

The Hyphens

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



Volume 11, Issue 1

February 2013

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Editor's Column

I hope that this issue finds all of you well and eagerly waiting the spring where we can once again roll our vintage automobiles out of winter storage and begin another touring and show season. For those of you in climates where you do not have to worry about winter... well... hopefully you have enjoyed your cars these last few months.

This year finds me once again very busy. I have been working on the E-M-F front end a little bit, having removed the front axle from the car and fitting the spindles (with the new bushings) back into the axle. In the process I found original black paint on the axle of my 1912 Demi Tonneau as well as original striping. I still need to map it all out before cleaning up the parts. I am currently working on tie-rod pins.

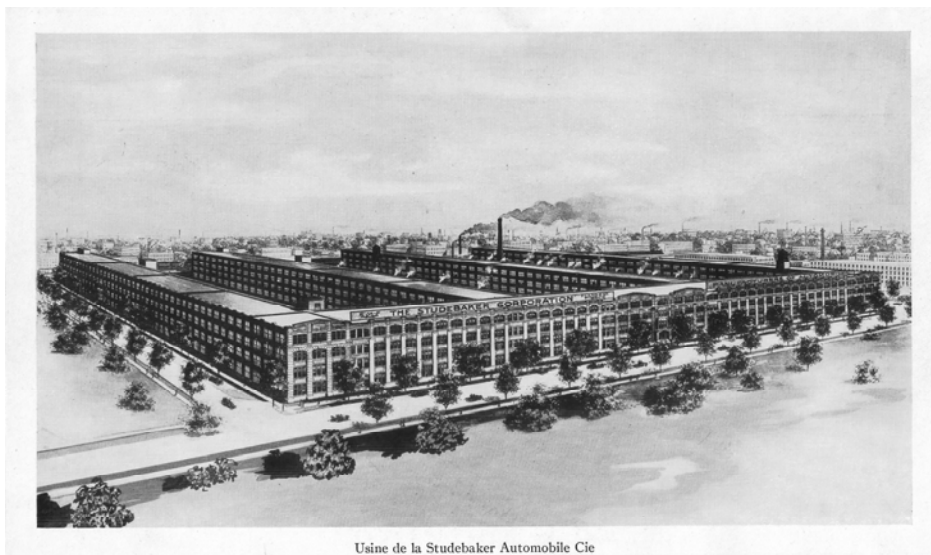
I will unfortunately not be able to attend the Chickasha swap meet this year as I have for the last few years. I will definitely miss it because it is a great swap meet, but I also enjoy meeting other hobbyists and talking "old cars" with them. Instead I will be portraying the part of Oliver "Daddy" Warbucks in the local theater production of *Annie*. Our opening night is the Thursday of Chickasha and try as I might, I could not figure out a way to do both. I will miss Chickasha this year, but hope to return in 2014.

The E-M-F fund got another influx of funding from money left over from the last E-M-F tour which leaves me in good shape for quite a while, so I do not need any donations at this time. You are always free to donate if you like at any time. I will let you know when the funds start getting low again.

2012 E-M-F Tour
Continued on page 2

Don't Forget

E-M-F Registry Meeting
@ Chickasha Swap Meet
- Thurs 03/21 @ 1:00PM -
See signs at show for Loc



An artist's rendition of the E-M-F plant on Piquette ave in Detroit as used in a French advertisement.

The E-M-F Company Worldwide

By Daryl Kemerer

In gaining more knowledge about E-M-F Company cars over the years I have uncovered not only information about the cars but also marketing of the cars worldwide. To my surprise some of the foreign marketing and sales were quite unusual. We generally understand that American manufactured automobiles were marketed in England and Europe in the early years of the automobile industry, but less is known about sales in far off places.

The E-M-F Company in England

In "The Automobile" February 9, 1911 (p. 481) an article reports that \$13,500,000. in capital shares in the Studebaker Corporation was sold to British bankers just five days prior to the formation of the Studebaker Corporation on Feb. 14, 1911.

A notice of the 1912 Studebaker E-M-F fore-door models, introduced in the early summer of 1911, includes a picture and explains a feature to "regulate the atmosphere" (air conditioner!) in the June 3, 1911 "Auto Motor Journal" (p. 598) as follows:

"A ventilator introduced by the Studebaker Corporation, of 143, Great Portland Street, in their E.M.F. cars, to regulate the atmosphere in the front seats of torpedo bodies. Two of these are fitted on the dash, one on both sides, and these can be opened or closed by the driver as weather conditions demand. A fine gauze screen prevents dust from coming through when open. The Studebaker firm are prepared to supply these at a nominal sum to motorists wishing to fit them to their cars."

Another fascinating article in "The Auto Motor Journal" on April 6, 1912 (p. 521) titled "London Showrooms" discusses American automobile dealerships in England

and describes an E. M. F. British dealership:

The Studebaker Corporation, who look after the interests of the E. M. F. and Flanders--two of the best examples of the less expensive American car--in this country, are next door. The showroom is exceptionally large and well stocked, as also is the stores for spare parts beneath it. Always there are plenty of finished cars on view, but the same vehicle scarcely remains in the same place for more than a few hours, so large has the business of these American "invaders" already become under the able British management of Mr. W. Watson.

