

The Hyphens

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



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Editor's Column

It has been a busy summer here in the Daly household. Work around the house as well as the garage has kept me quite busy, and when you add to that all the activities associated with the rest of my family, it become obvious why I have not yet driven my E-M-F.

I have had the chance to work some more on the front-end of the E-M-F. I had an alignment issue which you can read all about as the main topic of this issue of *The Hyphens*.

Plans are underway for a 2014 E-M-F Factory tour in Up-State New York. You can read more about it in this issue, and if you are going to the E-M-F Registry Owners meeting at Hershey, you can hear about it first hand from the coordinator, Frank Iaccino. Tours like this only happen if people are interested, so see the information in this issue to let Frank know that you are interested in participating.

If you are interested in helping out with the costs for the publication of *The Hyphens*, I would accept donations. Everything donated goes to support the publication of this newsletter and the cost to support the website. At this time I have enough funds to do 2 more issues after this one, unless US postage rates go up again, then we will see.

If you receive *The Hyphens* in paper form through the US Mail, and you have an email address, you can help out by sending me your email address so I can send you *The Hyphens* electronically. You can print them out yourself if you want.

If you enjoy getting *The Hyphens*,

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Don't Forget
E-M-F Registry Meeting
@ Hershey Swap Meet -
Fri 10/11 @ 1:30 PM - Jim
Gorel's spaces CI 73-75



Alignment tool installed in one of my E-M-F Spindles quickly shows an alignment problem between the Kingpin and the Tie-Rod end connection.

Determining and Correcting E-M-F Alignment Issues

By John M. Daly

As I have written in previous issues, I have been working on the front-end of my E-M-F for the last year. I know what many of you are thinking... "What could possibly take you a year to redo the front end of an E-M-F?"

Well, one thing I have learned is that I am a master at making a 5 minute job take six hours. There is no one better at this than me.

I have also learned that I have the uncanny ability to be involved with projects where whatever CAN go wrong, does go wrong. I know many of you are thinking "that happens to me too!" Let me tell you, I am on a completely different level.

Case in point: after getting the new

king-pin bushings made, installed and everything fit back together, I started to look at the tie-rod end connections and found that, even with the wear I was starting with, I was already binding when I turned the spindles to the extreme. I suspected I had an alignment issue, but was unsure how to verify this and then correct it.

My solution ended up being simple. I took some half inch nuts and turned them down in the lathe to a cone shape, I actually welded two nuts together so I would have something to get a wrench onto.

Once the nuts were turned to a cone

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This picture shows the basic tool I made to check the alignment of my spindles.

E-M-F Alignment

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shape, I took two pieces of half inch all-thread and bolted them into the king-pin and tie-rod openings of the spindle. The cone shaped nuts centered the all-thread into these openings.

When I compared the orientation of both pieces of all thread, the alignment problem became very obvious. I ended up checking all my E-M-F Spindles and they were all out of alignment. You can see the alignment issue in the included picture.

Getting things back into alignment took some brute force. I did not want to heat the spindle arms to straighten them. I ended up clamping the spindle into a vice and taking a monkey wrench and a long piece of pipe and bending the spindle arm cold until the two pieces of all thread were in alignment the best that I could tell. It took my dad, my brother and I to get the two straightened for my car.

When I put everything back together, I no longer had any binding problems, but I still had not tightened up the tie-rod bolts, so I feared I may still need some more adjustment. It turns out I did not. The fitted tie-rod bolts still allowed the front end to turn freely.

With the amount of force it took to get things straightened out, I find it unlikely that all these spindles have gotten bent through the years. But I also find it hard to believe this could have been like this when new. My father's theory was that the spindles were probably machined shortly after they were cast,

and the metal had not had a chance to have the stresses fully relieved. Over time, when the stresses were relieved naturally, the alignment changed.

I also used these pieces of all thread and cone-shaped nuts to check the alignment of the axle, which all check out fine.

If you are re-working the front-end of your E-M-F, this would be an easy thing to check and may go a long way to making your car steer as easily as possible.

Editors Column

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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.

Winter is coming, so for you in the North, take advantage of nice weather while you can and get that E-M-F out and drive. All others should be driving their E-M-F's year around ☺.

Happy Motoring!
John M. Daly

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

By John M. Daly

Well, last issue I gave an account of some interesting things I have noticed on my mostly original 1912 E-M-F. I also said I would present more of this type of information as I could.

Well, since then, I found out some new interesting information from my car. One of the things I mentioned in the last issue was the difference in the stripping between my 1912 Demi Tonneau and my 1912 parts chassis which was a 5-Passenger Touring when new.

As I was cleaning up the front springs, I saw the striping, which matched what was on the rear axle. But as I looked closer, I saw another set of striping under the striping I initially saw. This means my chassis had been repainted at some point, and not really done all that well. I always thought the striping was pretty poorly done; now I know why. The original striping was more what I would have expected. The paint scheme is still black painted parts with grey striping, just a slightly different pattern than I originally thought.

I mapped out this original striping and added it to the striping diagrams on the **E-M-F Homepage** so that they are available in the future to whoever may need them. I will continue to do this as the restoration of my car continues.

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

Have You Been On An E-M-F Registry Tour?

Well if you have not had the chance to join us on a tour, your chance is coming up yet again. The E-M-F Registry is planning another tour for the summer of 2014.

