

MOTORISTS' PROBLEMS

Solved for Readers of
The News-Times

By William H. Stewart, Jr.

Motor Department:—I have a 1918 model Ford, which has gradually developed a puzzling trouble and so far I have been unable to find any one who can explain it. When running with the throttle almost closed, the car jerks or "gallops" badly, as if a couple of cylinders were misfiring, or as if one cylinder was firing prematurely. But if the throttle is opened it stops this and goes to pulling in good shape on all four cylinders. Then having attained sufficient speed if the throttle is partially closed this jumping again becomes evident, although, of course, not so much so as when running slow. This trouble first showed up very slightly several months ago and has steadily grown worse until it is now very annoying, as I cannot run slow without a continual jerking unless the engine is pulling rather hard. I have put in new rings, put on a new carburetor, ground the valves twice and substituted dry batteries for the magneto, but none of these things seems to have any effect. Compression is excellent on three cylinders and fairly good on the other. I have done about all I know to do and will greatly appreciate any advice you can give me. G. H.

In order to have your engine pull evenly at slow engine speed the compression in all the cylinders must be good. A weak spark caused by weak magnets will cause the trouble. Borrow a good storage battery and try it in order to check up the current supply. Slightly defective or carbonized spark plugs will cause the missing at slow speed. A worn or dry timer with a weak spring will also produce the same result. Check up the valves and be sure that none stick. At higher engine speed the liability of this is lessened. Furthermore, make sure there are no air leaks in carburetor manifold or gaskets.

Motor Department:—I purchased a six-cylinder car last month which runs very well in every way except that it goes only five or six miles to a gallon of gasoline. The people of whom I bought this car said I ought to get at least 10 miles, and a friend of mine who has a car identical with mine is averaging about 11 miles to the gallon. His engine also seems to be much snappier than mine. Can you give me an idea as to why my motor is not so good as his? K. M.

Often motors which are exactly the same in every way as far as construction is concerned are not at all alike in the way they run. Your friend may be a more skilful driver than you, but it is more likely that your carburetor is not adjusted properly. The very fact that you do not get the mileage you should and that your engine is sluggish suggests that the mixture is too rich, assuming, of course, that your car is driven correctly. Would suggest that you adjust the carburetor so that more air shall be admitted to the mixture. A leaner mixture will tend not only to give better mileage per gallons of gasoline, but will also be quicker to burn, thereby making the engine livelier.

Motor Department:—After the engine of my car has been running for a little while the carburetor runs dry, but it does this only when I start up the engine the first time in the day. Otherwise it never gives me any trouble on the road, either driving or running idle. I have opened up the valve that shuts off the gas from the carburetor a little more, but it does not remedy the trouble. I have taken the carburetor and piping apart, but find nothing to stop the gas from flowing. Can you assist me in locating the trouble? H. S.

Would suggest that you inspect carefully the float valve and pivots the reduction is only slight, nevertheless, it can be noted.

Motor Department:—Some two months ago you gave advice in regard to stopping the squeaking of the frame. Would you kindly repeat it? By doing so you would greatly oblige. M. F.

A disagreeable squeak may be of floats. Also note whether float sticks. It is possible that overnight corrosion of the parts causes them to stick for a time when first starting. Since your trouble disappears after motor has been running a few minutes, this seems the most probable cause of your trouble.

Motor Department:—My car has a large size exhaust pipe entering the muffler and shows no appreciable increase in power with the cut-

out employed. A friend of mine declares that there should be a difference in power, and taking my car as an example, I think there should be none. The practice is generally prohibited in cities, I know. D. R.

With a properly designed exhaust pipe and muffler, no appreciable decrease in power should be noticed at normal speeds. At very high engine speeds, however, a muffler lessens the power, because the exhaust gases need a free exit, and if there is any resistance, more or less back pressure is created which, in turn, is bound to reduce the power. While traced to some part where the body is not securely fastened to the frame. There is usually installed some anti-friction material between the frame and body to prevent chafing. Very often the running board dust guard will be tucked under the body in a manner which will cause chafing and a disagreeable noise. Spring leaves when rusted acquire a habit of chirping; likewise spring shackles and bolts. Poorly attached fenders, loose doors, or engine hoods often cause squeaks. The hood clamps which hold down the engine hood have springs in them which rust and become a source of noise.

Motor Department:—Will you please tell me a good method for repairing leaky radiator fins? The radiator has a small leak, which necessitates frequent refilling. R. L.

The best way to stop the leak is to have it soldered. The fins are probably those which facilitate radiation but do not carry water. Radiators differ in construction, but those having fins are usually of the tube type.

Motor Department:—Recently my car went into a ditch and bent the

steering mechanism badly. It has been repaired, but does not seem to be right yet. It does not steer as good as before. All the parts look all right and seem to be straight, but it does not steer as it should. Do you think the parts have been straightened right? Will thank you to give me some suggestions. K. T.

From what you have said it appears the axle is bent or has shifted from its proper position on the spring. It is possible that the nose of the frame is bent downward, causing the axle to set back on the one side. The set of the spring shackle will help you to determine this. The main axle, from pivot to pivot should set at right angles to the frame. The steering knuckle arms to which the drag link is attached should have an equal set; that is, the angle between the knuckle point proper and the offset steering arm should be equal on each. After these points have been determined the wheels should be aligned by the adjustable link between the steering arms. The front wheels should have about one-quarter inch foregather; that is, they should toe in slightly. A slight undergather is also advisable.

Motor Department:—I have on my car a priming cup, the pipe of which is connected to the intake pipe, but I find this is not as efficient as priming through the regular priming cocks above the valves. Now I have in mind a primer that will with one turn on the dash prime all four cylinders at once. But as there must be a pipe from primer to each cylinder connecting the regular priming cocks above the valves, what would happen when the explosion takes place? Would there be any harm done in the small pipes? Of course, there would be only enough gasoline let in at one time to prime the motor; the flow would be cut off before the engine was cranked. E. T.

