

# The Hyphens

A Newsletter for E-M-F, Flanders  
and Everitt Owners Everywhere



Volume 8, Issue 2 September 2010  
Copyright 2010 E-M-F Homepage

## Editors Column

It is hard to believe another six months have come and gone. It has been a busy summer here in the Daly house hold. Between baseball, soccer, and music, we have hardly had a free day.

Believe it or not, I am still employed and have not had to go through any additional job searches since the last issue. I just passed the one year point in this current position and I love it. It has been a while since I have been able to say that.

On the E-M-F front, my wheels are now ready for wood. I am just looking for a free weekend to take them to the wheel-right to have the new wood installed. I am thinking this will happen after the first of the year.

Hyphen funds are still doing well. No need for donations at this time. I have had some money come in based on the sale of some of the left over commemoratives from the Centennial Celebration. I still have some commemoratives available. Please see the related article in this issue. All sales go to fund the Hyphens.

Don't forget the E-M-F Registry meeting at Hershey. It is on the Thursday of the show at HCCA Space in the Red field (RWO 30). Light refreshments will be served. Come out and see what is coming up with the E-M-F Registry.

If you have any ideas for articles, please feel free to submit them. I am always looking for material.

Happy Motoring!

John M. Daly



I believe this is Tom Ruggles on the dirt road the Monday of the 2010 E-M-F Tour.

## E-M-F Company Outing 2010: Wind, Rain, and Mud

By John M. Daly

The 2010 E-M-F Company outing tour is in the history books and I believe I speak for all who attended in saying it was an absolutely fantastic time. It was not without break-downs. It was not without bad weather. But old friendships were renewed, new friendships were started, and there are a lot more people in Kansas who now know that the names E-M-F, Flanders and Everitt are associated with brass era automobiles.

I was fortunate to be able to attend even though the rest of my family was unable due to baseball, softball and other summer school commitments. I arrived at the host hotel in Newton, Kansas just in time for the Sunday evening ice cream social. Several local car clubs joined us at the hotel as we enjoyed fellowship, automobiles and food. The ice cream was home made by an antique hit and miss engine and was delicious. There were lots of nice cars on display by the local chapter of the Antique Studebaker club, the Model A Ford Club and the HCCA. My favorite had to be the early REO owned by Garyl Turley. The rest of Sunday was spent visiting, picking up tour information and getting checked into the room.

The weather Monday morning did not look too good, but after a trip or three to the breakfast bar, the weather had cleared a bit and all the cars headed out for the first day of touring. I was responsible for driving the

"Vulture Wagon" this day. Tom and Dawna Ruggles had chosen the Wichita area for the first day and our first stop was the riverfront where we got a guided tour of the resent rejuvenation project by the city. This project included two impressive bridge structures as well as a Native American display. This area, where two rivers join, is sacred to the Native American tribes of the area. The entire renovation was very impressive and made for a beautiful riverfront area.

From here we proceeded to the Wichita Botanical gardens where we had about an hour to spend roaming the beautiful gardens before enjoying lunch. I particularly enjoyed the bronze statues located throughout the gardens and attempted to get a picture of each of them. Most of these statues depicted children playing among the flora. I thought they were fantastic.

The next stop was the Wichita Air Museum located at what was once the Wichita Airport terminal. Wichita is known as the *Air Capitol of the US* with several airplane and jet manufacturers being located there including Boeing, Stearman & Cessna. The museum had many aircraft on display on the tarmac as well as inside the building. Many people took turns on the flight simulator and I believe that I was the best at crashing the computerized aircraft

**2010 E-M-F Company Outing**

*Continued on page 2*

**Don't Forget**  
E-M-F Registry Meeting  
@ Hershey - Thurs 1:00PM  
Space RWO 30

"The Hyphens" is the official publication of the "E-M-F Registry" – an affiliated registry of the **Horseless Carriage Club of America**. There are no Membership dues at this time. Donations are accepted to help with the cost of the newsletter.

President: **Daryl Kemerer** - CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

Vice President: **Floyd Jaehnert** - CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE  
Secretary / Treasurer: **John M. Daly** – CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

Main Contact/Newsletter Editor/ Webmaster: **John M. Daly** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE  
Visit us online at <http://emfauto.org>

## 2010 E-M-F Company Outing

*Continued from page 1*

into the ground. It did rain a bit as we viewed things in the museum, but had let up by the time we had to move on.

Our last scheduled stop was at a private car collection which was amazing. I do not think I have ever seen more Rolls Royce's and Bentleys in one place. Based on what I saw in that collection, I decided that the first thing I was going to do when I got home was to organize my garage with all the Rolls Royce's on one side, and all the Bentleys on the other just like this garage had. It did not take me long. But even with all these impressive cars on display, much of my attention was spent on an American Under-slung in the corner. I loved that car.

