

I have postponed the August issue to September so I can perhaps be of assistance to anyone else who has to overhaul his engine. One of my rod bearings broke apart, apparently from old age. The day before I had checked the depth of oil in the crankcase and found it to be the usual $5/8$ ". That amount is what the instruction book calls for for the original type engine, but is this O K for the Supplementle engine like I have? I have yet to find an owners manual for this engine. Does anybody have one? The 'stand pipe' in the bottom of my crank case measures $3/4$ " high, yet when I open the petcock a drop or two of oily water comes out. I saw that recommended before a trip. The other rod bearing is O K but is being renewed. They are of the insert type, not poured as everyone I spoke to thought. They are being made by The Babbit Pot company which advertises each month in Hemmings' under Services. They said it would take three weeks, but took 10. Perhaps this was because I agreed to the option of having brass inserts on the 'outside'. My rod caps were numbered one and two to correspond to the cylinders according to the Instruction book. Number one cylinder is on the passenger side. My rod caps numbers had been reversed, if that makes any difference.

The new rod bearings cost \$538 delivered. My shop said their job was sloppy. The engine never smoked, but when the pistons were removed, there was sign of 'blow by', and the pistons were 'nt truly round. For \$84 the cylinders were honed .002 oversize to fit EGGE's first oversize size. A set including rings and wristpins cost \$328 delivered. The old pistons are marked 1 & 2. The stems of the exhaust valves were a little loose, so new ones were machined from the closest old stock to fit. Federal Mogul #V-1122 \$33.77 each. The old pistons had accumulated a lot of 'dirt' under the rings and in their bottoms. The cylinder heads do unscrew like the Book says after spraying with penetrating oil or kerosine and tapping at the right spot with a hammer and blunt tool. Farmall tractor rings fit original iron pistons. When removing the fan belt from the fan which is mounted on one of the cylinders, remove the fan before removing the belt. My bracket was broken. Before mounting the fans, be sure their blades are tight.

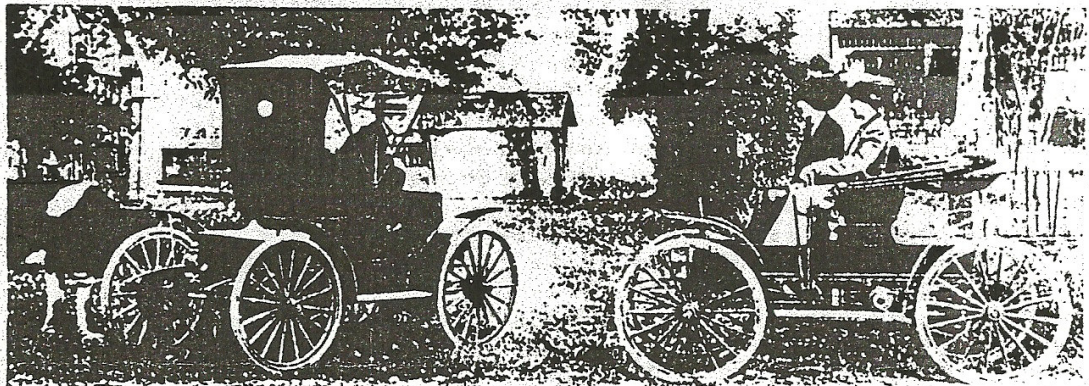
The main (largest) belt is a new Gates with 'teeth' on its underside.

To grind, braise, and machine the damaged fan bracket cost \$90.

To turn two throws on the crankshaft as needed to fit rods with .002 clearance cost \$80. I am not sure the owner of this airport will have the time to put the engine back in the car so I may not be racing Oct 10.

Incidentle information found on page 6 of the (Sears) Instruction Book after instruction number, fifth says "Raise the front flap of the cushion, so you can see the spark coil". That implies that there is no additional fabric to remove to see the spark coil! Some owners believe that their floor mats continue up behind the legs of the driver and passenger. Perhaps this was only done on the early cars having the so called 'dropped' axle, because on page 26 of this same Instruction Book, Paragraph 50 is a picture of the 'straight across' type axle! But one of the cars having the so-called extended up type floor mat is 3297.

PARTS FOR SALE OR WANTED: Forsale, New springs for clutches shown in figure 20 on page 18 of Owners Manual. \$3.50 each. Wilbert C. Rasley 707 N. Main St. Butler, PA 16001-4308. Phone 412-282-1370. Wanted, Friction drive wheel and yoke assembly with jack shaft. Kirk Chulick, San Jose, CA. Ad in August HMN. P. 6812
WANTED to buy or borrow Owners manual for first production year (1909) and the same for the so called 'Supplementle engine which has a flat top for the crank case for use in a future 'Searsheet'. Your editor Hayden Shepley.



