

The Hyphens

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



Volume 10, Issue 2 September 2012
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Editor's Column

Hello again from beautiful north-central Illinois. It has been another fast 6 months since the last issue and the weather outside is now on the downward slide toward winter.

Don't be alarmed, but I have actually made some minor progress on my E-M-F since the last issue. I spent some time in my father's garage in Iowa making new kingpin bushings for the front end. I fit the kingpins back into the spindles and have one of the spindles fit back into the axle. I decided to remove the front axle from the car to do this and in the process, found some of the original paint on it including striping, which I will map out so I can put it all back in the right place.

Thanks also to those who answered my plea for tires in the last issue. I have all that I need and really appreciate the help!

My request for donations in the last issue resulted in contributions from the following people:

Curtis Ackerman	Ed Hilbush
Howard Edson	Floyd Jaehnert
Ken Campbell	Bob Leu
Delbert Derees	Bill Spencer
David Gast	John Tarleton
Steve Gordon	Tom Timmins
Bev Gunderson	Bob Troendley

Thank you to all those who have contributed and have helped me to keep this registry going. I really appreciate your help.

Before the publication of this issue, the balance in the E-M-F Registry fund stands at \$245.67. It usually takes about \$100

2012 E-M-F Tour
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Don't Forget
E-M-F Registry Meeting
@ Hershey Swap Meet -
Fri 10/12 @ 1:30PM - Jim
Gorel's space CI 73 - 75



Some of the cars on the 2012 E-M-F Registry Company Outing tour in Lancaster, PA

2012 E-M-F Company Outing

By Gilbert Fitzhugh.

The fifth biennial revival E-M-F Company Outing occurred in Lancaster, PA from July 22-27, 2012. Twenty-one cars participated from nine states. Bob Bruce's 1905 2-cylinder Northern was the oldest car and the 1914 seven passenger 6-cylinder Studebaker owned by Manny and Sandy Rein was the newest. We also had fifteen E-M-Fs and four Flanders cars.

Sunday was a day to gather and get reacquainted. Tour packets were issued and they included handmade red E-M-F pennants by Kathy Kemerer. The tour banners featured artwork by Bob Bruce showing the E-M-F related marques. There was a 34 mile covered bridge run for eager early birds. Several tourists made the run. Sunday evening we enjoyed a dessert social with baked goods made by Catherine and Jackie Fitzhugh.

Monday was the longest tour day at 92 miles and the only day we drove outside Lancaster County. Coffee was at Lou Mandich's Last Chance Garage in Unionville, Chester County, PA. From there we continued to the Auburn Heights Preserve in Yorklyn, DE for a tour of the Marshall collection of Stanley cars and the restored mansion. The weather cooperated for a picnic style boxed lunch on the grounds. Those patient enough to wait for a Stanley to be fired up were treated to a ride through the countryside with Kelly Williams at the controls. The Strasburg Creamery served up Lancaster County ice cream on the way home. Monday evening we had a trailer tailgate swap. This was a lot of fun and some interesting items were exchanged.

The highlight of the week came Tuesday morning as we welcomed Joe and Betty Swann home from their transcontinental

journey. After more than 4000 miles, they drove up to the hotel and joined us for breakfast. The welcome home banner asked "what took so long?" We were honored that they toured with us for the rest of the week.

Tuesday offered a 64 mile ride through the northern part of the county. The coffee stop was the Roots Farmers Market, a huge weekly market that has all you could ever want in a farm market. Later we explored the Ephrata Cloister historic site where early German settlers sought religious freedom. Greco's ice cream across from the Wilbur Chocolate Factory in Lititz filled the daily ice cream needs. A stop at the Shaker Shoppe to see hand crafted furniture finished the run. The evening program was an hour long presentation by Campbell Fitzhugh about the covered bridges of the region. We learned many things including why the bridges were covered, how much they cost to build, and why the Columbia-Wrightsville Bridge was burned.

Wednesday's 53 mile ride featured Amish shops. Coffee and homemade donuts were enjoyed at the Petersheim Upholstery shop and the Nickel Mine Coach Shop owned by Chris Petersheim Sr. and Jr., respectively. Next stop was the Cattail Foundry operated by Emanuel King. Lunch was served to us by the family of Isaac Stoltzfus at his home and shop, the Spring Garden Repair machine shop. Additional stops included leather, quilt, coach, and furniture shops. The Lapp Valley Farm has the best ice cream of the county, according to the Fitzhughs, and other tourists may now agree. The quality of the cream from the Jersey cows is the key. Show and tell night included

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2012 E-M-F Tour*Continued from page 1*

presentations from Bob Yates on miniature musical organs, Steve Dillon on early firearms, Ken Campbell's terrific E-M-F factory photo collection, a movie made by Gil Fitzhugh's father in 1968 featuring what is now Floyd Jaehnert's E-M-F, and several other interesting E-M-F related items.