The route back to the motel included a stretch of dirt road about one mile long. The Ruggles kindly planed an alternate route around this dirt road in the tour guide. Even with all the rain we had, all but one car ventured down the dirt/mud road. It almost felt as if we were path finding for the Glidden Tour. As the week went on, descriptions of the length of this dirt road, and the deepness of the mud grew considerably.

Tuesday's weather started out about the same as Monday, but all cars started out anyway and I was fortunate to be able to ride along with Tom Ruggles in his 1910 E-M-F 5-Passenger touring. Our first stop was the small Amish community of Yoder, KS. The town had an old time hardware store where many tour participants found an item or two which they could not live without. I myself bought some wicks for some lamps I am working on.

We had lunch in an Amish style restaurant where I enjoyed what was probably the best fried chicken I have ever had. After lunch we headed out to the town of Hutchinson where tour participants chose between going to see a salt mine and going to see the space museum. I chose the space museum. Tom asked if I would like to drive the E-M-F on this leg. Though I was a bit uncomfortable accepting the driving responsibilities, I was also excited to be able to actually drive an E-M-F on tour, since it will probably be 75 years or so before I am able to drive my own E-M-F on tour.

I thoroughly enjoyed the space museum and personally could have easily spent more time there. They had several capsules on display including the Apollo 13 capsule. We all took in the IMAX movie about the Hubble Telescope and I felt that was the closest I will ever get to walking in space. It was incredible.

As we readied ourselves to head back to the motel, Tom again suggested I drive back and I could not refuse, I was just getting used to shifting that car. As we drove East down the road, the skies to the south continued to look worse. I assured Tom not to worry, because that was south, we were going east. My positive thought prevailed until we got back inside the city limits of Newton when the skies opened up. There was water flowing sideways through the car, across the firewall, behind the

coil and out the other side. We motored on about another mile until the car started missing and we looked for a place to pull off. We pulled into a school parking lot to let things dry out, and called for the trouble truck. He was busy with another car, and by the time he was done, we had gotten things dried out enough to get back on the road and continue the last couple of miles to the hotel.

On Wednesday I was fortunate to be able to ride in the back seat of Daryl and Kathy Kemerer's Flanders Suburban. Our first stop for the day was a restored mill in the town of Lindsborg. The mill was built in 1898 and operated until 1955. It was restored from 1974 - 1981 and is now open for visitors to see how a mill of this vintage was operated. All the original milling, separating and packaging machinery was still present in this mill and it was interesting to see how it all went together.

The town of Lindsborg is of Swedish heritage and featured a recreated historical area with many original buildings, including one used for the 1904 World's Fair. After the fair, the building was moved to Lindsborg. We enjoyed a fantastic buffet lunch before continuing on to the town of Marquette.

Marquette contained the Kansas Motorcycle Museum collection and an ice-cream shop which was part of the old drug store. This store still had all the original counters and even some of the medicine which was part of the store many years ago. Looking at the photo of what the store originally looked, it was amazing to see how little it had changed.

After enjoying our ice cream, we continued on to McPherson College. This college has an outstanding automobile restoration degree program and we were privileged to get a guided tour of their facilities. We were shown several cars which were donated to the program and then restored by the class members over many semesters. These cars are then sold to help fund the program. I was particularly interested in the Pierce Arrow and Holseman Highwheeler currently under restoration. We also got to see the 1899 Benz replica which the school cares for.

Thursday was the day of wind. As we headed east out of Newton on one of the longest, straightest roads I have ever seen, I was again in the navigator's seat in Tom Ruggles' 1910 E-M-F. We battled a head wind for 30 miles before turning north and resting at a small gas station. As Daryl and Kathy arrived in the Flanders, it was apparent that the water leak they had been battling had gotten to the point where the trouble trailer was needed. So it was driven onto the trailer with the hopes that a repair could be made in the next town where we were stopping for lunch.

As we continued down the road toward Cottonwood Falls, the E-M-F started to lose power. After stopping on the side of the road several times, we were able to limp on into Cottonwood Falls with the hopes of being able to make repairs to this car as well. When we arrived, we found that the 1910 Everitt owned by Davis McCann had developed a flat tire. So now we were as far away from the hotel

as we were going to get with three cars down and only one trouble trailer. The problems had also put us behind schedule for a tour of the tall grass prairie after lunch. Lunch was enjoyed quickly and then work began on the cars.

A local tire shop worked carefully with the Everitt's quick detachable locking rings to get the McCanns back on the road. Daryl and Tom stayed behind in Cottonwood Falls to work on the Flanders and E-M-F while the rest of us proceeded to the Tallgrass Prairie National Preserve.

