

The Hyphens

E-M-F
THIRTY

A Newsletter for E-M-F Owners Everywhere

E-M-F
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Volume 2, Issue 2

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September 2004

Editors Column

Well, the summer here in Illinois has been a cool one and nice for touring around in the old cars. I hope you have enjoyed your cars this summer as much as we have been enjoying ours.

I have not had much, if any, time to work on my E-M-F since the last issue, but I did attend the 2004 E-M-F Company Outing tour in western PA. If you were not able to make it, you missed a great one. Daryl and Kathy Kemerer showed us quite a time and our thanks go out to them for a fun week. See the tour report included in this issue.

We would like to have more activities like this one, but it takes people who are willing to volunteer their time to coordinate them. The plans are in the works for a tour in 2008 in the Detroit area to celebrate the 100th Anniversary of the E-M-F. We would like to have something happen in 2006, but we need a volunteer to head this up. Please let me know if you would be interested in planning and sponsoring such an event.

Funding for this issue is courtesy of the generous contributions of the following E-M-F/Flanders/Everitt Owners:

Ken Campbell	Walt Grove
Steve Dillon	John Moreton
David Gast	Rob Stewart

Once again I am thankful to those who chose to help with the distribution of this issue. I would just like to remind everyone that, though I am thankful for the contributions to help defray the costs, you are under no obligation. I believe that it is important for owners of rare cars to get together and stay connected and that is what I am attempting to do with "The Hyphens".

I hope you enjoy this issue. Please feel free to submit articles for future issues (I am running out of ideas). I would love to hear from you.

Happy Motoring

John M. Daly

2004 E-M-F Company Outing Tour Report



Five of the E-M-F's on the tour while stopping to visit the Dave Berg car collection. From Let to Right: Art Morra's 1910 Roadster, Walt Grove's 1910 Touring, Gordon Langenegger's 1909 Roadster, Ken Campbell's 1912 Demi Tonneau and Jack Free's 1911 Standard Touring.

By John M. Daly

During the week of July 25th, 2004, the E-M-F Registry sponsored it's first tour, dubbed "The E-M-F Factory Tour". The 5-day tour was held in Northwestern Pennsylvania and was coordinated by registry members Daryl and Kathy Kemerer. 15 families participated bringing 8 E-M-F 30 automobiles, 2 Flanders 20 automobiles and 4 non-E-M-F Family vehicles. People arrived on Sunday evening and an ice cream social was held in the parking lot, which allowed all of us to meet and get to know each other.

The touring started out on Monday with the forecast calling for rain the entire day. The decision was made to tour in modern cars due to the weather and it was a good thing since the roads chosen were steep and winding, and would have presented a challenge considering the weather. The day's tour wound through the beautiful western Pennsylvania countryside, stopping for refreshments at the Jennings Nature Preserve. We then proceeded to lunch in Wilmington and then continued on to tour the beautiful Pennsylvania countryside, including an area

with a concentrated Amish population. The tour proceeded to Grove City, PA where we visited the Wendell August Forge where we were able to tour the production area and see these artisans practice their trade. We stopped at an ice cream stand for a treat before heading back to the hotel. In the evening we met at a local park for a "kickoff" dinner and a short business meeting of the registry.

Tuesday started off with the same weather concerns, but in the end it was decided to take the vintage cars. Our first destination was Fredonia, where the local fire department provided a wonderful selection of rolls, donuts and coffee. Next, we headed to historic Greenville, Pennsylvania where we visited the Greenville Railroad Park and Museum. This museum housed engine 604, the largest switch engine in the world, and the only one of 9 built that remains. The museum also contains a 1913 Empire touring car, which is one of about 500 built by the Greenville Metal Products Company for the Empire Automobile Company located in

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Indianapolis, Indiana. On the way back to the hotel, another ice cream stand just happened to grace our driving path. In the evening, we headed over to Daryl and Kathy Kemerer's house to get a private tour of their "Taj-garage" and see the 1911 E-M-F Roadster that is currently being restored. This roadster is one of a few remaining with the 60" southern wide track option. Our last stop was a church in Butler, PA to see an organ, which Daryl designed, and to hear a short recital by both Daryl and Kathy, both accomplished organists.

