

The Hyphens

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



Volume 9, Issue 2

September 2011

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Editors Column

It has been a busy few months in the Daly home with baseball, softball, soccer, music and church activities. It seems like the summer is coming to a close just as it got started. Amazing how time continues to fly faster and faster as I get older.

All the parts for the wheels for my E-M-F are now at the wheelwright for new wood. I cannot wait to get them back and put them on the car and roll it out of the garage on its own wheels. I will need to do some bearing work on the front wheels before that happens and do some kingpin bushing work as well. Next up is to finish up the rear seat skin and get started on wood.

Hyphen funds are still doing well. No need for donations at this time. I have not sold any leftover commemoratives since the last issue, so there has been no income into the registry fund. If you would like to purchase one of the leftovers, you can 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 and will be in E-M-F Registry member Jim Gorel's swap space – CI-73-75. Come out and see what is coming up with the E-M-F Registry. The meeting will be at 1:00 Hershey time.

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

Happy Motoring!

John M. Daly



Photo 1 – This is the bottom of the Flanders engine showing the pistons sticking out.

IT WORKED FOR ME

By Steve Dillon

About twenty years ago, my wife and I decided to begin a car collection. I had fond memories of a 1957 Studebaker Golden Hawk that a friend of mine owned. It was very fast and we won a lot of drags. We started doing research on Studebaker automobiles and to our surprise discovered that the Studebaker Corporation played an enormous role in the history of American transportation, starting with wheelbarrows, horse-drawn buggies and wagons, to the first auto (electric) in 1902 to the last car made in 1966; quite a run! We decided to specialize in Studebaker and soon after bought a 1957 Golden Hawk, quickly followed by a 1941 Champion Business coupe, a 1949 Commander convertible, a 1935 Dictator roadster and 1921 Light Six phaeton. We then decided to get a very early car and found one in Storm Lake Iowa. It was a 1912 Flanders, the last year before the cars were starting to be called Studebakers in 1913.

Over the years, I have restored these cars, with the exception of the Golden Hawk, which is on my list for this summer. As with all these old cars, parts are often at a premium, and I have learned that whenever I see a part for these cars, I purchase it, whether I need it or not at the moment. A few years ago, I bought a crate of parts for the Flanders from a restoration shop in Montana. When it arrived, I

put the parts in storage after carefully cataloging them. Move on to Jan of 2011, when I received a call from Daryl Kemerer in PA. I have known Daryl and his wife Kathy for many years, being fellow Flanders owners. Daryl has driven his roadster for thousands of miles. He told me that he had broken a piston on his car and asked if I might have one. Fortunately for him, in that crate of parts was an engine block with three pistons still in it, together with the connecting rods. This is where the story really begins.

Those pistons had not seen the light of day for probably eighty to ninety years. It came as no surprise to me that they were stuck solidly in the cylinders. I squirted penetrating oil around the skirts every day for a week and then took a pipe wrench and twisted the connecting rod. Each piston gradually started to turn and in a day or so, I had each of them turning easily in the cylinders. That's when the fun started.

At some point in the distant past, the pistons were allowed to slide down the cylinder so far, that the piston ring on top slid past the edge of the cylinder and expanded, thus preventing me from sliding them out of the engine. Why is this a problem you might ask? The engine is a cast-en-bloc engine meaning

Flanders Piston Removal

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Don't Forget
E-M-F Registry Meeting
@ Hershey Swap Meet -
Thurs 1:00PM - CI 73-75.

“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

President: **Floyd Jaehnert** - CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

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Flanders Piston Removal

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that the combustion chamber is cast along with the jugs in one piece, with no removable head. If you look at the top of the engine you see spark plug holes on the side, as well as a valve port that unscrews so you can remove the valves when the keeper is taken out. In order to see the piston, you have to use a dental mirror and a flashlight held just right to see the piston with the ring expanded.

