

# The Hyphens

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



Volume 13, Issue 2      September 2015  
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## Editor's Column

Isn't it interesting how you can have one idea of how long it will take to restore a car, but the reality of the situation is that it always takes much more time and resources than you plan. The same can be said of kitchen remodels.

The kitchen remodel I spoke of last time is still underway and I estimate I am around 60% complete (which probably means I am closer to 35% complete). The main thing that pushes me forward is the thought that once I am done with this, I am going to hit the E-M-F Restoration hard and see what I can accomplish. Still hoping to push it out of the garage and turn it around before the snow flies.

No real need for donation at this time due to some generous donations received since the last issue, but if you feel led to help out, they are always welcome.

If you are looking for something fun to do next summer, you should think about joining other E-M-F Registry members on the 2016 E-M-F Outing tour in Orillia, a small city in Ontario, Canada. It sounds like John Smith has some fantastic things planned. See the article later in this issue on Page 3.

If you enjoy getting *The Hyphens*, would you consider writing an article for an issue? I have exhausted my list of ideas for articles. So I need either articles to print or ideas which I can pursue for articles. Thanks to Tom Ruggles for caving in under the pressure I put on him for a follow-up article on Carburetors.

Have fun at Hershey everyone.  
Wish I was going. No vacation days left ☺  
Happy Motoring!

**John M. Daly**

## Don't Forget

E-M-F Registry Meeting  
@ Hershey Swap Meet -  
Fri 10/9 @ 3:30 PM -  
Gorel's space CI 73-75

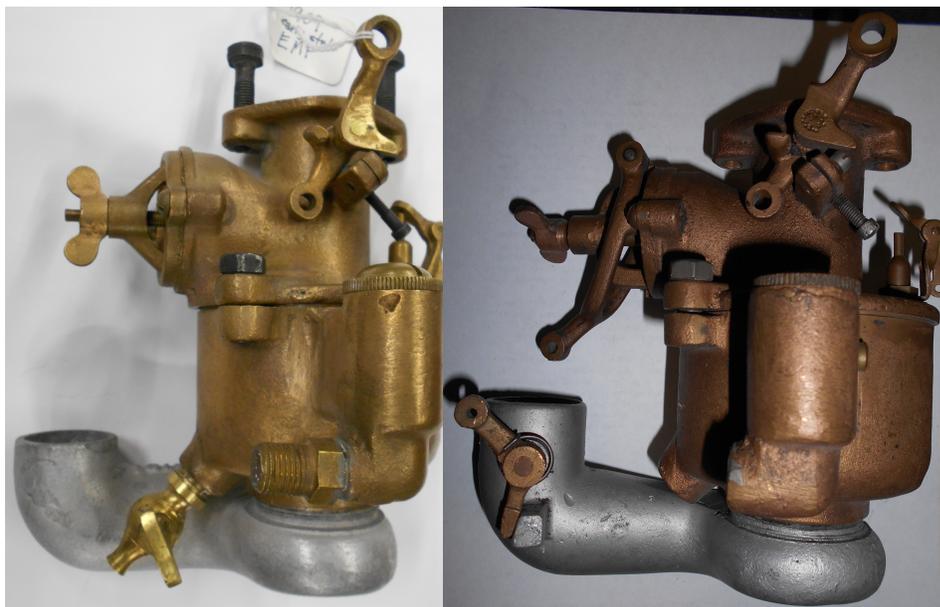


Photo # 1 (Left) Showing early style carburetor and Photo #2 (Right) showing 1912 Style Carburetor.

## E.M.F. CARBURETORS – PART 2: OPERATION, SERVICE AND REPAIR

*By Tom Ruggles*

**Note: “Part 1: Identification and Changes” appeared in The Hyphens Vol.12 Issue1 - February 2014**

Having received little feedback in the way of corrections from Part 1, I will conclude with Part 2. This will focus on repairs and adjustments. References to the two styles of EMF carburetors will be as used in Part 1: “Early” style (Photos # 1 and 3) and “1912” style (Photos #2 and 4). Photos #3 and 4 are of cutaway illustrations, respectively from 1911 and 1912 original literature.

