

The Hyphens

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



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Editor's Column

I'm told it's never a great idea to begin a correspondence with an apology. Nevertheless, I feel one is owed. These last couple of years have been stressful for me and I have been struggling to keep up with all of what life has been throwing at me. Between trying to tend to aging parents, keeping all five of our family cars running, and a house functioning, not to mention obligations to church and work, it has been all I can do to keep up at times. Such is life I suppose.

As a result, email has fallen far down the list of priorities and I had gotten WAY behind. Well, I am trying to remedy that this year. I spent the last week getting caught up on emails in my E-M-F email folder, and currently have ZERO unread emails (insert applause here). I hope that I can now be disciplined enough to keep up with them as they arrive.

Have you conducted a tour in your area of the country you would be willing to re-run as an E-M-F Tour in 2018? We are trying to find someone to step up and host a tour in the summer of 2018. If you would be willing to consider it, give E-M-F Registry President Daryl Kemerer a call and talk it over with him. He would be happy to assist you. I would also be willing to assist in any way I can. The only way tours like these happen is if people step up to host them. Please consider it.

Thanks to Bob Atkinson for the interesting article on the mini E-M-F. If you have an idea for a future article, **PLEASE LET ME KNOW**. I know I always write that I am out of ideas but, seriously, I am OUT of ideas!

Now if I can just find time to work on my own E-M-F!!!

Happy Motoring!!!

John M. Daly

Don't Forget
Chickasha Registry
Meeting. Look for signs
at the show - Fri. 3/17 @



The mini E-M-F does not require much room at a car show. However, it sure draws a lot of attention.

1910 Miniature E-M-F

By Bob Atkinson

According to information we received with the car, it was built in 1909/1910 by brothers O. E. and N. E. Swanson of Stromberg, Nebraska. In addition to being E-M-F dealers, one brother was a machinist and the other a cabinet maker. They used their E-M-F demonstrator as a model. The little car is approximately 40% percent scale of the full size car: 44" wheelbase vs. 109", and has a 24" tread. It weighs 156lbs. versus 2160lbs. for the full size car. As built, it was fully functional. It had a four-cylinder water cooled engine (1/2" bore by 1/2" stroke), a fiber cone clutch, sliding gear transmission with two forward gears and reverse, a bevel gear differential, and worm and gear steering box. The springs are semi-elliptic in the front and full elliptic in the rear. The brakes are expanding internal bands on the rear wheel drums. The clutch and brakes are operated by rods attached to the foot pedals. Gears are shifted by the brass lever to the right of the driver. One of the steering column levers operated the throttle, the other the spark. It has approximately a one-quart gasoline tank under the driver's seat. The brothers valued the car at \$5,000.00 in 1910.

The original engine was stolen in 1926. It came to us with a circa 1908 four-cylinder air cooled FN (Belgian) motorcycle engine. The FN engine has had a more modern distributor and drive, and carburetor adapted to it. But, without further modification, it won't fit under the hood.

The little car is currently owned by Lee Wolff of Vintage Motor Cars USA and is

on display in our shop in Bedford Heights, Ohio. Bob Atkinson of Vintage Motorcars undertook the restoration. We acquired the little car in 2008 from a friend of Dick Teague, famous designer at Packard, GM, Chrysler, and American Motors. The car was in Dick Teague's collection many years. The body and engine were sitting on the frame and the rest of the car was in five or six boxes. Restoration had begun years previous but everything was layered in dirt from sitting around a number of years.