So now, how do we get that ring pushed back into the piston groove and then pulled out of the cylinder? I had no idea so I went over to my local machine shop, which has done a lot of work for me. They were not encouraging to say the least. They were not able to give me any advice, nor were they really interested in the solution, since they specialize in speed parts. Back to the drawing board!!

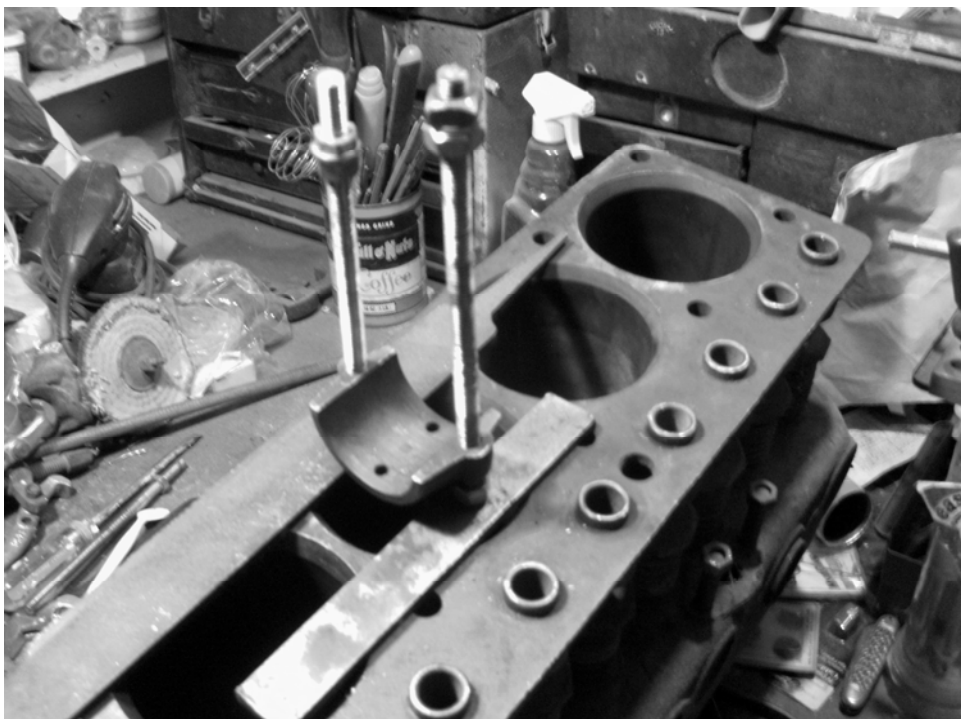
I called Daryl, my friend in PA and described the problem. He suggested a couple of things to do, but he had no experience with this problem either. I went back down into the basement and took a good hard look at the problem. I realized that the first order of business was to get that ring back into the piston groove. Unfortunately, I had to work blind.

I took the dental mirror and flashlight and located the position of the ring. Then I took a large screw driver about ten inches long and stuck it through the valve port until it touched the ring. Then I tapped it firmly 2-3 times, stopped, turned the piston by turning the connecting rod, approximately 1 inch, and then repeated tapping the ring. I continued doing this until I went from one end of the ring to the other, checking with the mirror every 2- 3 times. When I finished this, I was able to see that the ring had almost pushed back into the proper position, but not completely.

I took my screwdriver again, and this time placed the blade on the very edge of the piston (this has to be done by feel), then I lifted the screwdriver which tended to push the piston back into the cylinder. At first it did not seem to make any difference, but I continued around the piston again and eventually got ¾ of the ring into the cylinder. I then tried pulling the piston out by hand by grabbing the connecting rod. It did not budge. Now what?

I have a good selection of tools and pullers but none would do the job. I decided to fabricate my own set-up. It isn't pretty but it worked for me. I am sure other folks have used other set-ups. If you look at **Picture 1** you will see the bottom of the engine with the connecting rod sticking out. **Picture 2** is a photo of my puller. It is a piece of threaded rod, 3/8 in dia., about ten inches long. There is a large nut on one end and on the other end there are two nuts tightened together with a lock washer in between. It is very important that they be tight because when you put a wrench on the doubled nut, you want the threaded rod to turn not the nuts!