Wednesday's tour lead us to the Drake Oil Well Museum in Titusville, Pennsylvania, where, in 1859, Edwin L. Drake drilled the world's first oil well. The museum contains many interesting exhibits dealing with pumping and moving of oil. My favorite part was the Central Power Oil Lease exhibit which showed a way of pumping many wells with one engine. Power from the engine turned an eccentric connected to pumping jacks at each well through rod lines. Rod lines were routed over and under roads in many ways. An ice cream stand was once again used on the way back to the hotel.

Thursday's tour led us to the Muddy Creek Oil Field Pump Station. Lunch was held in the McConnell's Mill State Park where we were able to see the McConnell mill and a beautiful road that was sandwiched between several outcroppings of rock. We then stopped by the private collection of Dave Berg and view a wonderful collection that included, among others, Rolls Royce's, a Dusenburg, and several early electric cars (my favorites).

Friday lead us through the rain to the town of Mercer where we stopped at the Historical Society Museum. This museum held many Civil War artifacts, as well as a research library. From there it was on to Franklin where we had our closing lunch at the Franklin Club. Everyone reminisced about the great time we had during the week and talked of plans for the future, including a possible tour in 2006 and an E-M-F 100th anniversary tour in 2008 in the Detroit area.

After lunch, a small group continued to St. John's Episcopal Church and viewed a complete set of Tiffany stained glass windows. These windows used layered stain glass to give a 3-D effect to the images. They were truly impressive.

It was hard to leave and return to the regular life after such a great week of activities. It was nice to meet so many other E-M-F owners and take the time to get to know them. I hope that you will make plans to join us at the next E-M-F outing. We are hoping for something in 2006 and 2008. Hope to see you there!

2006 E-M-F Registry Tour?

If you missed the 2004 E-M-F Company Outing Tour, you missed a lot of fun. At the closing luncheon, we talked about doing another tour in 2006, perhaps in the South Bend, Indiana area since the Studebaker Corporation was centered there and the E-M-F had strong ties to Studebaker.

The problem is, in order to have a tour, you need someone to plan the tour. This is a plea for someone to step up and plan the next E-M-F Registry tour in 2006. How about it? Would you be willing? Does it take hard work? Yes. Does it pay well? No. Is it rewarding? You bet!

We would like to keep the momentum building with a tour in 2006 and then the 100th anniversary tour in 2008, which will be in the Detroit area. Please contact me if you would be interested in help plan a tour in for 2006.

E-M-F Clutch Spring Study Observations

By Floyd Jaehnet

Over the years I have acquired many extra E-M-F parts that included some extra clutch springs. A fellow member needed a spring because for some reason he had cut his off and it was not functioning properly. Out of curiosity I checked the 2 springs in my possession by putting them on a scale on a drill press and compressing them to different increments of length and noting what the poundage was at these lengths.

Spring #1.	
4 7/8" long free length,	0 pounds.
2 1/2" long compressed,	185 pounds
2 1/8" long full compression	192 pounds

Spring #2	
4 3/8 long free length,	0 pounds
2 1/2" long compressed	167 pounds
2 1/4" long full compression	222 pounds

Both of these springs appeared to be un-altered but varied in length by 1/2 inch. Perhaps this information my help someone that is having clutch problems in determining if the spring is ok. Art Morra has new manufacture clutch springs available, check the E-M-F Homepage for details.

Editors Note: *Those without web access can feel free to contact me and I will put you in contact with Art.*

E-M-F Homepage Update

Recently I have been looking at the statistics collected by the site meter associated with the E-M-F Homepage to get a better feel for who is looking at the page. I am not able to get any personal details about the visitors to the site, but I am able to get details like the time zone that the visitor came from and the referring page, meaning the page they were at right before entering the E-M-F Homepage. What have I found?

The E-M-F Homepage is visited daily from all over the world. In the past month alone, there have been visitors from all over the USA and Canada as well as England, Africa, China, Finland, Australia, Japan, and several Russian time zones. I find it interesting to see that people all over the world are finding the E-M-F Homepage. It does mean a constant monitoring of the site is necessary, especially the guestbook. Every now and then, someone will put an entry in the guestbook that is more of an advertisement for his or her own site, which I do not mind if it is car related. Heck, I advertise the E-M-F Homepage the same way. It is the sites that are not car related that I try to weed out, and that requires daily monitoring. I had to delete an entry this morning for that very reason.