This tour is being planned by E-M-F Registry members Frank & Mary Ann Iaccino. The tour is being planned for the Hudson Valley area of New York and will be centered in Hudson and Catskill, about 30 miles south of Albany. At this point we are planning for the week of July 13-18. Of course this is tentative, depending on interest from the E-M-F, Flanders and Everitt owners. This will be discussed at the E-M-F Owners meeting at Hershey.

If you have not had the chance participate in one of the tours, you do not know what you are missing. These have been the best tours I have ever been on and I always look forward to them.

If you are interested, you can contact Frank and let him know at the following Email: **CONTACT INFO HIDDEN FOR ONLINE COPY..** More info to come!!!



President's Message

By Daryl Kemerer,
E-M-F Registry President

Here it is -- the beginning of September and the weather in Western Pennsylvania has changed from hot and humid to cool and lovely; surely a harbinger of the Hershey weather we all love. How fast our touring season passes!

Speaking of harbingers, Kathy and I were on a week-long tour in Woodstock, Ontario hosted by the Southern Ontario Region of the HCCA where I was quite encouraged for the future of our hobby. Numerous participants were young families headed by young adults who are children of those we have toured with for the past 25 years. These young families had their children along for the experience of touring in 100 year old cars; an experience afforded only to a few children. Seeing 3 generations enjoying the thrill of our hobby as only touring can provide portends of a sustainable future for the hobby.

John Smith at the opening breakfast asked the young children to tell him of their favorite experience of the tour so that he might include their opinions in a future article. Having the children be active participants instead of just tagging along for the ride was a good gesture to cement their interest in observation, learning, and touring. One of the children asked us if she might take a picture of our Flanders roadster as it was her favorite car. Of course we said yes and suggested that she get behind the steering wheel for the picture. Later, back at the hotel we learned that pictures were taken and she offered a thank you. I suggested that Kathy give her a ride around the hotel property and her face lit up like a Christmas tree. After the trip around the property, Kathy also gave her older sister a short spin in the Flanders. For me the glee on their faces and the smiles of the young parents were equal to the pleasure I had watching (from a distance) Kathy driving the roadster with the children in the passenger seat!

Three generations of tourists on an HCCA tour -- What an exciting sight and hope for the future. We can all encourage interest by inviting a squeeze of the bulb horn, a chance to sit behind the wheel, or a ride. The future is in our hands today! Keep touring.
Daryl

P.S. Plans are being made for the 2014 EMF Registry Outing in Catskill NY. Hope to see you there.

E-M-F Cars For Sale



1911 EMF touring car, totally mechanically rebuilt, engine, transaxle, etc. with ALL the modern improvements. Starts easy, runs great, \$50,000. More photos available. **Clay Green CONTACT INFO HIDDEN FOR ONLINE COPY.**

Flanders Information Needed

I am looking to buy, beg, borrow, or have a copy, of a **Flanders repair manual "shop manual"**. I am restoring an extra trans-axel and motor and a shop manual would really help!

Thanks
Ed Hilbush
CONTACT INFO HIDDEN FOR ONLINE COPY.

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 HIDDEN FOR ONLINE COPY.**

A Thought to Ponder

Don't sweat the petty things and don't pet the sweaty things.

"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 HIDDEN FOR ONLINE COPY.**
Vice President: **Floyd Jaehnert - CONTACT INFO HIDDEN FOR ONLINE COPY.**
Secretary/Treasurer: **John M. Daly - CONTACT INFO HIDDEN FOR ONLINE COPY.**
Main Contact/Newsletter Editor/Webmaster: **John M. Daly - CONTACT INFO HIDDEN FOR ONLINE COPY.** - 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 HIDDEN FOR ONLINE COPY.

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 HIDDEN FOR ONLINE COPY.**

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 HIDDEN FOR ONLINE COPY.**

Need **stub axles** for my Flanders 20 (1911). **Peter Handley CONTACT INFO HIDDEN FOR ONLINE COPY.**

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 HIDDEN FOR ONLINE COPY.**

E-M-F Carburetor for a pre-1912 E-M-F for Sale - \$400 - **John Haynes CONTACT INFO HIDDEN FOR ONLINE COPY.**
Flanders reproduction **cast solid aluminum hood former** (unpolished) \$330.00, and reproduction **rubber bumpers for rear axle** (pair) \$40.00. **Daryl Kemerer CONTACT INFO HIDDEN FOR ONLINE COPY.**

Upcoming E-M-F “30” Events

October 11th, 2013 - E-M-F/Flanders/Everitt Owners Meeting at 2013 Hershey AACA Fall Meet- Friday October 11th, 1:30PM Hershey Time – The meeting will happen in Jim Gorel's spaces CI 73-75 on the Chocolate field. 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 HIDDEN FOR ONLINE COPY.**

March 20th, 2014 @ 1:00 PM - E-M-F “30” Owners Meeting at Chickasha Pre-WWII Meet on the Thursday of the show. 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 Daly CONTACT INFO HIDDEN FOR ONLINE COPY.**

Summer 2014 – E-M-F Registry Tour in Hudson valley of upstate New York. See more info in this issue of *The Hyphens*. **For more information contact: Frank Iaccino Email: CONTACT INFO HIDDEN FOR ONLINE COPY.**

NOTE: If you have received this issue via US mail, and have an email address, can you please send me an email at *CONTACT INFO HIDDEN FOR ONLINE COPY*. (**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 HIDDEN FOR ONLINE COPY.

