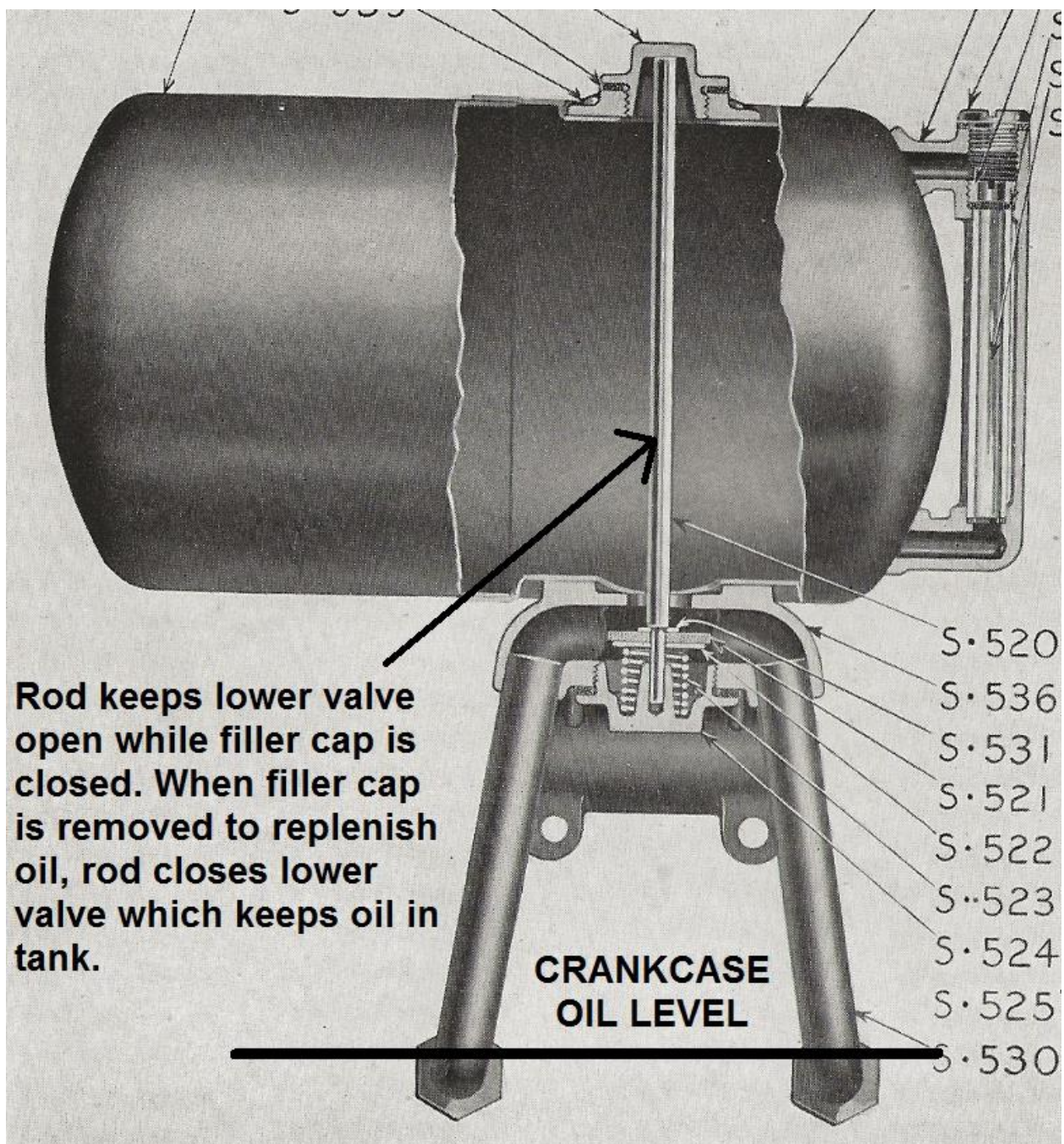


I thought I would touch on the engine oiling system EMF used throughout its production. Early engines generally used a significant amount of oil and owners were always reminded to regularly check to make sure their oil level was sufficient. Rather than use an oil pan under the crank case to hold additional oil, EMF used an external tank to hold its extra oil. The EMF Model 30's tank was built into the side of the crankcase as was the later model Flanders 20, usually identified as the 3-speed model. My 2-speed model used a separate tank with a sight glass. Two brass lines ran from the tank to the crankcase where they entered just below the ideal level of the oil. If the oil level dropped, air could now enter the external tank through the brass lines and disturb the vacuum above the oil which then allowed only enough oil to escape to the crankcase until the end of the line was again under the oil level. This system was advertised as "automatic".

It may be of interest to readers that in 1910 a Flanders 20 was driven from Montreal to Mexico City. It averaged 14.5 miles per U.S. gallon of gas but used just over **38 U.S. gallons of engine oil**. That's roughly a U.S. gallon of oil for every 108 miles (173.8 kms).





My short test drives revealed an engine overheating problem so I took the radiator to Don Graham of E.D.J. Rad in Stockdale Ontario. One of the upper plates had come loose and was moving back and forth covering a lot of the inner tubes and severely restricting the flow. Don repaired everything, including the hand crank support hole which actually goes right through the bottom tank. My next test drive will be in the spring. I'd better get those seat belts installed!





