

The Hyphens

E-M-F
THIRTY

A Newsletter for E-M-F Owners Everywhere

E-M-F
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Volume 1, Issue 1

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January 2003

Welcome To the E-M-F Owners Newsletter

Welcome to the 1st issue of "The Hyphens", the official newsletter for the E-M-F owner. This is something I have been planning for a long time and have finally gotten done.

For those of you who do not know me, let me start off by introducing myself. My name is John M. Daly. I am 37 years old and have been around antique cars all of my life. In fact, I learned to drive in a 1917 Ford Model T Touring. I have 3 antique cars: a 1920 Ford Model T "Center-door" Sedan, a 1931 DeSoto Model SA Four-door Sedan and my newest purchase, a 1912 Studebaker E-M-F Demi-Tonneau.

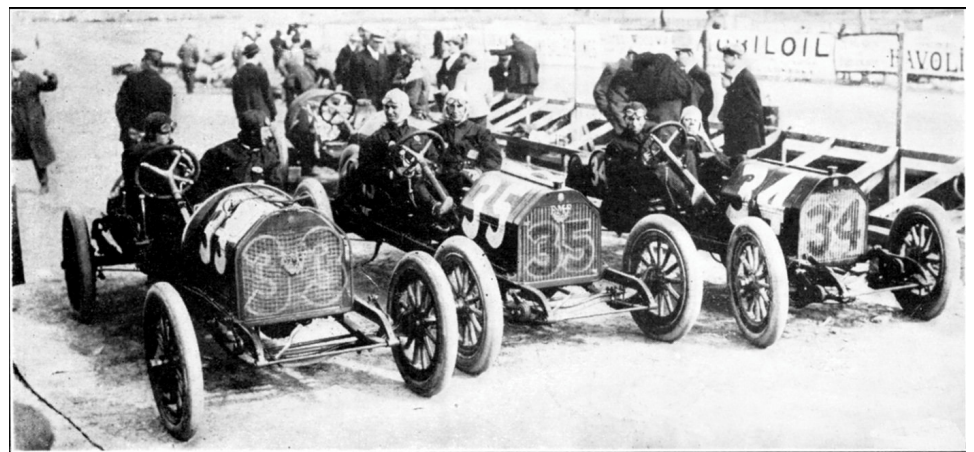
I found the E-M-F through an eBay auction, placed by the grandson of the original owner. Though I did not purchase the car through this auction, a deal was negotiated after the auction's unsuccessful close. After a trip from the Chicago area to Kentucky to view the car, we came to an agreed-upon deal.

After the car was at home in its new garage, I began the task of researching the E-M-F automobile, mainly through the Internet, which was sorely lacking information. I decided to document all that I learned for future generations on a new web page, which I called the "E-M-F Homepage" - URL: <http://1freespace.com/auto/jmd1> (you can read more about the E-M-F Homepage on Page 2). The E-M-F Homepage quickly took off and before long I found myself answering questions (or trying too) from all over the world and meeting many nice and interesting

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E-M-F Wins Clean Sweep at Tiedeman



Witt (#35), Evans (#34) and Tower (#33), E-M-F "30" Team, Savannah Course, 1911 - Finished 1. 2. 3. Note some of the modification to the cars including the lowering of car 35 by placing the front axle on top of the spring. Thanks to Richard Quinn for supplying the photo.

By Gordon Matson

The following is an excerpt from an E-M-F brochure "The Oldest Car in the Show" regarding the November 27, 1911 light car race in Savannah, Georgia.

... "but are they (E-M-F's) just as good, just as powerful, just as fast as Old Bullet, say? Answer--Better, Just as much better as five years' experience could teach us how. And the proof it this--Savannah, Monday, November 27th.

Occasion--the winning of the Tiedeman Trophy in the road race of 171.35 miles.

Result -- a clean-up -- E-M-F "30's finished 1, 2, 3--Witt, Evans and Tower driving the victors.

Time--179 minutes 19.34 seconds.

Average speed for the entire distance--58.34 miles per hour. Only ten seconds slower than world's record for class and distance.

Not one stop--not even a hesitation--by any one of the three cars during the entire race. And if any other car in the race could have pushed the three E-M-F's, the time would have been faster than the record--for it was a procession. Each driver had miles more up his sleeve but, not being pushed, contented himself with leaving them there in case it might later be needed. Do we make them as good now?

We have said that Old Bullet was No. 9. Polar Bear was No. 7144. Witt drove No. 37859 at Savannah, Evans No. 37430, and Tower No. 37361.

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people along the way. This could not have been done without the help of many E-M-F owners who took the time to send me reference information that I could use to answer these questions, or make themselves available to help answer questions.

In the summer of 2002, I was asked to take over the responsibility of the E-M-F Registry, which I agreed to since I had already been toying with the idea of adding such a page to the E-M-F Homepage. I have spent a lot of time since then compiling the E-M-F Mailing list and verifying as much data as possible before the mailing of this newsletter. (You can read more about the E-M-F Registry on page 3.)

