

Tech Tips

By Gene Tucker

In the last issue of *THE SETOFF*, we passed along a technical tip from STAN CONYER in Indiana to the effect that PISTON RINGS for an Oliver farm tractor will fit a Fairmont RO-C engine. Tips like this are especially helpful as some sources of original parts begin to dry up.

This month, we pass along two more tips (along with saying that we welcome any helpful bits of information you may have discovered along the way. Send them in and we'll print them).

TOM VAUGHN from LaPorte, IN reports that he needed WINDSHIELD WIPER MOTORS for his Fairmont MT14. The price for a replacement motor at various marine or electrical supply stores ranged from \$65 to \$85. Finally, he checked the J. C. Whitney/Warshawsky Automotive Catalogue out of Chicago. He found the motor there for \$27. The motor is available in 6- and 12-volt versions, and various shaft lengths. This company will send a catalogue if you call

(312) 461-6102, or readers can contact Tom at (219) 324-3494 for additional information.

HUGH CAIN, Norfolk, VA, passes along his solution for rigging AIR CHIMES on motorcars: He reports that his Fairmont A3 had the basics for an air horn, but that they were removed last year, and the key part he required was a 12V pressure switch. Most of those available were designed for 110V and don't work on 12V. He found, with the help of a friend who works in an electrical supply house, that a Pumptrol brand compressor switch did the trick, for less than \$20. Three different part numbers are key to the different pipe thread sizes available: The FHG-12 has 1/4" NPSF connections, the FHG-13 has 3/8" connections, and the FHG-19 has 1/2" fittings. The cut-out range is from 70 to 150 PSI, with a code number of J-55.

HUGH CAIN also passes along a PAINT TIP for motorcars: He reports that Rustoleum brand paints make an industrial coatings line in its "Hard Hat" line, which is very reasonable in cost (He bought a 15 ounce spray can for less than \$4). The 2148 Equipment Yellow is a verry (*spelling is Hugh's...ED*) close match for the Fairmont Yellow.

HOW TO AVOID CONSTANT SPARK PLUG FOUL-OUTS

Some motorcar operators swap spark plugs several times during a one-day run and some operators only twice a year.

Why the difference? What can you do to avoid constant spark plug foul-outs while operating your motorcar?

Well, we consulted the experts on this one and came up with a list of hints for keeping spark plugs functioning well for a long time.

Many of the suggestions that follow were made in various "how to" articles that have appeared in *THE SETOFF* over the years. You may want to refer back to these articles (noted below) for more details.

Other suggestions were made by NARCOA members who have had good luck avoiding frequent foul-outs in their own motorcar operations.

Here's our list:

- Do not use a dry cell lantern-type battery; use a lead acid battery instead. (*THE SETOFF*, Winter 1992)

- Remember to advance the timer in

proportion to the speed of your car using maximum advance only at higher speeds. (*THE SETOFF*, Winter 1992)

- Use quality two-cycle oil, not 30-weight motor oil as the manuals suggest; it burns cleaner and better. (*THE SETOFF*, Summer 1988)

- Adjust the mixture correctly: smoking cars are the result of improper mixture control. Once the motorcar has warmed up, close the mixture control until the engine starts to quit, then reopen a 1/8 to 1/4 turn until the engine picks up again and leave it there.

- Use copper-core spark plug wire, not suppression wire.

- Use Champion D21 spark plugs gapped at .035. (*THE SETOFF*, Fall 1989)

- Adjust timer points on the engine but don't forget that the vibrator points also need adjusting. (*THE SETOFF*, Fall 1990 and Spring 1989)

- Do not use automotive coils. (*THE SETOFF*, Fall 1990)

