

## THE PRACTICAL CAR—BUILT FOR SERVICE

Sears Motor Cars have been built to give the longest service at the least possible cost. We have purposely avoided complicated construction, as this means trouble and expense. The real pleasure in automobiling is freedom from worry and care, and the greatest source of worry is anticipation of trouble. The simple construction and easy control of the Sears enable you to enjoy every moment of the ride. Mile after mile through the country, knowing that the car will take you safely and surely to your journey's end, is what determines motor car value more than steel, rubber, and fancy work does.

Sears Motor Cars giving service in the hands of the actual purchaser under all conditions, show greater automobile value than the car handled exclusively by the expert. It does not mean anything to the automobile purchaser when an automobile makes a transcontinental trip, if the purchaser will only stop to realize that the car has been driven by an expert, and that repair parts have been shipped ahead to all stopping points. Nothing is ever said in the advertisement about axles being replaced, transmissions being replaced, and the other numerous repairs that are made, which mean that the car has been practically built over by the time it reaches destination. What is of vital interest to the purchaser is a knowledge of the service the car is giving in the hands of the actual users. Read "What Sears Owners Say."

The above picture shows the Model "H" Sears on a pleasure trip. This is the lowest priced fully equipped motor car on the market. Price, \$365.00.

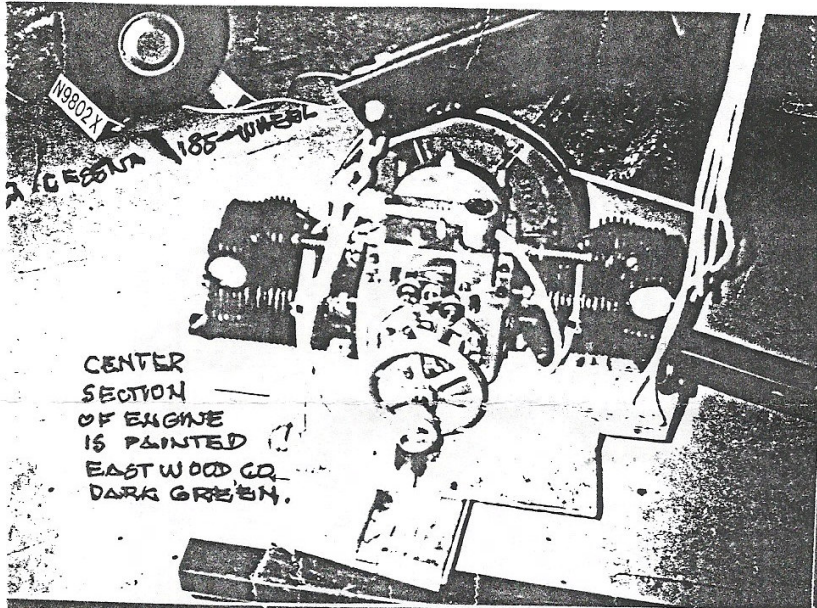
### SEARS, ROEBUCK AND CO., CHICAGO, ILLINOIS

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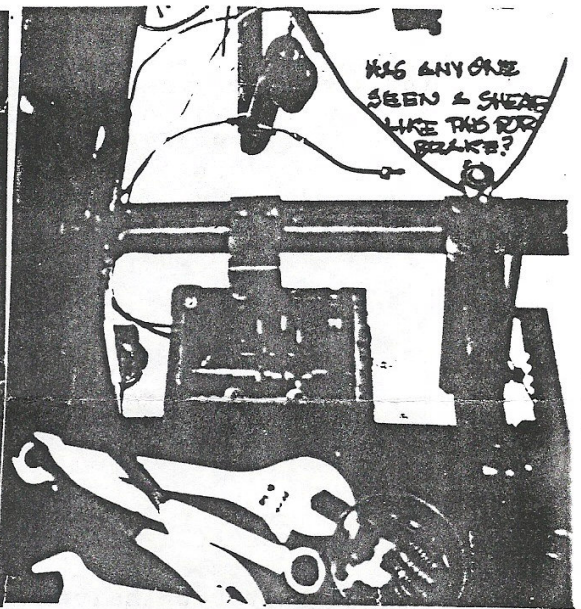
#### SPECTACULAR NEWS

An HCCA member is currently restoring one of the prototypes built by or for Alvaro Silas Krotz before the contract with Sears was signed (in the Fall of '08). It could even be the lone car that was built in 1907. Details in next issue.