The simplicity of the EMF carburetor makes it easy to service or repair, but does not allow for much adjustment in operation. Other than the idle speed screw and the spring pressure on the auxiliary air valve, there are no external adjustments possible. Internally, the float level is the only adjustment available.

### OPERATION

Starting the EMF when the engine is warm is easy if the carburetor and ignition are in good adjustment. The engine will usually start on the first or second ¼ turn pull on the crank. Cold starting is something else, depending on how long it has been since the engine has run, and whether or not the carburetor is equipped with the “hot air intake valve” (choke) and the “auxiliary dash adjustment” lever which enrich the fuel mixture for cold weather starting. These features are described in the 1912 edition of the owner's manual. Information on the Operation and Care of the EMF 30, originally published by Studebaker Corporation and now available as a reprint from Floyd Jaehnert.

For early carburetors without the 1912 features, cold weather starting relies on depressing the priming pin or “tickler” (Assy A1442, Photos #3 and 4) on top of the bowl cover, which floods the carburetor and sends a rich fuel mixture to the engine. In cold weather, or when the engine has not run in several weeks, filling the primer cups on the cylinders with gasoline may also be necessary. With these early style carburetors, maintaining a sufficiently rich fuel mixture to keep the engine running during warm-up is tricky. It may help to loosen the wing nut and temporarily screw the auxiliary air valve completely closed, to prevent entry of any additional air. When the engine is warm, it can be returned to the normal adjustment as described below (Don't forget to tighten the wing nut.) Or just continue to depress the tickler occasionally until the engine runs smoothly.

### AUXILIARY AIR VALVE ADJUSTMENT AND REPAIR

The auxiliary air valve admits additional air for a leaner fuel mixture under light engine load (high vacuum) conditions. Valve opening occurs when engine vacuum overcomes spring pressure on the valve, which can be increased by turning the adjustment screw counter-clockwise, and decreased by turning the screw clockwise. This adjustment should be made when the engine is warm. The adjustment procedure is the same on both early and 1912 carburetors,

*Carburetors – Part 2*  
*Continued on page 2*

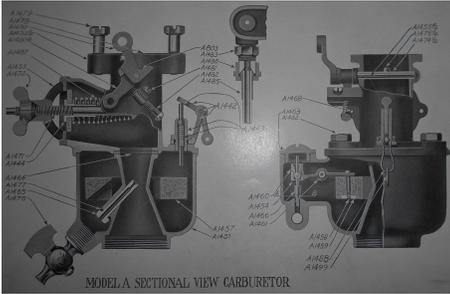


Photo # 3 Early Style cut-away view

**Carburetors – Part 2**  
Continued from page 1

and is also described in the owner’s manual.

Correct operation of the auxiliary air valve relies on the seal provided by the leather washer on the valve spool (upper view of Photo #5). It is not uncommon for the 100-year-old leather to disintegrate, and I can tell you from personal experience that the engine will not run without it. An easy repair is illustrated also in Photo #5. A brass flat washer can be soldered to the first ring on the spool. The size I have used is 1/2” i.d. x 1-1/4” o.d. x 3/32” thick. A flat neoprene washer, 3/4” i.d. x 1-1/8” o.d. x 1/16” thick, is next glued to the brass washer, using fuel-resistant adhesive of your choice (super glue will work). The washer dimensions are not critical, but it is important to get the brass washer true to the flat seating face on the air valve body. This repair has worked well for several years on my car, and I have repaired others with it as well. Had neoprene been around back then, I am sure that EMF would have used it.