We re-began the restoration in December 2015 and finished it in August 2016. Although disassembled, the car was virtually complete. The only parts we had to make were the windshield support rods and tail lamp bracket. Previously new wheels and solid rubber tires had been made. New mahogany dashboard, coil box, hood side pieces, and floor boards with brass trim edging also had been made. They made new side splash pans, engine splash pans, and side fender shields, lead soldering them to the original fenders. We have both the original pieces and new pieces. The original pieces are pretty dented, rusted, and worn. None of the new pieces had been finished or test fit as there were no holes drilled for fastening. Luckily all the brass parts except the radiator were solid brass and just required a lot of cleaning with super

2016 E-M-F Company Outing Tour
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2016 E-M-F Company Outing Tour

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fine steel wool and metal cleaner. The radiator was made from copper and brass plated. We had to have it re-plated. The original tucked and buttoned leather seats were in fair condition. They just needed a lot of cleaning, a little leather dye, and a lot of rubbing with neat's foot oil.

A huge debt of gratitude is owed to Daryl and Kathy Kemmerer for their support in restoring this little car. We paid them a visit before starting the restoration and took numerous pictures of their E-M-Fs. They supplied paint mixing formulas, a scan of the 1910 post card, answered numerous questions, and provided advice as the restoration progressed. The pin striping was done from pictures of their 1912 E-M-F.

The E-M-F Homepage website (EMFAuto.org) was also invaluable and studied closely, particularly the original photos and advertisements.

EDITORS NOTE: Since I started the E-M-F Homepage, I have seen pictures of this mini-E-M-F and always wondered what the story was and what happened to this car. I am so happy that Bob and Lee have worked to restore this piece of the E-M-F story. I only wish I had been able to see it in person on the E-M-F Tour last fall. Thanks to Bob for taking the time to share this information with all of us.



President's Message

By Daryl Kemerer,
E-M-F Registry President

Tours and Tools

What do Barkeyville, PA; South Bend, IN; Chelsea, MI; Wichita, KS; Lancaster, PA; Kinderhook, NY; and Orillia, ON all have in common? Each city was the site of one of the revivals of The E-M-F Company Outings.

As many of you may know, the E-M-F Studebaker archives in South Bend have a name tag for what is likely the first E-M-F Company Outing that took place at Lake Orion, MI in 1910. Kathy and I organized the first revival of E-M-F Company Outings that took place in Barkeyville in 2004. The other Outings took place in subsequent two-year intervals. Following our successful international outing in Orillia the question becomes "where will the E-M-F Outing take place in 2018?"

If you have a yearning to host the 2018 Outing many of us would welcome the opportunity to visit your part of the world to kick tires, tell restoration stories, and see the sites while driving our E-M-F Co. vehicles. Contact me or discuss the possibility with Tom Ruggles at the Chickasha Swap Meet. You can also email John Daly at John.Daly@EMFAuto.org (NOTE there is an Underscore between "John" and "Daly"). We would like to announce the location of the next Outing at the fall Registry meeting at Hershey.

Shopping for Tools at the Goodwill Store

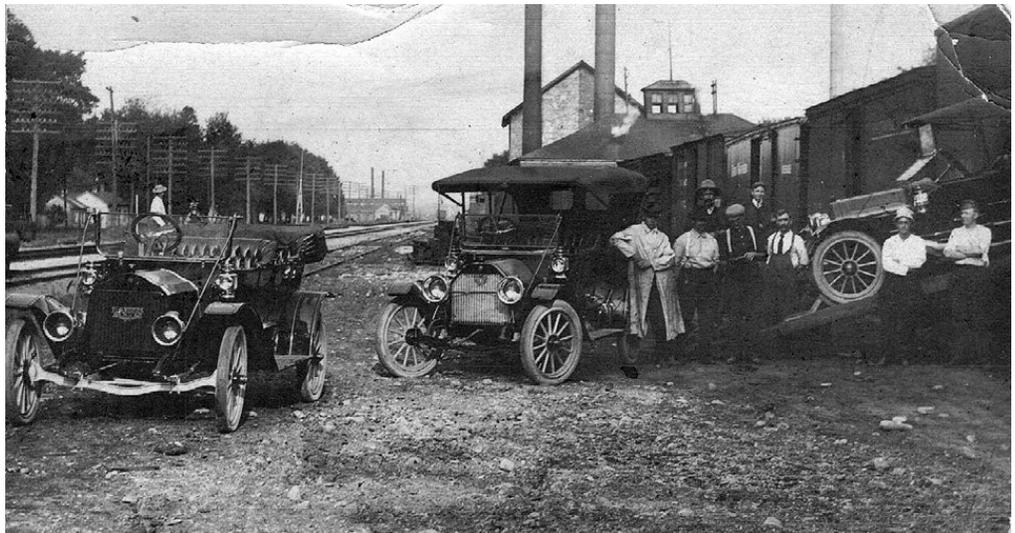
The next time you go to a Goodwill store look for one of the electric candle lights that ladies like to have on windowsills during the Christmas season. These can easily be converted into handy lights for illuminating the inside of the transaxle gearbox and differential case to check for gear mesh and lubricant levels. I have found that with the "candle" portion removed and the bulb and wire remaining, it can easily be inserted through the cover atop the case. It lights up the interior of the case better than any flashlight!