My plan for the future is to try and put out a newsletter on a quarterly basis and a roster of members once a year. The hope is that the first roster will be out in the summer of 2003. Why so long you ask? I would like to have the roster as up to date as possible. So.... if you are receiving this newsletter and have not contacted me in the recent past, please read about the E-M-F Registry on page 3 and do your part to make sure that your data is accurate.

I know what you are thinking, because I would be thinking it too, "what is this going to cost me?" Well this issue I am picking up the cost of myself. I would like to keep the cost down to as little as possible. I figure that the cost of this issue to print and mail is less than \$1.00. If you have email, then it cost nothing to get the information to you, so one way keep cost low is to make sure I have your email address correct. If you received this via the postal service, then I do not have your email. If you do not have email, and would like to continue to receive future issues, then a contribution to help defer the costs would be appreciated.

I hope you enjoy this first issue. If you would like to submit an article for a future issue, please do. I need information to publish. Thanks to Gordon Matson for this issue's article.

Hope to hear from you soon.
John M. Daly

Tiedeman

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In other words, those three cars were taken from the regular run of the factory on different days within two weeks before the race.

They were run a few hundred miles to limber them up. Adjusted and tuned for speed to the exclusion of all other considerations and then were entered. The result was a foregone conclusion from the first. In the first lap they showed conquering speed--and every one in the grand-stand knew they had the staying power.

Still, when they came in 1, 2, 3, there was one of the most remarkable demonstrations ever seen at a race. (Oldest, 21-24)

As is often the case with company brochures, there are some slight exaggerations. Other sources have the race distance at 171.4 miles, Witt's car showing well on the Brighton Beach Track which would lead one to question the "two weeks before the race", and an Abbot-Detroit in the lead by seven minutes over the first six laps. These discrepancies do not, however, skew the fact that "When it came to a race among the three E-M-F machines No. 35 took the lead and maintained it, the other two not changing their places. They all ran consistently, as an analysis of their lap times will show." (Automobile, 140) E-M-F #35 with Witt at the wheel finished first in 176.19 minutes, followed closely by #34 with Evans and #33 with Tower in 180.12 minutes and 181.33 minutes respectively.

The race referred to in the brochure was one of the Great Savannah Races that were held in 1908, 1910, & 1911. 1911, the year of E-M-F's victory was the only year in which Savannah hosted the Vanderbilt Cup Race, so interest in the race was high. The course, which had been hastily constructed in less than a month for the 1910 race, was prepared. The road surface was widened, oiled and repeatedly rolled. The curves were lengthened and broadened. The 17.14 miles were ready for record-breaking times. (Quattlebaum, 88)

The start/finish line on Waters Ave. near the intersection of 46th St. was lined with bleachers on both sides of

the track. As the green flag dropped, cars, drivers, and riding mechanics sped down a 3.5-mile straight lined with spectators. At Montgomery Cross Road, a ninety-degree left-hander followed in .3 miles by an equally sharp right-hander had brakes screeching and drivers and mechanics leaning. Now on Whitefield Ave. the cars raced south for 3.9 miles to a hairpin turn before heading northeast on Ferguson Ave. A 4.6-mile straight awaited drivers on Ferguson, a road lined by trees dripping Spanish moss. A sharp left-hander led the cars onto LaRoche Ave. for 2 miles where a mild right-hander put the racers on Old Skidway Road. At 1.4 miles a ninety degree left led onto Dale Ave. Racers continued for 1.5 miles to a second ninety degree turn that was visible from the stands. As spectators roared their approval, racers crossed the start/finish line. In the case of the Tiedeman Trophy Race, this scenario would repeat itself nine more times before a winner was declared. (more laps to follow)

Sources :

The Automobile November 30, 1911, pp. 939-940,

The Oldest Car in the Show

Quattlebaum, M. D., Julian K. **The Great Savannah Races of 1908, 1910, 1911** Columbia, SC: R. L. Bryan Co., 1957.

E-M-F Homepage Facts

<http://1freespace.com/auto/jmd1>

- The E-M-F Homepage has on average 45 hits per week.
- Since going "online" in September of 2000, the E-M-F Homepage has had over 5000 hits.
- As the webmaster, I get around 5 emails a week with questions about the E-M-F automobile.
- At least one grade school boy decided to do a report on the E-M-F instead of the Ford Model T as a result of the E-M-F Homepage.
- I have had contact with E-M-F owners all over the world including England, Australia, Africa, Germany, Sweden, Finland and Canada.

E-M-F Registry

What is the E-M-F Registry? It is an attempt to document the surviving E-M-Fs and their current owners.

Why would you want to participate?

- It's fun to see how many cars are left.
- It's fun to meet other E-M-F owners.
- If an E-M-F is stolen, the E-M-F Registry may be able to help locate the stolen car.