**FLOAT LEVEL, FUEL LEAKS AND REPAIRS**

Assuming that the carburetor engineers got it right, the EMF engine should run well with the fuel level in the bowl “flush with the top of the spray nozzle”, as stated in the owner’s manual. That would be the top of the lower part of the venturi, or the smallest diameter of its hourglass-shaped profile. The venturi configuration is illustrated in Photos #3 and 4. The trick is to keep the fuel at that level, but no higher. If the fuel level is too low, the engine will starve and miss; if it is too high, fuel will spill over the upper end of the jet tube and the carburetor will drip fuel.

The carburetor can leak from the fuel inlet fitting, the drain valve at the bottom of the bowl, through the needle valve which can cause it to overflow the jet, or through the jet itself. Several areas need to be checked to assure that there are no leaks: 1. Test drain valve for leaks and repair or replace if necessary. 2. Seal threads on drain valve 3. Check fuel inlet fitting for leaks. On all of the EMF carburetors I have seen, the threads on this fitting were sealed with solder. 4. Check gasket at base of jet tube and the tube itself for cracks. 5. Verify correct float level.

Before proceeding with float level

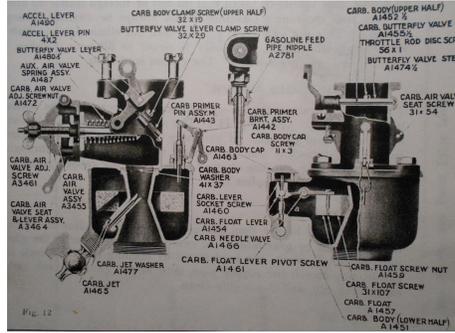


Photo # 4 1912 carb cut-away view

adjustment, inspect float condition. Some original floats are badly deteriorated and should be replaced using modern alcohol-resistant material. If using an original float, its original shellac coating will not withstand ethanol, so brush on a light coat of alcohol-proof fuel tank sealer. Due to variations in density of floats with various kinds of coating, a typical float gauge dimension is not reliable.

To prevent leaks from overflow, it is necessary to verify that the fuel is below the top of the jet tube. This can be observed directly by mounting the bowl assembly on a level surface, with the top casting removed. With a gasoline source connected with gravity feed to the fuel inlet, the fuel level in the bowl can be checked. The float should be very nearly level when the needle valve is closed, and the float arm can be bent slightly to level it or to adjust float level. Capillary action will draw fuel up slightly higher in the jet tube, so it is critical that the fuel level in the jet tube is completely below the top of the tube. The orifice is only about 0.043” diameter and it may be difficult to see the fuel, but the tip of the jet should be dry to the touch. Leave the carburetor in this setup for an hour then recheck to be sure the jet tube is still dry.

New replacement parts are rarely found, so if the needle valve fails to shut off fuel flow completely it may be necessary to lap the needle and seat with fine lapping compound (finish with toothpaste as a final polish). This same technique may also be successful in repairing leaky drain valves.

As always, I invite your comments, corrections or supplemental information. I can be reached by email at **CONTACT INFO BLOCKED**. Now, if I can just get our EMF running.....



Photo # 5 Auxiliary Air Valves

**President’s Message**

By Daryl Kemerer,  
E-M-F Registry President

**“MOMENTS IN TIME”**

Time seems to fly by -- days, months, years. Only yesterday it seems I was ten years old yearning for the day I could drive a car. I remember those yearnings well!

Fortunately our brains allow us to place most of our memories in time in deep recesses which are unfortunately difficult to retrieve as we age. Likewise, the good moments in time are more vivid and easier to recall than the less happy ones. For example, I remember that late one evening I drove Kathy and another couple an hour into another state to satisfy our desire for an apple dumpling with cinnamon ice cream. It remains a memorable ice cream dumpling moment.

This summer both my wife Kathy and I had received invitations to our high school class reunions. Attending a class reunion is a moment in time when you spend a day with people you don’t recognize, you likely did not know very well in school, and you may not see again for another five years. Yet you hope to find a close high school friend in attendance with whom you can share recollections of memorable moments in time. My last class reunion created an opportunity for me to insert my foot in my mouth with an old Junior High girlfriend. She looked much better when she was young, and my remark that she looks just like her mother made my foot hard to swallow.