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SEARS

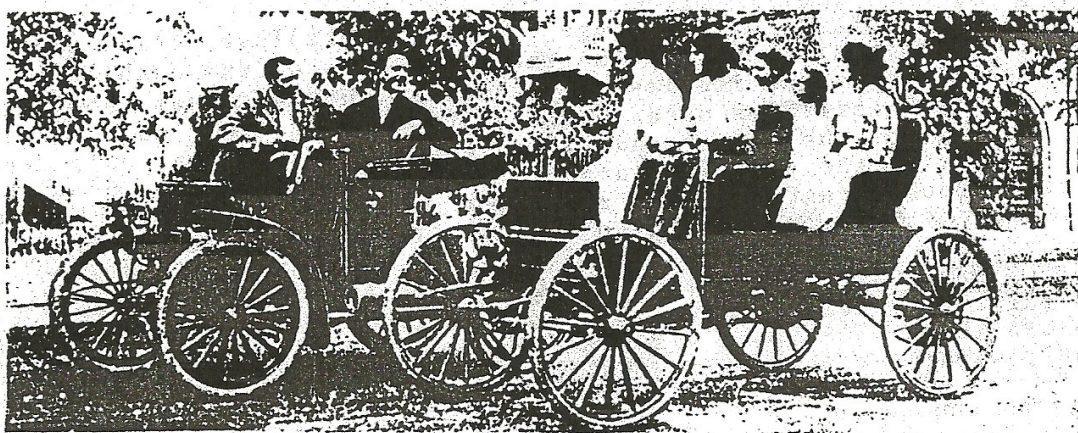
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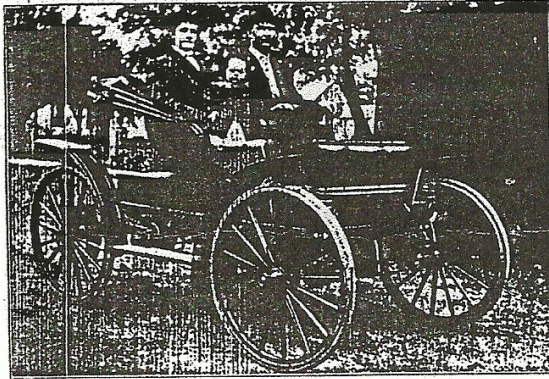
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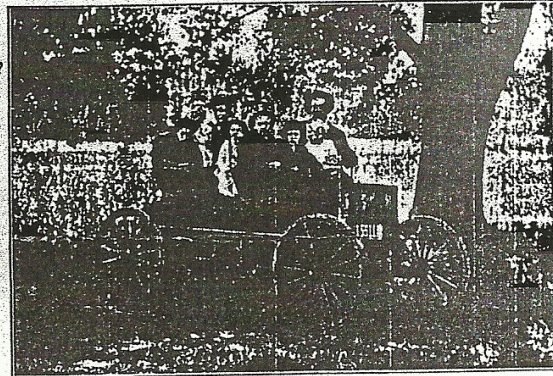


"What Sears Owners Say"

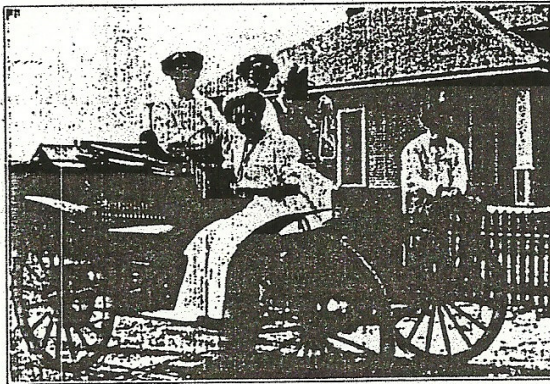
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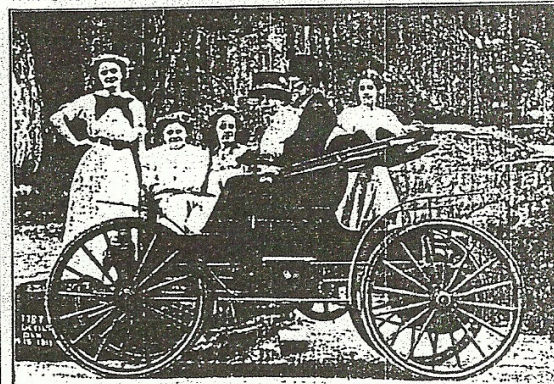
Eagleville, Mo.
"I have not used the team and buggy since we got the auto."
CHAS. A. HART.