The 10,861 acre preserve protects a nationally significant example of the once vast tall grass ecosystem. We took a bus tour out onto the prairie where we saw wild flowers and buffalo. When we got out to the furthest point, you could look in any direction and see no evidence of man. I imagined what it must have been like for settlers as they traveled west to see the rolling prairie ahead of them. I also thought about how much fun it would have been to have my Model T out there, but I digress.

After visiting the prairie, we headed back to Cottonwood Falls to pick up the E-M-F and Flanders. Repairs to the Flanders radiator allowed it to limp back to the Hotel on its own, stopping to take on water as needed. The E-M-F was not so fortunate and a few miles out of Cottonwood Falls, the car started to lose power and the trouble trailer was needed to get back to the hotel.

Friday was a day to see the area on your own during the day. A group of us went back into Wichita and ate lunch at B & C Creations, which had to be the best BBQ I have ever eaten. The next time I am in the Wichita area, I am going to visit the Ruggles, but my real reason for the visit will be a return visit to this restaurant.

We also stopped at Tom's place to drop off the trouble trailer and look at the rest of his collection including a completely

---

## 2010 E-M-F Company Outing

*Continued on page 3*

# Centennial Commemoratives Still Available

The following items are still leftover after the E-M-F Centennial.

**Radiator badges.** These have the Centennial logo and two mounting loops which would fit between vertical radiator fins. These are **\$35.00 (\$30.00 for badge plus \$5.00 for S&H)**. 11 badges remain.

**Pewabic tiles.** These tiles were designed specifically for the E-M-F Centennial and only a limited amount was produced. You can purchase one of these tiles for **\$35.00 (\$30.00 for tile plus \$5.00 for S&H)**. 7 tiles are still available.

All funds collected from sales of these items go to fund the publication of the Hyphens. Please make checks payable to John Daly. Thanks.

## Presidents Message

By Daryl Kemerer, E-M-F Registry President

From the luxurious tour bags made by Dawna Ruggles to the laughing cow at the final banquet the 2010 E-M-F Company Outing was a time of delightful surprises! Tom and Dawna provided us with not only a visit to a magnificent car collection and a motorcycle collection but much more. The visit to the space museum, the footbridges in Wichita and the Swedish Village were my favorite surprises. We had an Everitt, a Flanders, and a number of E-M-F automobiles on the tour. I believe that I speak for all when I say thank you Tom and Dawna for a wonderful Outing. The beautiful Kansas countryside and the visit to the McPherson College restoration program will long be remembered by all!

The fellowship experiences at the Outings and meetings strengthen our registry each and every year. This year, as last, the E-M-F Registry meeting at Hershey will be HCC space - RWO 30 Thursday, Oct. 7 at 1:00 pm. Jim and Linda Gorrel will be providing some light refreshments at the meeting. In addition to sharing stories about your car you can let us know about what you need or might have for sale. Gil Fitzhugh is considering a 2012 Outing in south eastern PA, and would welcome your comments. Both Kathy and I hope to visit with you at Hershey so that we might have **Even More Fun!**

Hope to see you down the road,  
Daryl Kemerer

P.S. the R. M. Auction is featuring an E-M-F roadster, Coupe, a Flanders roadster, and a Flanders motorcycle at their Hershey auction this year.

### A Thought to Ponder

Many folks want to serve God,  
But only as advisers.

#### 2010 E-M-F Company Outing

Continued from page 2

original 1909 E-M-F. This was one of the highlights of the trip for me.

That evening, we had our closing banquet where we again sat down with more good food in front of us. I was still full from the great lunch and thought about not eating. I was able to overcome that feeling and ended up eating all that was put in front of me and enjoying it all. The presentation for the evening was done by Phillip Knighton who gave us a very interesting presentation on the Jones automobile which was built in Wichita. Phil owns one of the few Joes automobiles to survive and has a great collection of information and rare photos.

The last event of the tour was the awarding of the prestigious LeRoy award. This award is given at each tour to the tour participant who writes the best account of the tour in the manner and styling's of the former

## E-M-Fs For Sale

**1909 E-M-F Touring Car** - Un-restored very complete car, Including tools, and spare parts. Runs well, transaxle has new ring and pinion, transmission gears have all been replaced with new gears. The car did the complete E-M-F Centennial Tour, and has been on local tours as well. Asking \$40,000, will consider other offers. **"Mac" MacPherson** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

## E-M-F Parts For Sale

**1912 EMF right front fender** (A3878), good solid condition. Will trade for pre-1916 ford parts - \$125. **Ben Popadak** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

I now have **E.M.F. timing gear sets** available at \$750.00 a set plus \$25.00 shipping. This is a onetime small run of gear sets. I will need to know which type of timing gear is required. There are 2 different types, one with 2 dowel pins to time it to the cam shaft and another that is timed with a woodruff key. I could deliver these to Hershey and save shipping charges. I also have a list of E.M.F. parts too numerous to include. Write or e-mail for list. **New Manufacture:** Part number A-180, **Water outlet pipe.** Limited run of fully machined aluminum water pipes. \$ 260.00 postpaid.

