

There are few parts of the car which the motorist forgets more than the valve springs (so long as they work), and, of course, these are now usually of such good material that a long service may be expected before a new spring is necessary. It is a pity, however, that the average motorist should wait until a spring actually breaks before giving it a little attention. In view of this, it is worth while to discover just what ill-effects may result from using springs that have lost a certain amount of their original elasticity and in order to do this it is necessary to have a clear understanding of the work the spring has to perform. The work which the spring has to do does not consist merely in closing the valve—even a weak spring will do this—the spring must close the valve as quickly as the cam will allow. This, of course, does not mean that the quicker the valve closes the better, but that the cam is shaped so as to obtain the best average closing speed. The cam, therefore, is capable of controlling the rate of valve closing, but to do this it is necessary for the spring to be capable of moving the valve so rapidly that the tappet always "follows" the cam at all speeds within reasonable limits. Now the valve does not close at a uniform speed but usually commences to close comparatively slowly increasing in speed to a high velocity, and then, as the valve nears its seating, slowing down its action again to a gradually decreasing speed until the valve is seated. After a time valve springs become "fatigued"—and the result is a poor running engine owing to the valves and tappets failing to follow the cam fast enough.—this results in noise due to impact—besides wear and pitting of parts—as the tappets get behind their work and come into violent contact with the cam. Springs do not cost much, and its a payable proposition to have a new set fitted after some months of use on the inlet and exhaust valves. It means higher efficiency and a "sweet-means higher efficiency and a "sweeter" running engine.

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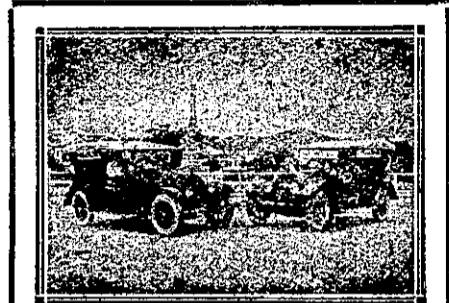
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The following have been elected officers of the Wairarapa Automobile Association for the ensuing year:— Patron, Hon. Sir Walter Buchanan; president, Mr. W. Benton; vice-presidents, Messrs. D. Smith (Masterton), W. Howard Booth (Carterton), F. C. Bunny (Greytown), Martin Elgar (Featherston); committee, Messrs. E. F. Barton, D. B. Carick, and S. M. Baird (Masterton), A. M. Broadbent (Carterton), W. A. Hutton and A. P. Balfour (Greytown), H. H. Stewart, C. J. Carlyon, F. W. Smith, A. Donald, and H. Lawson (Featherston); treasurer, Mr. E. McIntyre; auditor, Mr. J. M. G. McKenzie.



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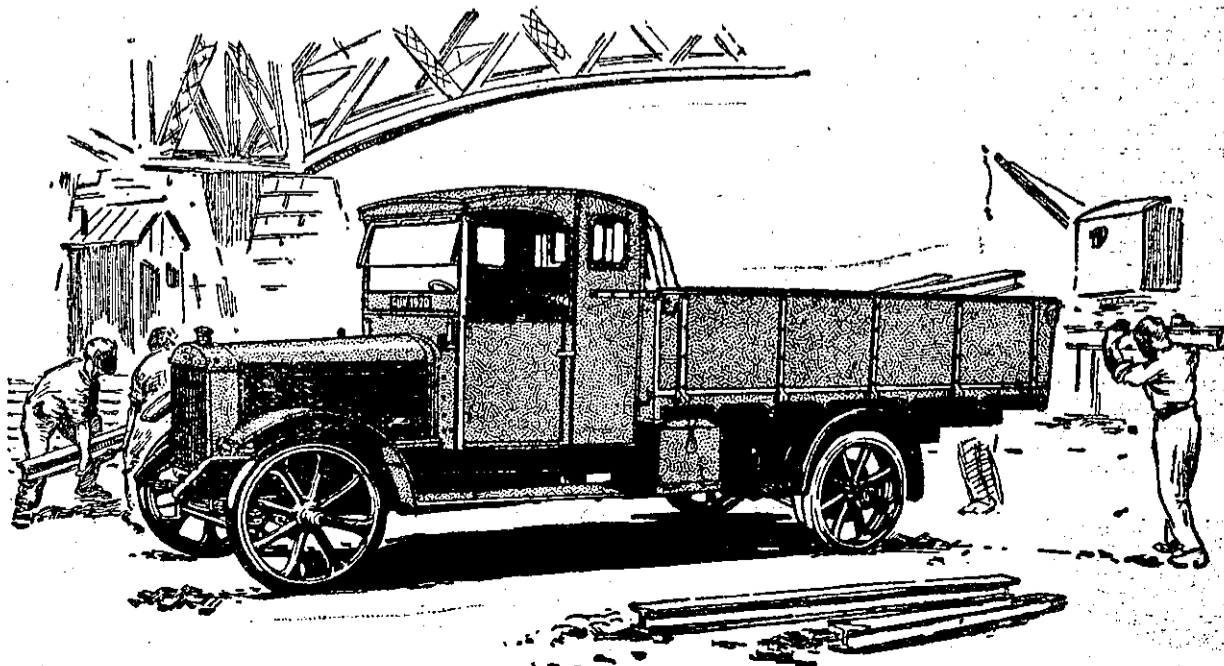
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