Enough for now. Time to get back to the garage to grind and wrench away...

Cheers,
Daryl Kemerer

A Thought to Ponder

Why do "overlook" and "oversee"
Mean opposite things?



Unloading a 1912 Flanders Touring (left), 1912 E-M-F 5-Passenger Touring (center) and 1912 E-M-F Demi Tonneau (right) from the train in Sandwich, IL

Train Them Up in the Way They Should Go

By John Daly

I am always on the lookout for anything related to the E-M-F, or any of the cars I have in the garage. I have spent years looking and have a keen eye. I watch eBay, the Web, Facebook. When we go to one of those restaurants that have hundreds of items on the walls, I look at every image and item looking for anything remotely antique car-related. I am sure I drive my wife crazy. I have always wanted her to also be on the lookout because two sets of eyes are better than one, right?

Well my wife, Amy, came through in flying colors recently when she noticed the photo above in our local newspaper. I do not regularly look at this paper, but she does and she noticed the photo among the pages. The image was grainy and unclear re-printed in the paper, but she was fairly sure she saw some very familiar shapes.

This image shows three cars being unloaded from freight cars. The cars appear to be a 1912 Flanders Touring, a 1912 E-M-F 5-Passenger Touring and a 1912 E-M-F Demi Tonneau.

This photo was taken in Sandwich, IL in 1912. Sandwich is only 7 miles from where we live, and I know exactly where it was taken. Some of the buildings shown here are still standing today and the stone mill seen is now the home of Sandwich's Historical Society and museum.

This photo makes me wonder where these three cars were headed. Was there a Studebaker dealer in the Sandwich area that was taking delivery of these cars? Or maybe they were headed for one of the other nearby communities.

I contacted the editor of this little paper hoping to be able to get a copy of the image but when I received no reply, I decided

to track it down on my own. Again, Amy came to the rescue and noticed that the photo had a credit associated with it for the aforementioned Sandwich Historical Society. A quick search of the photos on the Sandwich Historical Society Facebook page led to this image now being included in the 1912 E-M-F Photo Archive on the E-M-F Homepage. I am also continuing to look into this to find out more about this picture.

You should also know that my wife is my main proof-reader for each issue of the Hyphens, and I could not do this without her help. So if you are ever fortunate enough to be able to meet Amy, thank her for the help she provides and encourage to continue to be on the lookout for such great artifacts.

E-M-F Specs Needed

I recently received an email from fellow registry member Joe Swann stating, "I find it necessary to have a new camshaft made for my EMF and was wondering if you know of anybody who might have the specs for them."

I do not have the information that Joe needs and I am wondering if anyone else does.

If you have specification for this part, or any other parts for the E-M-F, please send them to me via an email or US mail and I can catalogue them and make them available to all on the E-M-F Homepage. I can also forward camshaft specs to Joe.

If we work together and share the information we have, it makes it much easier to keep these amazing vehicles on the road. Please help if you can!