The E-M-F Company in France

Many of you may have visited the new Studebaker Museum in South Bend, Indiana and have seen the color poster that shows a lady driving a Flanders touring car with a large American flag overlaid with the word "Flanders" and the French dealership information below. It is a delightful poster. In addition, I have obtained a published print of the E-M-F factory with a French explanation below it. Clearly E-M-F vehicles were sold in France and most likely elsewhere on the continent during the time of the E-M-F Company badge.

The E-M-F Company in Distant Lands

While sniffing through documents at the Case Western Reserve Library in Cleveland for trails of the E-M-F Company, I uncovered an unusual photograph. The owner of the photograph had added an annotation at the top of the photograph. The annotation indicates that Ira Davis took delivery of an E-M-F touring introduced to the Philippine Islands in 1911.

The E-M-F Company Worldwide
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The E-M-F Company Worldwide

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The photo shows the E-M-F, island vegetation, and a Buick "30" in Pangasinan, P.I. The E-M-F appeared to me to be a wide track model.

Even more surprising are the two revelations of the E-M-F Company in China. In a side bar, the "Motor Age" April 6, 1911 (p. 32) an example of Chinese advertisement explains that the H. S. Honisburg and Company, of Shanghai, China has sold almost 200 E-M-F and Flanders cars. The second revelation I came across was an article, which I cannot recall the source that showed a photograph of the Father of the China Republic Dr. Sun Yat--Sen. He is pictured seated in the middle of the rear seat surrounded by men in one of the two 1912 Studebaker E-M-F cars that he purchased. Was one used for everyday transportation and the other for formal government occasions, or was the second E-M-F a back-up vehicle used when the first failed to proceed? We will probably never know.

A number of years ago I wrote an article suggesting that Studebaker and E-M-F were the odd couple, yet a perfect marriage. Most likely Studebaker's large worldwide dealership network helped E-M-F's concept of mass-production and sales come to fruition in America and elsewhere.

I am certain that those of you who read "The Hyphens" may have additional information of sales in foreign countries. We would love to have you share your knowledge. Do not hesitate to contact John Daly with an idea for an article.

Happy Motoring!

Editors Column

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I am always very thankful for all of the donations I receive which continued to keep this newsletter and registry membership fee-free for so long. I could not do this without all the help I have received over the years, so thanks to all who have helped out.

If you enjoy getting the Hyphens, would you consider writing an article for an issue? When I started publishing this newsletter 11 years ago (I cannot believe I am going on 11 years with this), I had ideas for a number of articles which would last me many years. Well, I have exhausted that list and am basically out of ideas for topics for articles. So I need either articles to print, or ideas which I can pursue for articles.

Thanks to Daryl Kemerer who stepped up to the plate for this issue's article. I hope you enjoy it as much as I did.

Happy Motoring!
John M. Daly



E-M-F Ad from Chinese advertisement for dealer H. S. Honisburg and Company, of Shanghai, China. I'm pretty sure it says: "E-M-F; Better than Chop Suey!"

Interesting Observations from my unrestored 1912 E-M-F Demi Tonneau

By John M. Daly

When I bought my 1912 E-M-F Demi Tonneau, it was pretty much an untouched original car bought out of a barn in Kentucky.

Having never been "restored", it contained many original features which people have asked me about over the years. I have also shared these through the E-M-F Homepage. But I realize that not everyone has access to the website to see these things.

I have had several calls asking about the original color, if any, on the engine cylinder jugs. In fact, the latest inquiry on this happened in the last couple of weeks. What I found when I cleaned off the decades of dirt and oil was shiny black paint. I do not know if all E-M-Fs were painted this way, but I know mine was.

E-M-F Observations
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How to Win a Costume Contest with an E-M-F

By John M. Daly

Last Halloween, my company had a small party for the employees including a costume contest. Now, my first reaction to this was "oh man, I am not wearing a costume to work!" But when the CIO sent an email out encouraging people to participate with a costume, and that the CEO would be there in costume as well, I found myself reconsidering the whole costume thing.

Well, I pulled my duster out of the closet, added the leather driving clothes, one of my caps, and the restored steering wheel from my E-M-F and headed off to work.

There were many others with more elaborate costumes, but I ended up winning the contest. I think the fact that I hammed it up pretending to drive the E-M-F up to the judging area, honking the imaginary horn and having the CIO crank my imaginary E-M-F when I stalled it as I pulled away sealed the deal. And it ended up being fun as well!



President's Message

By Daryl Kemerer,
E-M-F Registry President

Cork and Toothpicks

Recently, after my morning coffee and a view of the snowy western Pennsylvania landscape, I decided to do a few small restoration projects in the downstairs workshop instead of in the big garage. Carburetors immediately came to mind. Many of us have fussed with the problem of making our carburetor float "float!" I have two Flanders on the road with broken cork floats repaired with toothpicks. Mint flavored toothpicks work well and should be included in your tool box as they can also serve as rescue from a bad lunch when touring.