The other interesting thing is the referring page information. This tells me how someone came to the site, and lets me know which referring links are really working. The E-M-F Homepage gets many hits based on the reference on the Affiliated Registries page on the Horseless Carriage Website. I am also able to see when people find the page based on an internet search engine and what search words they are entering. Sometimes people are looking for "Studebaker", sometimes it is "EMF Automobile", and sometimes it is something a bit more obscure, like "Steering Wheel Restoration". People seem to find the page via many of the popular search engines, with "Google" being the most prevalent.

To date, the site-meter on the E-M-F Homepage has recorded over 9400 hits to the main page, which does not include hits directly to sub pages on the site. I think this is pretty good for a small site for such a rare vehicle.

Are you telling others about the E-M-F Homepage? When you have your E-M-F out for a drive and people say "I have never heard of an E-M-F!" are you telling them about the webpage and how they can learn all that they would ever want to know? Perhaps you could add the URL to the sign you place on your car at car shows. The URL is <http://dreamwater.org/emfauto> . Your help is greatly appreciated.

Tech Topic: Body Wood

By John M. Daly

The biggest challenge for me in the restoration of my 1912 E-M-F Demi Tonneau has been, and continues to be, the wood in the body. The original wood was barely even useable as a template due to deterioration, shrinkage, and warping.

I found a good resource for information on rebuilding wood bodies to be a book written by Don Marsh called "Tips on Auto Body Woodwork". This 18-page book has been an invaluable resource for me as I learned how to do this work myself. The most important lesson I learned was not to use the original parts for anything more than a visual reference. Each piece is made to fit the piece before it.

Since I needed to replace all of the wood in the body (except perhaps the wood in the doors), I started from scratch using the frame as a jig. I decided to build the entire body out of regular pine first and then rebuild it out of ash. My main reason for doing this was so mistakes could be made in the cheap pine as I figured out the best way to make some of the intricate cuts needed. I am very happy I did it this way, as there were several places where I made mistakes.

I worked from the front to the back and from the bottom to the top. This allowed me to ensure that everything aligned properly as I went along.

At this point, I have the main part of the body (minus the Tonneau) completed in pine and am working on the sheet metal. I hope to be cutting wood for the final body out of ash within the next year.

One other thing that I have used extensively is a product called "Kwik Poly". This stuff works great for restoring and/or sealing old wood. It is a two part polymer that, when mixed, is about the consistency of water. This means that it soaks into soft wood really well, and when dry, will accept nails or screws just like the original wood. I used this to preserve some of the original wood pieces so I could use them as visual patterns. The original wood was so bad in most of my body that it turned to dust as I touched it. Kwik Poly prevented that from happening.

I will also use the Kwik Poly on the original wood I am using on the doors to help strengthen it, as well as on the new wood I as a sealer. Kwik Poly makes a good base for the paint I will be using.

You can find out more about Kwik Poly by checking out their website at <http://kwikpolyllc.com> or by calling them at (314) 344-8881. For more information on Don Marsh's book, "Tips on Auto Body Woodwork" check out the following website: <http://www.antiqueautoarchive.com>.

New E-M-F Ring and Pinion Gears Now Available

EMF ring and pinion gears, newly manufactured, 3.25 ratio 42X13. \$850.00 shipped to you in lower 48. Also, 1 set only, high-speed ratio 41X14, call for price and availability.

I also have 2 sets that have an extra keyway cut into the pinion. They are otherwise the same as the other sets. I could let those sets go for a reduced rate if you are operating on a tight budget.

Michael Germane
CONTACT INFO REMOVED FROM ONLINE ARCHIVE.

So get them while they are available.

E-M-F Services

Restoration: Bosch Dual "A" Coils. Low Tension Dash Boxes. **The Brass Magneto** CONTACT INFO REMOVED FROM ONLINE ARCHIVE.

E-M-F Cars Wanted

1910 or 1911 EMF roadster (one that was originally a 5 passenger touring.) I have a nice rear body section complete with doors and hardware ready to mate to it. **Michael Germane** CONTACT INFO REMOVED FROM ONLINE ARCHIVE.

E-M-F Parts For Sale

Two cylinder pairs for 1911 EMF, look to be in nice condition. \$500. **Dave Longstreth** CONTACT INFO REMOVED FROM ONLINE ARCHIVE.

One 25" Continental straight side rim that works on an EMF. \$75.00. **Clay Green** CONTACT INFO REMOVED FROM ONLINE ARCHIVE.

Pair of **1909-10 touring outside door handles** - \$75.00. **One 25" Continental type straight side rim** - \$100.00. **Layden Butler**, CONTACT INFO REMOVED FROM ONLINE ARCHIVE.

