

1910 Flanders – Carburetor, Mat, & Safety

The auxiliary air valve on the carburetor uses a leather washer controlled by a double spring (a spring inside a spring). The washer had rotted away, allowing far too much air in on start-up. Leftover leather from my 15 Studebaker clutch replacement fit the bill. It now starts on the second pull (providing you “tickle” the carburetor first).

The 1910 Flanders Twenty 2-speed cars were fitted with a carburetor similar in design to the 1909 EMF 30. It was made specifically for this model but the area it needed to fit in was very restrictive. The red arrows I've added in the carburetor photo show the three places where clearance is minimal. I'm lucky to have the original since no other carburetor I've tried would both fit AND work with the original controls.

Space is at a premium in many places in the design of this model. The water pump hose photo shows the packing nut to hose clamp clearance.

I was lucky to acquire one of the last in a run of Flanders reproduction rubber floor mats thanks to Daryl Kemerer and Floyd Jaehnert. These display the same fleur-de-lys design as found in the photos in the original parts book.

Finally, I decided if I'm going to be test driving that I'd better have a brake light. A Model A Ford brake light switch connected easily to the rear service brake lever and a headlamp bulb and socket from my 15 Studebaker was affixed to the inside of the tail lamp. Now, what's missing ...perhaps a seat belt?