To start, place two metal plates over the cylinder opening, remove the bottom nut



Picture 2 – Showing the bottom of the Flanders engine with the puller in place

from the threaded rod, put the rod through the hole in the connecting rod, replace the nut on the rod and lower the rod until it touches the metal plate. Then turn the nut so it moves up the rod and comes in contact with the connecting rod. You want the nut to bind with the connecting rod and not turn. This is easily done. Do the same to the other side using a similar set-up. Now you are ready to start the process. Take a good size wrench and slowly turn the double nut one turn, repeat on the setup on the other side. What this does is force the threaded rod against the metal plate which in turn pulls the piston out of the cylinder. Continue to alternate, turning one revolution at a time. It is slow work and the piston will fight you the whole way. I used lubricating oil on the skirt to help reduce friction. Once the skirt of the piston reaches the bottom edge of the cylinder, it hits the metal plate so the puller has to be removed. From then on, I used a medium hammer to tap on the connecting rod, pulling the piston completely out of the cylinder. It is now on its way to PA to get another antique Studebaker back on the road. Hope this helps.

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.

Stolen E-M-F Recovered!!!

By Don Azevedo

On December 20, 2010, my truck and enclosed trailer rig was stolen from my home. Inside the trailer was my 1911 E-M-F touring.

On January 13 we found the trailer with minimal damage abandoned 4 miles from my home.

On January 30 we found the pickup again abandoned about 8 miles from my home,

but with \$5,000 damage.

On May 12 I received a lead from a fellow hobbyist and on Friday the 13th I conducted a sting operation with the local authorities and we retrieved the car and threw the scumbag in jail.

Unfortunately, the car had been

Recovered E-M-F
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Presidents Message

By Daryl Kemerer, E-M-F Registry President

Then and Now!

Then:

When I was about eight or ten years old, Saturday visits to Grandma's house were always greatly anticipated events. Mother and Grandma's conversations were not for my ears which allowed for exploration of Grandma's house and garage. Uncle George still lived at home with Grandma (he finally married his sweetheart after 29 years of "dating" and he filled the house with antique glass and furniture and cars he collected after WW II. I would sneak to the garage to wonder at the sight of a brass model T, model A, and Chrysler roadster and dream of driving each car (fast). I was smitten forever!

Now:

At this summer's Vintage Grand Prix in Pittsburgh my Flanders roadster was on display with the hood raised. Many of the older folk asked the usual questions (what's a Flanders, was it built in Europe, what are the brass things on the top of the engine, etc.). I was greatly surprised when several young teenage guys stopped and asked many questions and spent a fairly long time examining the little Flanders. Did I help these young guys become smitten with brass era cars despite the exciting vintage race cars competing on the road course? I may never know, but love affairs can happen anywhere—even at Grandma's house!

Daryl Kemerer

P.S. Don't forget the upcoming E-M-F Outing in Lancaster 2012. It will be exciting and a great chance to drive your car and swap stories of how you got into old cars.

E-M-F Parts For Sale

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

I have 2 sets of **oil tank parts** for sale. Includes 2 packing nuts, top plug, the bowl, the nut that attaches the bowl to the tank and the lower plug. These are new castings machined and threaded. Priced at \$225.