Thursday was the driver's day with 82 miles of twisting turning climbing descending creek fording and occasionally unpaved old car driving bliss. The morning stop was the Hans Herr House historic site where we enjoyed refreshments and docent led tours. A chicken barbeque with all the trimmings awaited us at the Robert Fulton Birthplace. Fishing Creek Road was the highlight of the drive with three creek fords on this three mile dirt road through a nature preserve. The Pine View Dairy filled the obligatory ice cream stop. Thursday evening we visited the private collection of Calvin High. The collection features several perfectly restored classics along with a Fisker and some finely crafted scale models.

Friday was a 38 mile railroading day with a coffee stop at the National Toy Train Museum and then a shop tour of the Strasburg Railroad. Some tourists rode the steam train while others visited the Railroad Museum of Pennsylvania. The Oregon Dairy served to tide people over until the banquet. The winner of the coveted LeRoy sterling silver cup was announced after dinner. This year a photo contest was the forum and the submission by the Kemerers was judged best by unanimous decision, offering both photographic quality and a caption which would have met with LeRoy's approval.

We are looking forward to the next E-M-F Company Outing and hope to have the location selected soon. Let Daryl and Kathy Kemerer know if you are ready to host!

Editor's Note: *This is the first of the E-M-F Registry tours I have missed, and it sounds like I missed a great one. Thanks to the Fitzhughs and the Kemerers for organizing this tour.*

Webmasters Note: *This same report appears online on the E-M-F Homepage with lots of photos taken during the week. You can find it at the following URL:*

http://emfauto.org/2012_Company_Outings.php

Editors Column*Continued from page 1*

per issue to print and mail the paper copies. You are welcome to help out if you like. The E-M-F Registry has always been funded through donations and those donations go to cover the cost of the publication of the hyphens and to help with website expenses.

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

Happy Motoring!

John M. Daly

Cross Country Journey in an E-M-F 30

By Joe and Betty Swann

The summer of 2012 marks the 75th Anniversary of the Horseless Carriage Club and the 100th anniversary of the 4th and final year of production of the E-M-F automobile. A special year requires a special trip. Joe and I will travel from the San Diego area of CA along with 2 other Brass era cars to the 75th HCCA tour in Colorado Springs and then continue by ourselves (without a support vehicle) to the E-M-F celebration in Lancaster, PA, a trip of about 40 days and 4,000 miles, zigzagging along America's back roads cruising at 30-35 mph.

Preparation for the Trip

Since Joe is an upholsterer of Brass era cars, and knowing that RAIN was going to happen, he made side curtains. We planned to make the trip as authentic as possible and tent camp. The back seat cushion was removed and everything for a 5 week trip was packed under a platform bed for naps under convenient shady trees. Spare parts (magneto, spark plugs, miscellaneous nuts and bolts, lacing wire and duct tape, cotter pins and extra batteries for the turn signals) were packed. Basic hand tools, jack, spare tire and tube, soldering torch and tow rope, bucket and rags, valve spring compressor, sponges, 2 gallon gas can, extra water and oil, flashlight, cordless drill, spare brake linings and special tools and rivets to replace them, and a wheel puller were packed next along with a 2 week supply of basic clothes, pillows and other necessities, antique dusters, a vintage hat and outfit, leaving just enough space for 2 "OLD CRAZY PEOPLE"! Total weight of gear stashed is 365 pounds. Ever since we were kids, we've wished for a "time machine" to take us back to different periods in history. It looks like this car and this trip are as close as we will ever get to one. In our minds, we are passing through the summer of 1912. Gasoline is supposed to be 15 cents gallon, thoughreality sneaks in once in a while. Our

adventure began June 23rd from the San Diego area.

Reflections Upon A Journey

We have been home about a week - the car is unpacked, the mail sorted, the laundry and grocery shopping have been done. Life is slipping back into its routine. I went to Wal-Mart to pick up a couple of things and it was a zoo! Life on the road was so simple and relaxing. Life in the slow lane was wonderful.

Are we glad we made the journey? Absolutely! Would we do it again? In a heartbeat!