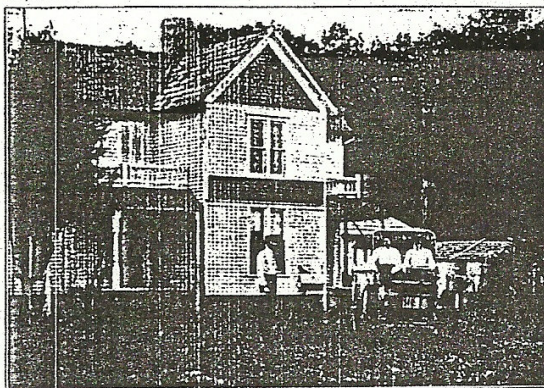
Bristow, Iowa.
"He was surprised and said it was the first car empty or loaded that ever climbed that hill."
A. L. KYLE.



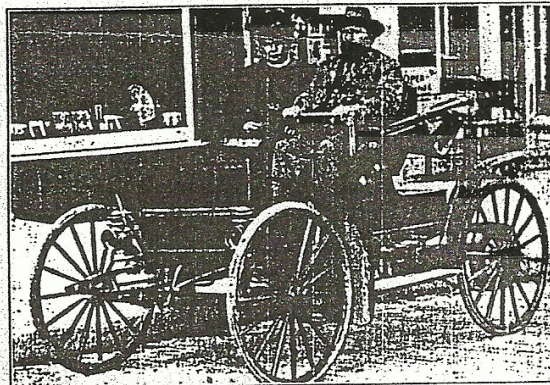
Ft. Worth, Tex.
"I can recommend it to anyone, as it is reliable and but little expense."
DR. T. H. WESTBROOK.



York, Penn.
"My running expenses are less than half the expense of keeping a horse."
REV. E. LENHART.



Springerton, Iowa.
"Would not be without one. Run it every day."
JOHN N. UPTON.



Appleton, Wis.
"You won't have to stop a half day on the road and repair tires."
JUSTIN ULRICH.

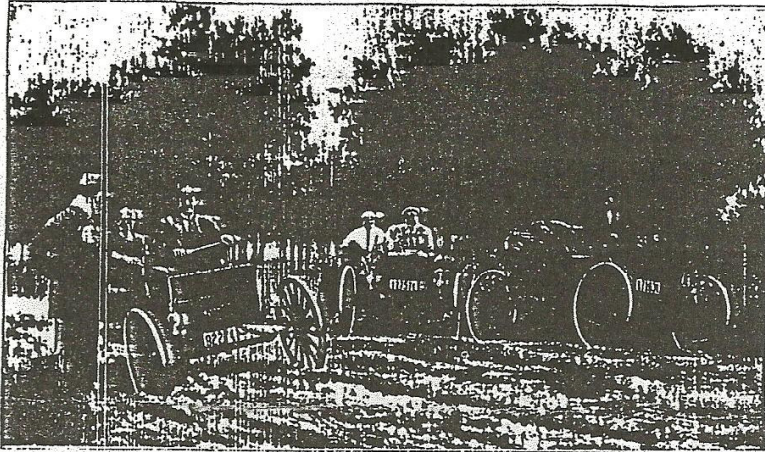
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VOL 3 NO 3

SEARSHEET

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Meeting places for Sears owners: The most centrally located place are the vending spaces C2G 13-17 on the north side of the Chocolate Field run by the Rustine Bros. Its half way between the vehicle exit and the road between the Green and Chocolate fields. There never is an organized meeting, because we all have too much to see. Carl and Verdon will welcome you anytime. There is at least one Sears vender in every field. Ed Fabick, who owned my car for 23 years and now has restored one bought from Don Hess, will be sharing my two spaces WBW 31 & 32 in the north side of the White Field on the paved part of the entrance road. I will be there until ten friday, but Ed may be there all day. After watching the highwheeler races friday, I will visit the Rustine Bros. on my way to the 4 pm barbeque of the Horseless Carriage Club at GAC 75 towards the western part of the Green Field. Join up and join in.

Hayden R. Shepley
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Toughkenamon, PA 19374



BILL ERSKINE