While toothpick repairs work well, they are not a reliable long-term solution. John Smith told me how a float material product sold by Lang's (Model T supplier) was used to make a new float for his E-M-F, and it worked well. In addition, this material is resistant to alcohol used in today's fuels.

Flanders floats are the same design as E-M-F floats in that they have a vulnerable weak spot where the access to the jet is carved in the cork. However, the Flanders float is even smaller and therefore more likely to break at the narrow section. This is where I have used the toothpick repair.

I began the task of duplicating the cork design in the modern material using only hand tools. After taking measurements from the cork float, I was able to make one float in about 1 1/2 hours, and the second float in an hour. The modern material is easily cut to size and sands and files to the correct shape quickly.

Spring can't be far away according to our groundhog Punxatawny Phil; I'm somewhat skeptical though, since he's been known to lie! Nevertheless when the snow is gone and the temps rise I will test drive the Flanders to determine if the new float will help my Flanders fly fast down the road forever.

2014 E-M-F Company Outing

After the wonderful and highly attended 2012 Outing we are all looking forward to the 2014 Outing. Frank Iaccino is making tentative plans for a tour in the beautiful Hudson valley of upstate New York. We will confirm the place and dates at our annual October meeting in Hershey. I am sure Frank will give us a vivid description of the places we will be visiting. Keep your tour plans open for what I am sure will be a great tour in 2014. Even More Fun in '14!

Daryl Kemerer

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 BLOCKED FOR ONLINE VERSION* **Registry Member Gordon Matson**

E-M-F Observations

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Another interesting thing I have found is in the color of the under-carriage. On my car, the springs, and axles were black with grey striping. I can see this on my Demi Tonneau and the springs of my parts chassis which was a 5-Passenger Touring originally.

The rear trans-axle was all painted, even the aluminum differential casing, and that casing included elaborate striping. I know mine is not alone because I received striping diagrams of this part from fellow E-M-F Registry member Gordon Langeneger, who mapped out the original striping on a car he was working on and it is very similar to what I am seeing on my car.

You may be asking yourself, "similar to?" Well, I do not think we can assume the striping was identical from car to car. I personally believe the striper was given a general guideline, but had some artistic license as well. Case in point: The rear springs on my Demi Tonneau and the rear springs from my parts chassis both have the original paint and striping on them, and they are completely different. The Demi Tonneau has one stripe running down the spring ending with a double line on both ends. The spring from the 5-Passenger Touring had a double stripe down the spring ending with the double line at each end.

I will present more of this type of information in future issues of *The Hyphens* as space allows.

Happy Motoring!

A Thought to Ponder

If a word is misspelled in the dictionary, how would we ever know?

"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 BLOCKED FOR ONLINE VERSION*

Vice President: **Floyd Jaehnert** - *CONTACT INFO BLOCKED FOR ONLINE VERSION* Secretary

/Treasurer: **John M. Daly** – *CONTACT INFO BLOCKED FOR ONLINE VERSION*

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

E-M-F Parts Wanted

Information, Postcards, Trophies, etc. on E-M-F Racing. **Gordon Matson** *CONTACT INFO BLOCKED FOR ONLINE VERSION*

Second gear for 1912 EMF -- the gear that goes on the countershaft, not the sliding gear. **Part no A-480**. This must be an original style 14.5 degree pressure angle gear - not a reproduction gear with 20 degree pressure angle. 4.0 inch pitch diameter, 24 teeth, 4.25 inch outer diameter over teeth. **Larry Hoagland** – *CONTACT INFO BLOCKED FOR ONLINE VERSION*

E-M-F #A 2044 **gas tank outlet trap** (filter), two #A 372-01 **rear spring clips**, and a **left triple tier E&J sidelight** with flare front (show quality). **Daryl Kemerer** *CONTACT INFO BLOCKED FOR ONLINE VERSION*

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 BLOCKED FOR ONLINE VERSION*

E-M-F Carburetor for a pre-1912 E-M-F for Sale - \$400 - **John Haynes** *CONTACT INFO BLOCKED FOR ONLINE VERSION*

Flanders reproduction **cast solid aluminum hood former** (unpolished) \$330.00, and reproduction **rubber bumpers for rear axle** (pair) \$40.00. **Daryl Kemerer** *CONTACT INFO BLOCKED FOR ONLINE VERSION*

Upcoming E-M-F “30” Events

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. Tom Ruggles will be the host for this meeting. **For more information contact: Tom Ruggles** *CONTACT INFO BLOCKED FOR ONLINE VERSION*

October 10th, 2013 - E-M-F/Flanders/Everitt Owners Meeting at 2013 Hershey AACA Fall Meet- Thursday October 10th, 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 BLOCKED FOR ONLINE VERSION*

Summer 2014 – E-M-F Registry Tour in Hudson valley of upstate New York. This is currently in the planning stage and more information will be included in the next issue of *The Hyphens*. **For more information contact: Daryl Kemerer** *CONTACT INFO BLOCKED FOR ONLINE VERSION*

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 (**NOTE: There is an Underscore between “John” and “Daly”**) so I can save some money and start delivering *The Hyphens* by email? Thanks!

John M. Daly
*CONTACT INFO BLOCKED
FOR ONLINE VERSION*