There are so many memorable moments - seeing 2 fawns playing in a field, seeing the flit of a tiny yellow bird in the trees, talking with an old Navajo about Model T's (spiders), and traveling the Santa Fe Trail. For a history buff like me who loves the old west, there is a special magic to traveling the path of the old trail rides. As we drove the Santa Fe Trail, I was seeing the dust of thousands of cattle plodding along covering the land from the hills to the north to the river to the south.

The car performed like a dream. It is incredible to me that a car that was built a hundred years ago was as reliable as a new car, maybe more so since Joe could fix anything that went wrong without having to replace a computer chip.

We made so many new friends and we became reacquainted with old friends. We were able, at our slow but steady pace, to see the majesty that is America.

To see if we could do this trip of 4,225 miles in an antique car was a personal challenge. We wanted a time machine - to go back to 1912. It happened!

IT WAS AN AMAZING TRIP !!!!!

Webmaster Note: *You can read the entire day by day blog of the Swanns adventure along with many photos on the E-M-F Homepage at the Following URL:*

http://emfauto.org/Swann_2012_EMF_Adventure.php



Presidents Message

By Daryl Kemerer, E-M-F Registry President

It's always Something Little

Unless you have parts and oil all over the road, it is always some little malady that keeps your pride and joy from proceeding down the road. I have had oil on the cone clutch leather (causing people to get out and push), elusive loose wire problems, a broken tiny roller spring in a Model T commutator, and even a loss of valve clearance interrupt my fantasy of driving in dreams of yesteryear.

Carburetors can often cause problems from stuck floats (puddles of expensive gasoline forming beneath your car) to ineffective needle valves. My Flanders suburban had a Brand X carburetor which, although functioning, was too large for the motor. The throat was too large, causing the car to balk during quick acceleration like a contrary horse.

I found a rough-looking Flanders carburetor last winter and decided to restore it to help "Priscilla" (our Flanders suburban) move smoothly down the road. After several hours of laying on of hands the carb was ready to be installed this spring.

Kathy helped me with the installation, which took more time than anticipated, and to my surprise the car started and ran on the first lift of the crank. However, it didn't start a second time. After several on and off maneuvers of the carb for float and air adjustments, Priscilla ran well. Several days later on a trip to the corner store the car was less responsive. And so it was -- good one day, and not as good another day. More adjustments and frustration! It even performed the same on battery or magneto (not very well). I thought my golden touch at carb restoration had tarnished!

We wanted to take Priscilla on a weekend tour in Ohio. Totally frustrated, I took the carb from our Flanders roadster which works perfectly and put it on Priscilla

at the last minute -- she seemed to run well. At the Lodge in Ohio we took our back-seat friends for a test drive. It started well, but after a few miles we had to return and barely made it back to the Lodge. My friend, Ed, said although I had only changed the carburetor, he thought it might be ignition. He was correct. I later replaced the coil box with a rebuilt one and Priscilla runs like new on either one of the Flanders carburetors. She rewarded us by motoring down the road about 700 miles this summer. Real joy! As a wise man once said, "90% of all carb problems are ignition problems."

2012 E-M-F Outing in Lancaster, PA

The Outing in Lancaster PA was a great success. Sixteen E-M-F owners from as far away as Texas and Kansas brought their E-M-Fs. We also had a Wayne, Studebaker, and 4 Flanders. Everyone seemed to really enjoy the beautiful countryside and visits with one another. Gil Fitzhugh and family provided five fantastic tour days featuring covered bridges and ice cream stops every day! Gil's son Campbell presented a wonderful illustrated talk on the history and engineering of the many bridges of Lancaster County. Many thanks to the Fitzhugh family for an outstanding Outing!

Hershey Meeting

The E-M-F Registry will meet during the Hershey Swap Meet to renew acquaintances and discuss issues. We are looking for someone to organize the 2014 Outing. If you have any suggestions or would like to volunteer contact Daryl Kemmerer (nedivemf30@embarqmail.com) or John Daly.

Look forward to seeing you at Jim Gorel's space CI 73 - 75 on Friday, Oct. 12 at 1:30 pm.

Daryl Kemerer

A Thought to Ponder

Some minds are like concrete: Thoroughly mixed up and permanently set.

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 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 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**

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 Gocck CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE**

E-M-F Carburetor for an pre-1912 E-M-F for Sale - \$400 - **John Haynes 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**

"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 9451 - Visit us online at <http://emfauto.org>

Upcoming E-M-F “30” Events

October 12th, 2012 - E-M-F/Flanders/Everitt Owners Meeting at 2012 Hershey AACA Fall Meet- Friday October 12th, 1:30PM Hershey Time – Jim Gorel’s space CI 73 - 75 - 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

March 21th, 2013 @ 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

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

John M. Daly
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