**Floyd Jaehnert** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

## E-M-F Services

**Restoration:** Presently repairing and doing complete restorations on the Splitdorf Model D Magnetos and Coil boxes used on E-M-F automobiles. I also have a small number of excellent **NEW E-M-F Magneto Caps.** For price, please inquire to **The Brass Magneto** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE *Registry Member Gordon Matson*

E-M-F publicity manager, E. LeRoy Pelletier. This traveling trophy is an impressive solid sterling silver cup. This year's award went to..... drum roll please..... **John M. Daly.** That's right. I was lucky to beat out some really strong competition to win the cup for the next 2 years. I had to pack the car carefully to ensure I left enough room to bring it back to IL, but it now resides in a lighted case in our living room where it will remain until 2012.

If you were unable to attend the tour, you missed a great time. I am already looking forward to the next tour in 2012, wherever it may be. I would encourage you to plan now to attend, even if you have never done anything like this before. I guarantee you will have a great time. Thanks to Tom and Dawna Ruggles for putting together a great week which has left me with great memories that I will carry throughout my life.

## E-M-F Parts Wanted

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

Need some **brake shoes** for my **1910 E-M-F Touring, Part number 558,** 4 off required. **Roger Egginton** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

Any interest in **cast aluminum reproduction hood formers** for **Flanders?** Contact **Daryl Kemerer** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

Need a **transaxle** for an **Everitt.** Please contact **Willard Schoellerman** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

Need a pair of **Cylinder Jugs** for an E-M-F Engine. **Ed Goetz,** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

Need 4 matched **EMF connecting rods** A-135 1/2 and A-257 **carburetor support.** **Floyd Jaehnert** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

I need a **Water Pump** for an E-M-F. **Bruce Wright** [bruce.wright@bigpond.com](mailto:bruce.wright@bigpond.com)

**Early two-man top irons** also known as "Headache" irons, these four irons bow out slightly as opposed to a straight rise, for 1909 E-M-F five passenger open touring (E-M-F part reference #1386). Could buy or will consider trade for my set of circa 1912-14 adjustable irons, in exceptional condition. Also Wanted: **Splitdorf Model "D" Magneto** or promising collection of parts for same. **R.S. "Chic" Gasparotti** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

Need round **radiator tank emblem** for an E-M-F radiator. **Stu Lyon** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

We need a copy of a **manual** for our **1911 Everitt Model 30.** **Nancy DeWitt** Fountainhead Antique Auto Museum CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

Looking for an **E & J Brass Carbide Tank** to set on the running board of my 1912 E-M-F Demi. I would like it to be functional if possible. Minor issues are OK. **Tom Huehn** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

I am in need of **(2) or more 1911 Flanders connecting rods.** The apparently made light forged rods and also a heavier forging. I need the heavy forging to achieve a decent balance. Some rods were very thin next to the

## Upcoming E-M-F “30” Events

**October 7<sup>th</sup>, 2010 - E-M-F/Flanders/Everitt Owners Meeting at 2007 Hershey AACA Fall Meet- Thursday October 7<sup>th</sup>, 1:00PM Hershey Time** - Meet at HCCA Space RWO 30 rain or shine. - Meet up with other E-M-F Owners during Hershey at the HCCA 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. We will have the EMF registry meeting followed by light refreshments. If you are going to Hershey, please plan on attending. Wish I could be there! **For more information contact: Daryl Kemerer** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

**March 18<sup>th</sup>, 2011 @ 1:00 PM - E-M-F “30” Owners Meeting at Chickasha Pre-WWII Meet** on the Thursday of the show. The location is not known at this time, so look for signs posted at the meet. It will likely be in a meeting room in the south building. 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. **For more information contact: John M. Daly** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

**July 22<sup>nd</sup> – July 27<sup>th</sup>, 2012 – E-M-F Company Outing Tour in Lancaster, PA** - The biennial E-M-F Registry tour is being planned for the Lancaster, PA area in 2012 Start making your plans now for our next tour. Five days of touring in Lancaster County, PA open to E-M-F, Flanders, Everitt, Northern, Wayne, Tudhope, and Studebaker cars through 1915. **For more information contact: Gil Fitzhugh** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

---

**John M. Daly**  
CONTACT INFO IS  
BLOCKED FROM  
ONLINE ARCHIVE