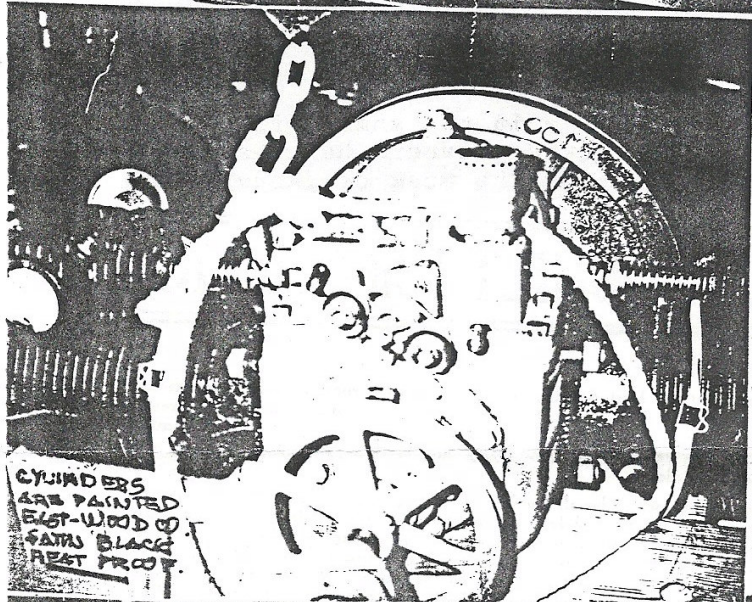




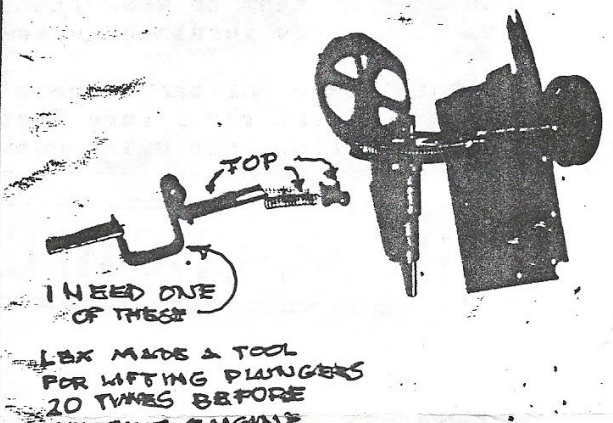
CENTER SECTION OF ENGINE IS PAINTED EAST WOOD CO. DARK GREEN.



HAS ANYONE SEEN A SHEAR LIKE THIS FOR BRAKES?

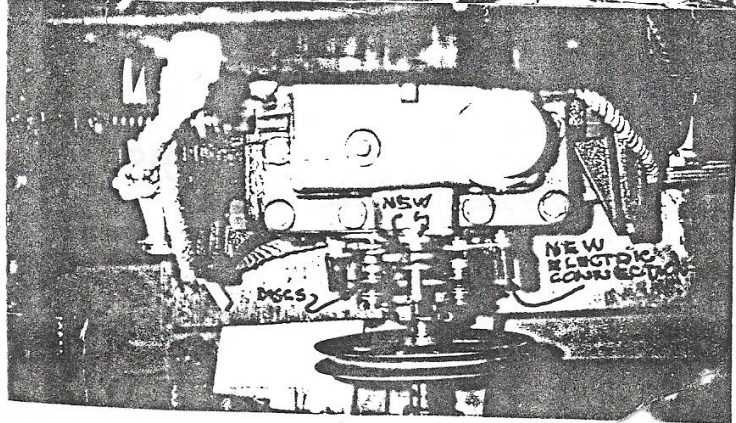


CYLINDERS ARE PAINTED EAST-WOOD'S SAME BLACK REST PROOF.

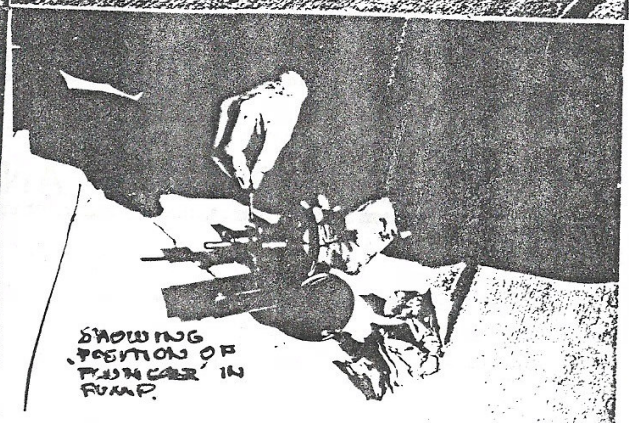


I NEED ONE OF THESE

LBX MADE A TOOL FOR LIFTING PLUNGERS 20 TIMES BEFORE STARTING ENGINE FOR FIRST TAKE IN A DAY



NEW ELECTRIC CONNECTIONS



SHOWING POSITION OF PUMP CAR IN PUMP.



