

The Hyphens

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



Volume 10, Issue 1

February 2012

Copyright 2012 E-M-F Homepage

Editor's Column

It has been busy around the Daly household since the last issue. Kids are involved in so many things that we have trouble keeping up. Add to that the time I have spent performing with my band, *The Wooden Rockers* and there is not much time left. At least the money from the band helps to pay for old car related stuff.

On the E-M-F front, the wheels are done for my E-M-F. The main article in this issue will give you the details.

After many issues of saying I do not need any donations, I now can say that I would accept donations if you feel you would like to help fund this newsletter and the E-M-F Homepage. The subscription came due on the website hosting server, so I had to pay for that. I covered the cost for the first 3 years of the paid server, but money is a little tight right now and I could not afford to cover it all this time around, so had to dip into the E-M-F Registry fund. If you would like to help out, now is your chance.

Don't forget the E-M-F Registry meeting at Chickasha. It is on the Thursday of the show and will be in one of the conference rooms. Look for signs at the show. Come out and see what is coming up with the E-M-F Registry. The meeting will be at 1:00 Chickasha time.

And do not forget about the E-M-F Factory tour this year in Pennsylvania. See details on page 2.

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

Happy Motoring!

John M. Daly



These were the most beautiful site my eyes have seen in a long time. I don't get out much.

A Ten Year Journey

By John M. Daly

When I bought my 1912 E-M-F Demi Tonneau, I knew I had much work ahead of me and many parts to find to complete the car, but I felt that it was a task that I was up to. The biggest challenge in this quest has been coming up with a complete set of wheels.

All of the wheels on my car had been changed at some point in its history. I am sure it happened when the original 32x3.5 or 33x4 inch tires were no longer available. My car had some wheels off an early 1930's car on it when I got it. The original hubs were mounted, rather crudely, to these wheels. They were so crudely attached that I would have been afraid to have driven the car at all on them. All 4 hubcaps were still mounted to the hubs, which was lucky for me. Inside one of the tool boxes on the running board, I found a Stanweld demountable rim wedge.

I started to learn all I could about the types of wheels that the car could have. It was a bit of a challenge. There is a picture of the Demi Tonneau in the 1912 Preliminary catalog which shows a car with what appear to be quick detachable rims on it.

I ended up buying a parts chassis which came with 4 wheels in the hopes of having the wheels in place. After getting the parts home, I realized I had one Stanweld wheel and three which were not. What I

actually had was 3 Stanweld wheels with the fellow bands altered to more easily accept a Firestone Type E rim, which also came with these wheels. Unfortunately, the rim that came with the one Stanweld rim was not even correct.

So I started a search for Stanweld wheels. I was able to locate one other complete wheel in desperate need of new wood. I had leads on a few more that never seemed to pan out. So I started looking for any parts I could find. I found a fellow band at Chickasha one year, and a rim the next. Several Registry members have helped over the years by finding rims, rim mounting wedges, wedge bolts etc.

I had to make several parts as well, including the plates that the wedges mount against on the fellow. I even started to make the bolts that mount the rim to the wheel. Luckily I was able to find enough original bolts to keep me from having to make a whole set.

As I found parts, I cleaned them up, painted the sides that would be against the wood in the wheel with POR-15 paint, and put etching base metal primer on the rest.

After 10 years of searching, I completed my quest for wheel parts last year with the acquisition of the last rim. Now all I needed to do was have new wood put into

New E-M-F Wheels

Continued on page 2

Don't Forget
E-M-F Registry Meeting
@ Chickasha Swap Meet
- Thurs 1:00PM - Look for
signs at the show.

"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

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>

New E-M-F Wheels

Continued from page 1

them.

For this, I went to Stutzman's wheel shop in OH. I searched out many wheel rights, including those who advertise in the various car magazines. I had more people recommend the Stutzman's for their craftsmanship than I can count. I would seek out cars on the E-M-F tours which I knew had Stutzman wheels on them and follow them a bit to see how they looked going down the road. Everyone I watched went nice and straight down the road. Add to that the fact that their price was considerably less than the mainstream wheel rights and my mind was made up.

