

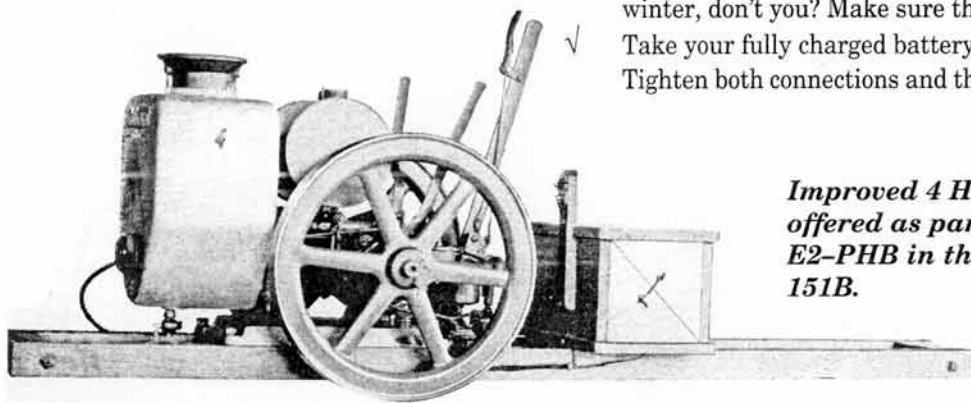
Unwinterizing a Fairmont 2-cycle Speeder

By Dick Forde

By now, winter is starting to wind down, lots of hot chocolate has been drunk, the fireplace has been watched; and thoughts are starting to turn to springtime speeder activities.

This article is the follow-up to the one in the November/December **THE SETOFF** which dealt with winterizing a 2-cycle. We shall attempt to undo what we did before the snow flew.

- √ Now would be a good time to put your battery on a battery charger to get it up to full charge by the time it is needed.
- √ Think about repacking the bearings on your trailer. You have the time now and are free from the pressure of an impending meet.
- √ Remove the reflectors that protected your speeder and trailer from that snowplow. Put them away so that they can do their job again next winter.
- √ Remove the tarp that faithfully covered your speeder. Be especially careful of the "critters" who may have considered your speeder their home for the winter; some of them can get quite nasty. When you are sure that the tarp is completely dry, fold it and put it away for next year. It will be a lot easier to fold if you have a friend help you fold. The bungees that held the tarp in place can be used for a multitude of purposes throughout the season; you can never have enough.
- √ Open (or remove) the drain plug from the engine's water jacket to empty completely the antifreeze that you put in when you winterized. Capture the drained antifreeze and dispose of it properly; antifreeze tastes very sweet and can be very harmful and even fatal to animals if they swallow it. Close the drain and then fill the water hopper to the proper level with fresh water.
- √ Remove the spark plug. Into the spark plug hole, squirt 2-3 squirts of Mystery Oil. Then give the engine a couple of cranks to spread the oil throughout the cylinder. This will loosen things up inside the engine. Now would be a good time to put in a fresh spark plug. Don't forget to connect the plug wire.
- √ Thoroughly grease all grease fittings. You did this when you put it away, that grease protected the parts. This new grease will provide lubrication for the first few runs.
- √ Oil all linkage points on the brakes, belt tensioner, spark linkage, and throttle linkage. The reason for this is the same reason as for the grease.
- √ Put the spark coil back it. You do remember where you put it for the winter, don't you? Make sure that all if the connections are tight.
- √ Take your fully charged battery and put it back in the speeder. Tighten both connections and then give the connections a light coat-



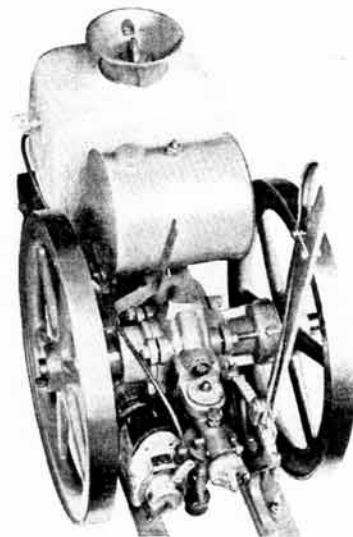
Improved 4 H.P. PHB Motor Car Engine, offered as part of Motor Car Outfit E2-PHB in the 1936 Fairmont Bulletin 151B.

ing of grease. This will prevent all of that ugly yuck from growing on the terminals.

- √ Remove, clean and replace the air cleaner.
- √ Check all of your belts for wear, cracking and tension. Spend a little time now, save a lot of time later. Replace any that need it.
- √ Now for the moment of truth:
 - √ Open the fuel shut-off at the tank. (Remember, the tank is full of fuel)
 - √ Set the mixture; open the needle valve about 2 turns.
 - √ Set the throttle at about half open.
 - √ Set the choke on.
 - √ Do the obligatory four quick cranks to prime the engine.
 - √ Release the choke.
 - √ Set the timing to the start position.
 - √ Turn on the ignition.
 - √ (Say a quick prayer.)
 - √ Crank the engine to start it. The engine should start quite easily. Once it starts, advance the spark to half way, reduce the throttle setting, and slowly close the needle valve about $\frac{3}{4}$ of a turn to lean out the fuel mixture. It is very important to keep the engine from running to fast while the initial warm-up is taking place. While the engine is warming up, you may continue with the readying of the speeder.
- √ Try a light, does it look a little dim? Perhaps your generator/alternator is not working; verify with a voltage gauge. You should have about 7 volts across a 6 volt battery when charging; 13.5 volts for a 12-volt battery.
- √ Turn on your lights, one at a time; go take a look to see that they are actually working. Do this with each of the lights. Don't forget your brake lights, too.
- √ Check your horn.
- √ Check your wipers.
- √ Check the fire extinguisher to make sure that it is ready. Most have a gauge to indicate the status. Put it back in the speeder.
- √ Check the first-aid kit. Update if necessary. Put it back in the speeder.
- √ Check your flags and safety vests.
- √ Make sure that all of the necessary paperwork is in the speeder—registrations, etc.
- √ By now the engine should be warm enough. Feel the water hopper, it should be warm. You might even start to see steam from the vent pipe, this is not a bad thing. Look for any water leaks. Now shut down the engine; no sense wasting any fuel.
- √ Check and adjust your drive belt. Replace if necessary.
- √ Check and adjust your brakes. Replace if necessary.
- √ Check your wheel thickness. (You know that they will check it on the first run.) Replace if necessary

At this point you can be fairly confident that your speeder is ready for a run. Now take a look at it and ask: "Does it need any cosmetic touch-ups? Does my Leslie need five bells instead of just three? Shouldn't I add just a couple more lights?"

From this point on, you are on your own. Enjoy another season! □



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