gasoline just naturally flows down. There is a filter at the bottom of the gasoline tank with a tap on the bottom of it, you have to get under again and turn this tap on. Usually the tap is choked and you have to put a piece of wire up through and then an accumulation of dirt and water comes out. Let it run until about a quart has come out, the most will be gasoline, and as the gasoline flows out it will bring the dirt with it. This usually fixes a Ford it is does not turn off the feed tap, disconnect the pipe from the tank to the carburettor and put your tire pump on it and give several quick pumps and this should clean it, then put the pipe back and turn on main top and test for flow by removing plug on the bottom of the float chamber and the gasoline should flow out steadily, then start as usual.

You will note I have confined my remarks mainly to gasoline, I thought it would not be wise to confuse you with too many things at the one time, and electrical work is usually best left alone except the most simple things. One of the most simple things on the ignition system and one that has cost motorists more money than anything else is taking off a spark plug wire and allowing the wire to be out of contact with the engine and then turning over the engine. There are always two circuits in motor car ignition systems and if a current passes through the second one which causes the spark and the spark has got to occur and if it cannot pass in the regular way it will occur in an irregular way and this is the cause of broken down coils and magnet windings and these are always expensive.

I said before, with reasonable care, a gasoline stop is almost impossible with cars with vacuum tanks there is a plug at the bottom of the tank. This plug should be taken out once a month at least and a wire pushed up, it is usually choked, and water and dirt allowed to run out. Do the same on a Ford, only this is the tap on the filter on the bottom of the main tank. It is absolutely impossible to keep water and dirt out of your tanks, but it is very easy to keep the amount low enough not to cause trouble.

Here are just a few pointers:— Always see the gasoline is clean when you put it in your tank. Keep water in your battery, have it put in at least once a fortnight. Keep your battery fully charged. Have the oil completely changed in your car every five to seven hundred miles.

Keep your gasoline tank filled up. Always carry a good set of tools, particularly a good stillson wrench about ten inch, a good pair pliers, a good screwdriver and a good monkey wrench. Always buy good ones, they may cost more but they are worth it if you are caught on the road.

Carry a good torch and see it is in good condition. Always see your spare tire is blown up. Carry a small but efficient tire pump. Carry a tire repair outfit.

As it is not easy to condense electrical troubles into a short address, I thought it wiser to leave them to another time, because while it may seem easy to me when I tell you things, I have to remember you are not so familiar with them as I am, having over twenty odd years motoring experience and what is simple to me may be Greek to you, when I have not the different parts to show you.

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