In September of 2011, I loaded all of my wheel parts, included an example of a fellow and several spokes, and headed to OH. I dropped off my parts and took some time to talk with Noah Stutzman. I could have stayed there all day and watched the work they were doing. I enjoyed listening to the many things they are able to make including new wood rims for steering wheels and wood rims for bicycles. The craftsmanship was amazing! Several generations of Stutzmans were hard at work making wheels of all sizes. In the room I took my parts to, there were several other sets of automobile wheels waiting for new wood. They asked me when I needed them and I told them I was in no hurry, my car is a long way from NEEDING them.

I expected it to be 6 months or longer to get them done. I figured if I had not heard anything by the end of March 2012, I would call for a status report. Well, I did not have to wait that long. To my surprise, I got a call in January that the wheels were done.

Now my problem was getting the wheels home to Illinois. My schedule was so full and I was so busy at work, I knew I was not going to be able to make it out to OH as I had planned to pick them up. I had talked to Registry President Daryl Kemmerer and his wife Kathy about picking them up and holding them for me until I was able to come out to get them, which they graciously said they would be happy to do. But, to be honest, I just could not wait to see these wheels.

So I asked the Stutzmans how much it would cost to ship the wheels to me. To my surprise, the total cost for shipping the four wheels from OH to my house in IL was \$104.00. It would have cost me that much in gas alone to go get them. So I decided to have them shipped. They arrived about a week later packed very nicely in four separate boxes.

Let me tell you, those wheels were one of the most beautiful things my eyes have ever beheld. Did I cry a little? Maybe. Did I hug them? Yes. Did I kiss them? I never kiss and tell.

So a ten year quest for a correct set of wheels is finally completed. There are many people who are reading this who helped to make this possible. If you are someone who sold me a rim, or some rim wedges, or a fellow band, or pointed me to someone who had some of these parts, I thank you. I could not have



2012 E-M-F Company Outing

Sunday, July 22 through Friday, July 27, 2012

Lancaster, PA

Hosted by the E-M-F Registry Region H.C.C.A.

We invite you to join us for the fifth biennial revival E-M-F Company Outing. This is a five day pre-1916 hub tour for E-M-F and related marques. For 2012 we will be headquartered in Lancaster, PA. This is a beautiful area in which to tour with old cars. There is much to see and do. Please consider joining us even if you cannot bring a car. This is a friendly group and rides are available. Tour headquarters will be the Courtyard by Marriott Lancaster located at 1931 Hospitality Drive, Lancaster, PA 17601. Phone (717) 393-3600. <http://www.marriott.com/hotels/travel/inscycourtyard-lancaster/>

Camping is available at the Old Millstream Campground just 3 miles from the hotel. Several sites with full hook-up have been reserved under the "E-M-F Company Outing" group with Gil Fitzhugh named as "wagon master". Reserve your space early since availability is limited. Check with the campground for current rates and details at (717) 299-2314. <http://www.oldmillstreamcampground.com/index.php>

We have a full week planned for you starting with tour check-in from 1:00 PM Sunday followed by a Dessert Social on Sunday evening at 7:30 PM. There will also be a short "early bird" tour available Sunday afternoon for those who can't wait until Monday to go for a ride. Tours will range from 40 to 120 miles each day. Several tours are suitable for the smaller cars, so if you have a two cylinder Northern, bring it along.

Some of the attractions we plan to visit are listed below:

- Marshall Steam Museum <http://www.auburnheights.org/>
- The Strasburg Creamery <http://www.strasburg.com/>
- Roots Farmer's Market <http://www.rootsmarket.com/>
- Ephrata Cloister <http://www.ephratacloister.org/>
- Wilbur Chocolate <http://www.wilburbuds.com/>
- The Shaker Shoppe <http://www.shakershoppe.com/>
- Amish shop tours – Petersheim Upholstery Shop, Witmer Coach Shop, Spring Garden Machine Shop, Cattail Foundry, and the Cross Keys Leather Shop
- Quilt shops, Ice Cream Stops, and Car Collections (*of course!!!*)
- Hans Herr House <http://www.hansherr.org/>
- Robert Fulton Birthplace <http://rootsweb.ancestry.com/~paslchs/birthplace.html>
- The National Toy Train Museum <http://www.nttmuseum.org/>

In addition to the above attractions, we will again have "show and tell" night, so bring along your E-M-F related (or not) items to share with the group. There will be a special covered bridge presentation by Campbell Fitzhugh one evening. The coveted *Le Roy cup* will be awarded at the closing banquet on Friday evening.

We are working hard to make this another great E-M-F Company Outing. We hope you will join us for a week of touring and Ever Making Friends. Please contact us with any questions you have.