Help Spread the Word

Please help spread the word about the E-M-F Registry to other E-M-F, Flanders and Everitt owners you meet. Let them know about the website at <http://EMFAuto.org>. Let them know about the Newsletter.

It has been my hope since I started doing this 15 years ago to have a way to connect Owners together in a community to share experiences and expertise.

Along the way I have met so many great people and I look forward to meeting many more. I even hope to do it in my own E-M-F someday.

So please help me out by spreading the word. If you sell your car, please let the new owner know about all of this so we can bring them into the fold.

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 HIDDEN Registry Member Gordon Matson**

E-M-F Parts Wanted

Looking for the following parts for a **1911 E-M-F**: Oil valve and associated parts; either parts to buy or copy or drawings/information to support the making of these parts. Priming petcocks (primer cups). **Jerry Mandel CONTACT INFO HIDDEN**

I have recently acquired a 1910 two-speed Flanders Suburban. I could use an **original steering wheel rim (14")**, **water pump, carburetor and fan with pulley and lower pulley** (modern pulleys have been added). **Steven May CONTACT INFO HIDDEN**

I am looking for a **complete top assembly** for a **1912 E-M-F touring car**, top bows that are restorable or possible pattern. **Michael Donovan, Zumbro Falls, MN CONTACT INFO HIDDEN**

Flanders-20/parts Wanted: Steering gear box assy. (partial, or complete) **1910 Flanders carburetor**, any condition. **Daniel Flanders CONTACT INFO HIDDEN**

Looking for a plain **25" clincher rim**. **Nick Rein CONTACT INFO HIDDEN**



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 HIDDEN**

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

Radiator for 1911-1912 EMF and/or 1913 Studebaker Model 35, nice shape with shell, can send pictures. \$600 **Layden Butler Danville, CA CONTACT INFO HIDDEN**

I have the following items for sale:
1) **E-M-F manufacturer's name/ID plate** -- excellent reproduction of original brass plate with holes drilled (not made in India) \$60.00 ea.
2) **Flanders black rubber "bumpers"** (fits between rear springs), exact size of original. \$40.00/pr.
3) **Flanders cast aluminum hood former** (mounts on firewall). \$250.00
Daryl Kemerer CONTACT INFO HIDDEN

1 running board mount **double spare tire bracket**. \$200. Good condition 1 **Flanders "20" Radiator Script**. Good condition. Complete **drawings for fabricating 3-speed Flanders transaxle housing** (different design from the original one piece cast aluminum housing). 1 original issue of **"History of the Studebaker Corporation"**, by Albert Russel Erskine Make offer. Buyer to pay for shipping. **Bob Lester, Solon, OH CONTACT INFO HIDDEN**

"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 HIDDEN**
Vice President: **Floyd Jaehnert - CONTACT INFO HIDDEN**
Main Contact/Newsletter Editor/Webmaster/Secretary/Treasurer: **John M. Daly - CONTACT INFO HIDDEN - Visit us online at <http://EMFAuto.org>**

Upcoming E-M-F "30" Events

March 17th, 2017 @ 2:00 PM - E-M-F "30" Owners Meeting at Chickasha Pre-WWII Meet on the Friday of the show. It will likely be in a meeting room in one of the buildings. This will 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: Tom Ruggles CONTACT INFO HIDDEN**

October 5th, 2017 - E-M-F/Flanders/Everitt Owners Meeting at 2016 Hershey AACA Fall Meet- Thursday, Oct. 5, 2017 TIME AND LOCATION IN NEXT HYPHENS –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 also be discussing possible sites for the 2018 E-M-F Out9ing tour. If you are going to Hershey, please plan on attending. **For more information contact: Daryl Kemerer CONTACT INFO HIDDEN**

2018 E-M-F Company Outing Tour – HELP!!! We need someone to step up to plan and host a tour in 2018. Would you please consider doing this? Please contact **Daryl Kemerer** with questions or to discuss the possibility. **CONTACT INFO HIDDEN**

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