E-M-F Clutch Springs for sale. New - \$120.00. Used - \$60.00. **Art Morra** CONTACT INFO REMOVED FROM ONLINE ARCHIVE.

Four **1909 Wheel assemblies** - missing one lock ring, and no hubs included Rusted and pitted. **Peter McIntyre**, CONTACT INFO REMOVED FROM ONLINE ARCHIVE.

E-M-F Parts Wanted

I am still looking for a **Wheels and demountable rims for my 1912 EMF**. Would like Standard Welding with a split rim, or Firestone Type "E". Any help is appreciated. **John M. Daly (Hyphens Editor)** CONTACT INFO REMOVED FROM ONLINE ARCHIVE.

I am looking for a **transaxle for my 1909 EMF**. Any help would be appreciated. **D. A. "Mac" MacPherson** CONTACT INFO REMOVED FROM ONLINE ARCHIVE.

I would like to find a **Brass Windshield** for a 1909 E-M-F 5-Passenger Touring. **Bob Yates** CONTACT INFO REMOVED FROM ONLINE ARCHIVE.

We need **Rear end brake backing plates, magneto and carburetor linkages, original parts/service/sales literature** or anything else a 1909 EMF that is being restored might like. Also info on the band clutch. Ours is in a box in bits. **Peter McIntyre**, CONTACT INFO REMOVED FROM ONLINE ARCHIVE.

Information, Postcards, Trophies, etc. on E-M-F Racing. **Gordon Matson** CONTACT INFO REMOVED FROM ONLINE ARCHIVE.

Wanted for a 1912 E-M-F "30" Demi Tonneau: **Free-standing running board spare tire rack.** **Bill Day** CONTACT INFO REMOVED FROM ONLINE ARCHIVE.

I would like to find a set of **E & J - 3 Tier Cowl lights** For a 1910 E-M-F "30" 5-Passenger Touring. Trying to help my father finish his restoration. **John Mohr** CONTACT INFO REMOVED FROM ONLINE ARCHIVE.

New E-M-F Owners assembling Chassis from a near complete chassis disassembled 40 years ago needs the following: **Water pump, Radiator Cap, Splittorf Model D Magneto, Radiator script in tarnished condition.** Please help!!! **David K. Gast** CONTACT INFO REMOVED FROM ONLINE ARCHIVE.

Need the **2nd Gear for the E-M-F Transaxle or complete transmission.** Have some parts to trade. **Walter S. Seeley** CONTACT INFO REMOVED FROM ONLINE ARCHIVE.

A Thought to Ponder

We don't stop playing because we grow old; we grow old because we stop playing.

Upcoming E-M-F "30" Events

October 2004 - E-M-F/Flanders/Everitt Owners Meeting at 2004 Hershey AACA Fall Meet- Thursday October 9th, 10:00AM Hershey Time. Meet at the Horseless Carriage Club of America tent. - This will basically be a time to meet up with other owners, register your E-M-F with the E-M-F Registry, check/update your E-M-F Registry information and discuss the future of the E-M-F Registry. If you are going to Hershey, please plan on attending.

For more information contact: John M. Daly CONTACT INFO REMOVED FROM ONLINE ARCHIVE.

March 17, 2005 @ 2:00 PM - E-M-F "30" Owners Meeting at Chickasha Pre-WWII Meet on the Thursday of the show – Same place as last year (Look for Floyd). The meeting will happen in one of the buildings - This will basically be a time to meet up with other owners, register your E-M-F with the E-M-F Registry, check/update your E-M-F Registry information and discuss the future of the E-M-F Registry. If you are going to Chickasha, please plan on attending. Floyd Jaehnert will be the contact there that day so look for Floyd in his "E-M-F" hat.

For more information contact: Floyd Jaehnert CONTACT INFO REMOVED FROM ONLINE ARCHIVE.

Summer 2009 - E-M-F 100th Birthday Celebration and Tour. This will be an event you will not want to miss, so start planning now. We are hoping to gather as many E-M-F's together as we can for a Tour/Celebration. The planning for this is not really even started yet, but just be ready. Initial idea is to center the tour in the Detroit area (Location of the E-M-F Plants). If you would like to help plan such a tour, please let me know. We have a couple of years to think about it.

For more information contact: John M. Daly CONTACT INFO REMOVED FROM ONLINE ARCHIVE.

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