Tour Hosts:

Jackie and Gil Fitzhugh
CONTACT INFO IS BLOCKED
FROM ONLINE ARCHIVE

Tour Registration

Daryl and Kathy Kemerer
CONTACT INFO IS BLOCKED FROM
ONLINE ARCHIVE



done it without the help I received.

Can You Help With The Next Step?

Next up I would like to get some old tires mounted on at least two of the rims so I can mount them on the car and align the fenders. So if you have any old 33x4 inch tires left over after putting on new tires, and they are

just lying around gathering dust, I could use them. I do not want to buy new tires until I am closer to having the car on the road, but I really need to have at least one side of the car down on rubber to make sure the fenders are aligned properly. I do not need tires that are road worthy. Just good enough that I can get some inner-tubes and put enough air in them to hold the car up. *Please let me know if you can help.*

Presidents Message

By Daryl Kemerer, E-M-F Registry President

One Hundred Years

A new year celebrating the one hundredth anniversary of the final year the E-M-F badges which graced the radiators of these fine automobiles is at hand, and I personally still have a list of restoration projects to last another hundred years. Presently I am in the throes of restoring my 1911 E-M-F roadster piece by piece...

Gold

Yesterday as I picked up a radius rod from my pile of 1911 E-M-F roadster parts, I noticed something seemed to be sliding about inside. The radius rod was covered with one hundred years of dirt and grease as well as paint and rust (much from Arizona where I gathered this carcass). Cleaning this relic produced evidence of the original paint, and the noise inside the tube persisted as I removed the ancient layers. When I removed the adjusting clevis out popped two golden nuggets. Had someone hidden gold inside the radius rod tube? How lucky could I be!!... My hopes were quickly dashed when I realized that the "nuggets" were just brazing rod as a result of welding the non-adjustable clevis to the other end of the tube. Drats!

One Hundred Year-Old Virgin

When Kathy called me to dinner, I sat down and placed the "gold nuggets" before her and declared that 2012 was going to be a good year. She looked at me with that familiar look of skepticism. As we ate I conjectured that while the nuggets were not gold, they were virgins; formed one hundred years ago and never touched by human hands until I released them from the lower depths of the radius rod. Yes, 2012 is going to be a good year for I have already held two one hundred year-old virgins in my hands. Oh Yeah!

Celebration

Bring your stories to Lancaster as we celebrate the one hundredth anniversary of the transformation of the E-M-F automobiles into the new Studebakers. Gil Fitzhugh (the Younger) has planned a wonderful celebration. Hope to see you there in July!

Daryl Kemerer

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

Pair of reproduction **E&J 376 Headlights.** Also have some miscellaneous parts for 1910 era E-M-F. Also am considering reproducing the set of factory photographs if there is enough interest. - **Ludwig Gocsek** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

A Thought to Ponder

Corn oil is made from corn, Olive oil is made from olives, so what does baby oil come from?

E-M-F Parts Wanted

Need some old **33X4 inch straight side tires** to use on my E-M-F as I restore it. They do not need to be road-worthy. I want to mount them and air them up so I can have the car down on tires to align the fenders as I repair them. I need at least 2, but would like 4. I do not want to spend money on the new tires that will just sit there and rot while I restore the rest of the car. Got any old tires lying around collecting dust you would like to get rid of? I need them! Thanks

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

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

Need **EMF part #311 1/2 Clutch Thrust Cone** for my 1911 E-M-F - **Ken Campbell** 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*

Can You Help Out?

Looking for a **1912 E-M-F Flanders 20** for 100-year anniversary commemoration of the July 20-21, 1912 'Pathfinder' expedition from Newport to **Siletz Bay, Oregon.** Please contact the Lincoln County (Oregon) Historical Society **Diane Disse** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE or **Jim Stembridge**

Upcoming E-M-F “30” Events

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. **For more information contact tour chairman: Gil Fitzhugh** CONTACT INFO IS

BLOCKED FROM ONLINE ARCHIVE *See Article in this issue!!!*

October 11th, 2012 - E-M-F/Flanders/Everitt Owners Meeting at 2012 Hershey AACA Fall Meet- Thursday October 11th, 1:00PM Hershey Time - Meet up with other E-M-F Owners during Hershey. 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: Daryl Kemerer** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

John M. Daly
CONTACT INFO IS
BLOCKED FROM
ONLINE ARCHIVE