It is not likely that any harm would be done to the pipes leading from the priming device to the cylinders when the engine is started, but unless the device is designed correctly it will afford a constant source of compression trouble. There are several devices on the market at the present time which have been used with success which would operate in the way you describe.

HELPFUL HINTS.

A broken front spring may have a block of wood substituted for it. Jack up the frame until it is at the height at which the spring should hold it, and then slip a block of wood of the proper size between the axle and the frame. Fasten this in place with wire or rope and drive carefully.

At times springs develop a tendency to "squeak" owing to want of lubrication between the leaves. This can be remedied by occasionally jacking up the frame of the car, so that the weight of the axle hangs from the springs. This will cause the leaves of the springs to separate a little. If kerosene and oil is then applied to the sides of the spring and allowed to stand for some time, it will be found that all tendency to "squeak" has disappeared.

When two or more leaves of a spring break it is not advisable to install new leaves without resetting the spring. If the spring is used for some time its set is different from that of the new leaves installed, and the effect often results in another broken spring very soon.

Most springs break because the spring clips are not kept tight. It is a good idea to inspect and apply the wrench occasionally to these parts. A few moments spent doing this occasionally may forestall a broken spring and a lot of unnecessary delay when touring.

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F. L. Mendez and Co., who have changed the location of their automobile salesroom to 217 E. Jefferson Blvd., have added the Crow-Elkhart automobile to their line of Cleveland and Chanders. The company formerly was located at 307 E. Jefferson Blvd., but Mr. Mendez obtained a lease on the present salesroom of the company, this being considered one of the

most desirable automobile locations in the city.

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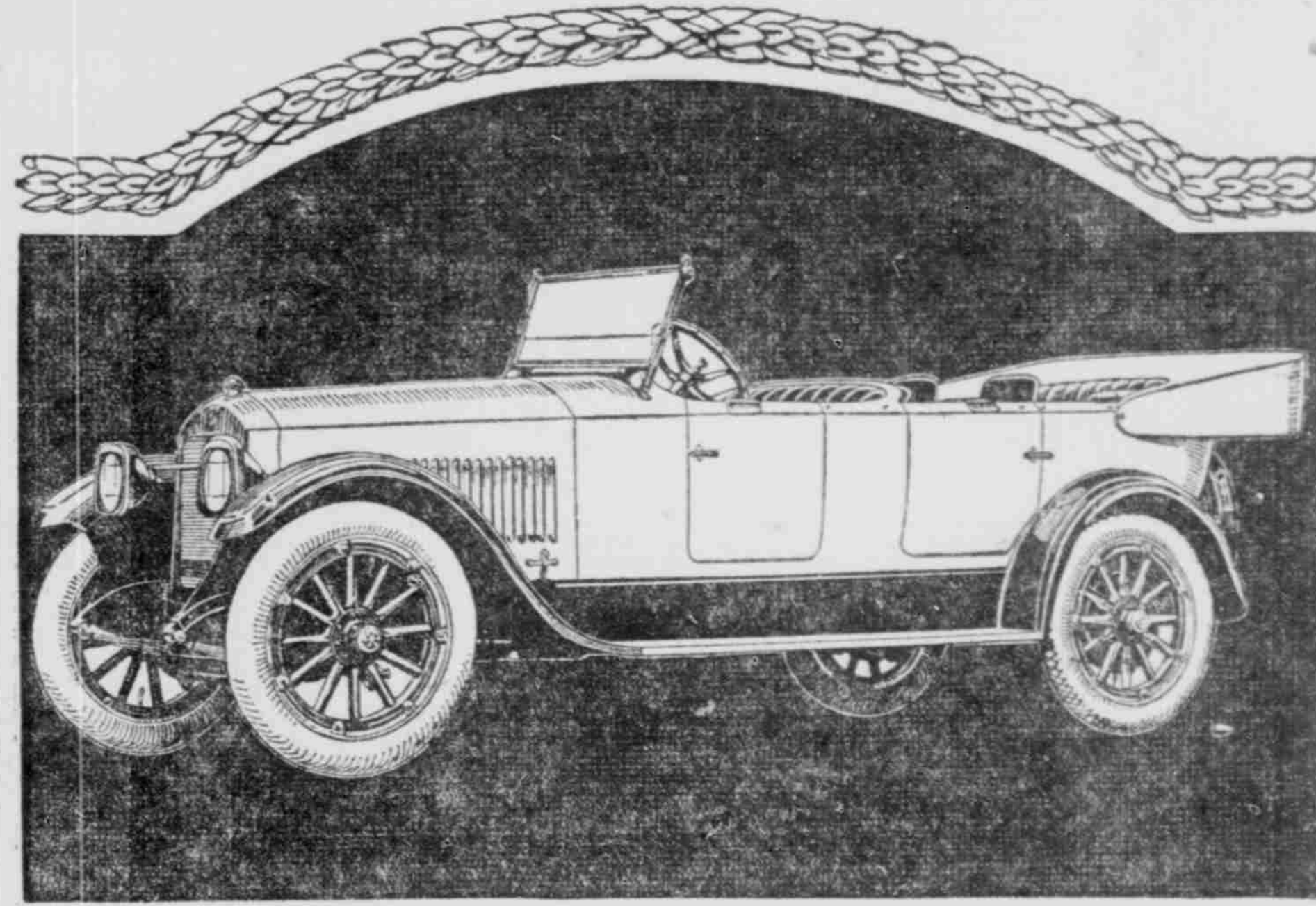
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