# WINTER SEARSHEET 1998

This issue will continue the description of the overhaul of my 'Supplementle' engine, but first here's some advice from Ben McAdam of Wheeling, West Virginia. There were two weak places in the design of the original type engine (with the curved top to the engine). One is the bronze gear inside the engine that rotates the timer pin. Mine was cracked in three or four of the arms it had. The other is wrist pin on the passenger (or right) side. There is not enough oil getting to it under normal conditions. Mine had been replaced before I bought the car in the late 1950s. When I had the engine rebuilt, after 1½ sets of tires, it was shot again. When I had the engine completely redone, the mechanic made a groove in the connecting rod so that when it was at its lowest point, it would fill up with oil. And as it completed the cycle, it would dump this oil into the wrist pin to oil it. Ben's spaces at Hershey are GD 207-211. Phone 304-242-3388 (1992).

In October after Hershey, HCCA member Ken Wilson of Mendenhall, PA (phone 610-388-1854) did the following to my 'timing area'. Parts (bronze) and labor cost me \$307. He said he will do the same for any other Sears owner. (He has a 1908 Buick). He machined a new bronze inner bearing with threads to mount the 'adjustable part' and new posts and insulators for the timing discs. That area had become very worn and sloppy. Ken advises that the pointer should point to the center of each disc when the discs are level. (The springs tilt them slightly - which is good). Set the pointer so that it touches one side or the other of the discs. DO NOT set it so that both halves are forced apart. This puts unnecessary force on all parts, causing them to wear faster. If the heights of the discs need adjusting, I will make new insulated washers.

Lex duPont the owner of the airport where I live in the summer flew my engine down to his house at the Spruce Creek airport (where owners have hangars next to their houses) about six miles west of my house, the week of January 11, and we installed it on the eighteenth. It has noticeably more power. The hardest part was adjusting the rear motor mounts so the gear lever would not creep forward. You may notice in the photos a slightly different way of attaching wires to the timer which is an improvement. As more 'dirt' got into the fuel tank, the fuel line was shoved up into the tank about half an inch like a stand pipe. All new oil lines were installed including fittings on the engine that were worn. As Lex thought the engine vibrated too much (he had never driven it before) and the oil lines would continue to shake and develop cracks, he installed a short length of rubber hose next to the engine and then the brass line to the pump. He took the top off the pump and removed all the parts inside (see photos). If your cover will only come up an inch or so, reach in with your fingers to push one of the 'plungers' out of the way. We decided that the new Gates belt number 9370 which operates the fans is too tight as it very slightly bent the driver's side fan shaft. The next bigger size is 9375. Lex is going to try using the antique looking type 'jointed' type belt that is available but costs \$6 per

As my connecting rods were not made by EGGE, the clearance of the rod 'bosses' had to be machined so they would fit inside the EGGE pistons.

W A N T E D

Still wanting to buy or borrow the 'Circular' mentioned in the index of the 1909 Spring general Sears Co. catalogue and a 1909 or 1910 owners manual and owners manual for the Supplementle engine. Hayden Shepley

The next issue (Spring) may not appear until June.



# WINTER

# SEARSHEET

# 1998

## SEARS MOTOR CAR

**\$395.00 Complete**

Successful road cars.

Five new attractive models for 1910. <sup>EARLY</sup> G, H, J, K, L, M, N, P, R LATE 1910.

A model for every choice.

For doctors, business men or farmers; hills, sand or mud; business or pleasure; city or country; rain or shine.

The cars for the people.

Popular design and construction.

Full equipment, consisting of top, side curtains, storm front, horn, fenders, Timken roller bearing axles, tools, and three oil lamps.

**Nothing to Buy but Gasoline.**

Light, powerful, handy, economical runabouts; easy to operate; inexpensive to keep up.

Always ready to go; no radiator to leak; will run in coldest weather without freezing, and in hottest midsummer days without overheating.

Worth twice our price.

Running in every state in the union.

Fill out the blank below and send for our 1910 Motor Car Catalog today.



Photo taken in 1938 in East Sandwich, MA by Bill Lewis, now of Los Angeles.

Has anyone else besides Don Hess seen one?

Last minute Sears engine info: My 'dip stick now reads 3/4". It takes about 20 movements of a 'plunger' to get oil into engine, such as when its first started, as oil flows toward pump when not in use. I'm using grade 50 oi

### F O R S A L E

Conveyer belt type friction disc material as used by California owners. Vaper Paper Pulleys, Inc. Box 519 Columbia, TN 38401. 931-388-9099

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