Tom Huehn CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

EVERITT firewall tags. I have reproduced the "Metzgar Motorcar Co." tag that goes on the firewall just above the center of the hood on Everitt cars. They are brass and have an area for the I D number of the car. These are a lost wax casting of an original tag. 1"X 3" \$50.00 **Davis McCann CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE**

Splitdorf D magneto. Very Nice Condition \$1500 OBO. **Splitdorf Coilbox.** Very Nice Condition \$500 OBO. Pictures available upon request. Can deliver to Hershey. **Sean McGill CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE**

have the steering box and shaft)

- steering wheel and spider and nut
- rear foot rest
- robe rail
- side lights and tail light (have a good lead on lights)
- entire windshield with stay rods (have windshield and hinges and EMF plaque, need stay rods)
- running board battery box
- Prestolight tank*
- carburetor
- one priming cup
- left brake rod cover
- engine number plaque under the hood on firewall *
- EMF script tools

The left rear fender was damaged, the left front fender was kinked, the top bows

E-M-F Parts Wanted

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

Brass serial number plate for 1911-12. **Lower tank** for brass, frame mount carbide generator (rough condition OK). **Horn bracket** that mounts on cowl of 1911 roadsters and demi-tonneaus. Any **EMF tools**, including a jack. Also need hubcaps for a 1911 E-M-F. Is anyone reproducing the fleur de lis pattern running board mats? I'd like to talk to any other owners of Canadian production EMF's and also 1911 roadster owners. **John Smith Orillia, Ontario Canada CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE**

Splitdorf Coil Switch for '09 E-M-F. This is a flush mounted switch with an elongated, diamond shaped knob, NOT the later model with the drop lever switch with removable square center "key" and little red primary discharge button. **E-M-F Brass Engine Number Plate** that mounts on rear cross member below center of body. Later plate or good repro may also work.

R.S. "Chic" Gasparotti 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**

Recovered E-M-F

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stripped of most of the brass. Friends and others have been great so far in providing leads and parts, but I need a radiator and horn. The radiator had a steel shell and I have found the EMF emblem. If nothing else I need the outlets and the tank and a pattern for the sheet metal.

Here is what was taken off the car: (The items with * have been found already)

- Radiator and cap
- hood and stay rod
- headlights and connecting bar and left fork*
- coil box *
- horn complete
- speedometer and cable*
- Steering column assembly (I only

A Thought to Ponder

If at first you don't succeed, skydiving is not for you.

(wood and metal) were destroyed, original leather upholstery suffered damage along with original trim, and the body needs a little repairing of cracks. The radiator is the big item now. I have a possible lead on a steering column assembly.

Editor's Note: I think we can all understand how we would feel if this happened to one of our cars. Though it is great to get the car back, it is still a discouragement with all the damage and missing parts. If you have some parts that could help Don get his car back together, please contact Don. His email is imnuts4fords@comcast.net. His phone is: (925) 427-6624 or contact me and I will hook you up.

Upcoming E-M-F "30" Events

October 6th, 2011 - E-M-F/Flanders/Everitt Owners Meeting at 2007 Hershey AACA Fall Meet- Thursday October 6th, 1:00PM Hershey Time - Meet at **Space CI 73-75** which is E-M-F Owner Jim Gorel's space. - 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 including the 2012 E-M-F Company Outing Tour in Lancaster, PA. If you are going to Hershey, please plan on attending. **For more information contact: Daryl Kemerer** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

March 15th, 2012 @ 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 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. **For more information contact: John M. Daly** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

July 22nd – July 27th, 2012 – E-M-F Company Outing Tour in Lancaster, PA - Open to all E-M-F related Marques through 1915. Backseats are available for those who cannot bring a car. Plans are coming together for the 2012 E-M-F Tour. Mark your calendars and join us for a fun week of touring and sharing. Some things to look forward to: Ice Cream Social, 5 Days of Touring, Historic Sites, Private Collections, Amish Trade Shops (foundry, wheelwright, machine, body, upholstery), Evening to share your E-M-F memorabilia, Le Roy award, Final Banquet. Registration forms will be mailed after Hershey. **For more information contact tour chairman: Gil Fitzhugh** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

NOTE: If you have received this issue via US mail, and have an email address, can you send me an email at John.Daly@EMFAuto.org so I can start delivering *The Hyphens* by email to you and save some money?

John M. Daly
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