This year my summer class reunion conflicted with the New London to New Brighton Run in Minnesota, and a choice had to be made. The decision was easy. Kathy and I prepared the Maxwell and trekked off to Minnesota. We had a great time and completed the 130 mile run. However the real moment in time for me was at the Finish Line in New Brighton. As I was being interviewed on the microphone about our experience during the run, the Maxwell stalled and Kathy got out and cranked the two-cylinder back to life -- much to the delight of the crowd. Kathy’s class reunion is this coming weekend and is sure to give us a memorable moment in time.

Each fall Hershey provides us with memorable moments of mud, finding or not finding parts we need, seeing cars that we would like to own and much more. We enjoy spending time with the friends we have made over the years in the hobby even if it is just a moment for a short conversation on the field. Seeing friends brings up fond memories in time as a result of the old cars we cherish, restore, and drive. I am very glad Hershey happens every year, and high school reunions every five years.

*President’s Message*  
Continued on page 3

**President's Message**  
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I am sorry to report that Steve Dillon has lost his battle with cancer on 9/20/2015. Steve, a long time Studebaker man, owned cars in the '20's and '30's, and when he purchased an E-M-F and Flanders he often called me for advice. Steve and his wife Sally attended almost all of the E-M-F Outings. My most memorable time with Steve was during the 2014 E-M-F Outing in the Hudson Valley of New York. Steve seemed to be quite happy with the E-M-F and spent much time in the hospitality room reliving the day's events with a smile on his face. Steve and Sally have sold the E-M-F and Flanders as well as several other cars. We keep them in our thoughts and prayers.

Speaking of E-M-F Outings, John Smith has planned our first Outing beyond the U.S. borders. The 2016 E-M-F Outing will take place in Orillia, Ontario, Canada August 10 -16, 2016. John always chooses great sights to see and excellent tour routes. He will have important information about the tour at our Hershey E-M-F Registry meeting. If you haven't toured in Canada this outing is sure to provide you with memorable moments in time. Hope to see you there!

Daryl Kemerer

P.S. The Hershey E-M-F Registry Meeting will be Friday, Oct. 9, 3:30 pm at Gorel's space CI 73-75. Hope you'll be able to attend!

**Looking for information on Award/Emblem from 1911 Reliability Tour**

I recently received an email from Mary Mallory looking for information on an award or emblem from the 1911 LA Times Lakeside Reliability Tour. She thought perhaps an E-M-F owner may have one of these, or possibly other data since an E-M-F was part of this outing. She writes:

**I am researching the 1911 LA Times Lakeside Reliability Tour on behalf of someone interested in obtaining the emblem/trophy awarded to those completed the tour, or a photograph of the same. An E-M-F was one of the automobiles that completed the tour.**

**We've reached out to most of the automotive archives on the West Coast as well as some museums. The person I'm working for almost bought one of these about 15 years ago, and now really wants to find something, even if it's only a photo. Any info you may have would help us in our quest.**

Can anyone out there help her? If so, please contact Mary directly at:

**Mary Mallory  
CONTACT INFO BLOCKED**

**E-M-F Parts For Sale**

I have a restorable 1910-12 EMF front axle with spindles, drag link (bent) and the cross that attaches to the pitman arm on the steering box. I have it crated and would like to receive \$200 for the parts with the buyer paying the freight. **Jim Warjone  
CONTACT INFO BLOCKED**

**Rear Wheel Hub Pullers** custom made for the E-M-F ( and other cars).  
<http://customhubpullers.com/> or call **George** at **CONTACT INFO BLOCKED**

**E-M-F Parts Wanted**

Wanted correct **E & J head lights** for a 1911 EMF, if they are correct for the EMF, they need not be perfect. These are for an un-restored car that I plan to maintain as original. Also the **EMF 30 radiator badge** (either the large one or the small one) that goes on the shell. Pair of **original headlight posts** for the same EMF or equivalent to fit the head gas lights. Information on installing a starter on same. Also looking for a **water pump** to rebuild. Anyone have one? **Frank Castella Sr. CONTACT INFO BLOCKED**

Looking for **2 rear outer roller bearings & sleeves** for E-M-F Transaxle. Also looking for 2 side lamp brackets that bolt to the firewall.

