

# JOBS YOU SHOULD LOOK AFTER ON YOUR CAR YOURSELF



How to keep the "M" type Midget in trim.—Part I.

**A**S there are several thousand "M" type Midgets on the road, and many of these have been purchased second-hand, a few instructions on this particular model would not be out of place at this time of the year.

There are one or two points that should receive careful attention and they cover a varied range, as, for example, cleaning the body, removing the cause of "worn and torn" steering and suspension, overhauling all the brake cable mechanism, checking valve clearances, and checking over the engine and lubricating system. Many more items can be added to the list, and these will be dealt with at some later period.

## Cleaning Fabric Bodies

First of all, dealing with the body, a bucket of water, a stiff nail brush, and some ordinary yellow soap are the best ingredients for cleaning the body. Under no circumstances should petrol or similar liquid be used; there is no use in applying body polish on dirt.

First of all, get the body thoroughly clean, and it has been found that a fabric paste such as Fabrokleen will bring up the original nature of the fabric and generally smarten up the car.

While the body is receiving attention, remove all floorboards and clean around all the articulating points with a wire brush; all the brake mechanism should be so cleaned off, as well as round the shackle pins.

## Shackle Lubrication

On removal of the driver's seat, it will be noticed that there are two small holes in the floorboards which coincide with the shackles of the front ends of the rear springs. These shackles are lubricated through the holes of the floorboards, but upon examination of a car recently, it was noticed that the lubricator had turned round, making it impossible to

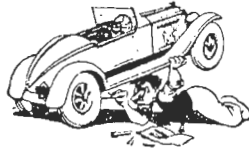


lubricate the shackles. The consequence of this neglect had caused the shackle pin to seize, which, rendering the suspension very harsh, it naturally followed that the steering became erratic.

It is advisable to fill the grease gun with ordinary engine oil and force this through the greaser nipples until it exudes from the point to be lubricated; this will facilitate the passage of grease subsequently. If it is not possible to force oil through a lubricator, it is necessary to have the part removed, because it will probably have become seized.

## Brake Clevis Pins

While the floorboards are removed, make a particular point of oiling every brake clevis pin



on the cross shaft, working the pedal to and fro at the same time, noting the extent of travel of the pedal and the position of the main brake adjustment, which consists of a turnbuckle beneath the floorboards, which is fitted with a right and left-handed thread.

## Brake Cables

It has been found that the brake cables are very often neglected. These should be lubricated by disconnecting the front and rear yoke or clevis ends, and then, by holding the cables upwards, penetrating oil can be injected into the outer cable; this will add longer life to the cables and prevent rusting, which causes decay.

The ends of the brake cables are attached to small levers which operate a shaft which requires some lubrication, but should only receive a very small amount, otherwise lubricant will be forced on to the brake-shoes with consequential bad results.

## Hub Lubrication

The front brake camshafts can be reached easily, but it is necessary to lift the lid in the tail boot to lubricate the rear brake camshafts.

The front and rear hubs should be lubricated from time to time, but the method of lubrication is dissimilar. On removal of the wheel, it will be noticed that there is a grease cap on the front hubs; remove this cap, insert some grease in the hub and screw up the cap. Lubrication of the rear hubs is effected by using a grease gun on a nipple inside the hub body.

## Steering Adjustment

There are two points of adjustment for the steering gear. It will be noticed that there is a set screw and locking nut in the centre of the steering box. This controls the up and down movement of the worm wheel.

Beneath the steering column it will be noticed that there are two nuts. Hold the steering column in one hand and the steering wheel in the other. See if there is any play in the steering column mast; this play can be removed by tightening the nuts beneath the steering column, so as to cause the thrust race to act; a little vaseline on the thrust race is all the lubrication that this will require.

## Tappet Clearances

These should be checked with a feeler gauge. It is necessary to check each valve individually, making sure that the apex of the cam of a particular valve is pointing directly upwards.

The best clearances will be found to be four-thousandths inch inlet and six-thousandths inch exhaust.

Part II of this article will appear in July.

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