**Siobhan Malone CONTACT INFO BLOCKED** or **John Malone CONTACT INFO BLOCKED**

**E-M-F Services**

**Restoration:** Presently repairing and doing complete restorations on the Splittorf 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 Registry Member Gordon Matson**

**A Thought to Ponder**

I do not really think that having a lot of money will make me happy. I would just like the opportunity to prove my theory!



**Wednesday, August 10th to Tuesday, August 16th, 2016**

**By John Smith**

We would like to invite you to take part in *EMF 2016, an Outing in Lake Country* centered in lovely Orillia, a small city in Ontario, Canada. We'll meander through the countryside on quiet, paved roads, enjoying great scenery, and stopping at points of interest. As you might imagine, there is a "lake" theme woven through the tour's itinerary. We also promise lots of good food, including some unique Canadian treats.

You'll be staying at the Mariposa Inn Best Western which features very comfortable rooms, a restaurant, swimming pool for kids of all ages, and adequate parking for towing rigs.

In an effort to encourage people to bring their kids and/or grandkids, there will be no registration fees for anyone aged fifteen or younger. Kids also stay free at the hotel.

We expect to have registration packages to hand out at the EMF Registry meeting at Hershey. They will be emailed

and snail-mailed to those not in attendance shortly thereafter. Space is limited, so we suggest registering promptly.

A complete synopsis of the tour, along with some supplementary information, is posted on the EMF Registry website at [http://emfauto.org/EMF\\_events.php](http://emfauto.org/EMF_events.php), but please do not hesitate to get in touch with us if you still have questions.

We sure hope to see you in Orillia next August!

**John and Susan Smith  
CONTACT INFO BLOCKED**

**"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 and Website.  
President: **Daryl Kemerer - CONTACT INFO BLOCKED**  
Vice President: **Floyd Jaehnert - CONTACT INFO BLOCKED**  
Main Contact/Newsletter Editor/Webmaster/Secretary/Treasurer: **John M. Daly - CONTACT INFO BLOCKED - Visit us online at <http://emfauto.org>**

## Upcoming E-M-F “30” Events

**October 9<sup>th</sup>, 2015 - E-M-F/Flanders/Everitt Owners Meeting at 2015 Hershey AACA Fall Meet- Friday October 9<sup>th</sup>, 3:30PM 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. There will be information about the 2016 E-M-F tour in Orillia, Ontario, Canada. If you are going to Hershey, please plan on attending. **For more information contact: Daryl Kemerer (CONTACT INFO BLOCKED)**

**March 17<sup>th</sup>, 2016 @ 1:30 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. We will have the latest on the 2016 EMF Outing tour as well. If you are going to Chickasha, please plan on attending. **For more information contact: John Daly CONTACT INFO BLOCKED**

**Wednesday, August 10<sup>th</sup> - Tuesday, August 16<sup>th</sup>, 2016 - E-M-F Company Outing Tour** - John Smith and team are well underway in planning the Outing and has outlined an interesting week of touring in **Orillia, Ontario, Canada** for **July, 2016**. The tour will be slightly different from past tours by beginning and ending mid-week. More information at the E-M-F Registry meeting at Chickasha, and in the article on **page 3**. Plan now and don't miss this opportunity to tour in Canada! This will be a great event for kids and grandkids! For more information, contact **John Smith CONTACT INFO BLOCKED**

**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](mailto: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