What do you do to participate? If you received this newsletter, then you are listed in the registry, but your information may not be up to date or compete. Please send me information about you and your E-M-F. I need personal information like Name, address, phone, email (if applicable), whether or not you are a Horseless Carriage Club member (It is a great club). As far as the car information goes, I need year, body style (please be specific, a 5-passenger touring is quite different from a 4 passenger Demi-Tonneau), engine number, body number, and condition (Perfect, Good, Fair, Poor But Running, Poor Not Running, Parts Car Only, Just Some parts, or Restoration in Progress). Just send me the information via Postal service, email, telephone, or through the E-M-F Registry online form on the E-M-F Homepage. Here is my contact information, I hope to hear from you.

John M. Daly

CONTACT INFO BLOCKED FROM ARCHIVE VERSION!

E-M-F Owner Rosters

An E-M-F Owner Roster is in the works. If you have an email address, and I know it, it will be emailed to you as an MS Word document. If you would like a paper copy mailed to you, that can be arranged for the cost of reproduction and mailing. I plan to wait until everyone has had a chance to read this newsletter and inform me of their registry information. Hopefully there will be information on obtaining a copy in the next newsletter. Stay Tuned.

Tansaxle Parts Runs

As E-M-F Owners, Transaxle problems are something we can all expect. In the past there have been runs of items like Ring and Pinion sets or transmission gears. It is cheaper for all if parts can be made in bulk. If you are planning to have some parts made, perhaps several owners can get together to bring the costs down. I know of a couple of people who are in need of Ring and Pinion gears for example. If you are willing to coordinate special runs of E-M-F items, please let me know and I can help get the news out to other E-M-F owners via the E-M-F Homepage and newsletters like this. Anyone willing to coordinate a run of Ring and Pinion gears or other transaxle parts? Please let me know.

John M. Daly

A Thought to Ponder

Why does a slight tax increase cost you two hundred dollars and a substantial tax cut saves you thirty cents?

E-M-F Parts Wanted

We need **Rear end brake backing plates, magneto and carburetor linkages, 25" rims and lock rings, original parts/service/sales literature** or anything else a 1909 EMF that is being restored might like. Also info on the band clutch. Ours is in a box in bits Thank you. **Peter McIntyre**, CONTACT INFO BLOCKED FROM ARCHIVE VERSION!

I am looking for a **new Ring and Pinion gear** for my E-M-F. **Bob Campbell** CONTACT INFO BLOCKED FROM ARCHIVE VERSION!

Information, Postcards, Trophies, etc. on E-M-F Racing. **Gordon Matson** CONTACT INFO BLOCKED FROM ARCHIVE VERSION!

Wanted for a 1912 E-M-F "30" Demi Tonneau: **1 Hot Air Pipe, 2 Oil Level/drain cocks, and a Free-standing running board spare tire rack.** **Bill Day** CONTACT INFO BLOCKED FROM ARCHIVE VERSION!

E-M-F Cars Wanted

I would like to purchase a **1909, 1910 or 1911 E-M-F**. If you have one you would like to sell, please let me know. **Dick Hasselback** - CONTACT INFO BLOCKED FROM ARCHIVE VERSION!

E-M-F Parts For Sale

Pair of **1909-10 touring outside door handles** - \$75.00. One **25" Continental type straight side rim** - \$100.00. **Layden Butler**, CONTACT INFO BLOCKED FROM ARCHIVE VERSION!

Two cylinder pairs for 1911 EMF, look to be in nice condition. \$500.

Dave Longstreth CONTACT INFO BLOCKED FROM ARCHIVE VERSION!

One **E-M-F Wrench A-1312**, Some staining from former rust, but no pitting. It measures 5" in length with openings of 1/2" x 5/8". \$30.00. **Leonard Needham**,

One **25" Continental straight side rim that works on an EMF**. \$75.00. **Clay Green** CONTACT INFO BLOCKED FROM ARCHIVE VERSION!

E-M-F Parts Wanted

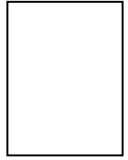
I am looking for a **Wheels and demountable rims for my 1912 EMF**. Would like Stanweld with a split rim, or Firestone Type "E". Any help is appreciated. **John M. Daly (E-M-F Homepage Webmaster)** CONTACT INFO BLOCKED FROM ARCHIVE VERSION!

I am looking for a **transaxel for my 1909 EMF**. Any help would be appreciated. **D. A. "Mac" MacPherson** CONTACT INFO BLOCKED FROM ARCHIVE VERSION!

I am looking for a **1:1 swivel and mounting brackets for a Stewart speedometer** for my 1909 E-M-F Touring. **David Steinman** CONTACT INFO BLOCKED FROM ARCHIVE VERSION!

I would like to find an **E-M-F "30" Logo** for the radiator, and a **Brass Windsheild** for a 1909 E-M-F 5-Pass Tr. **Bob Yates**, CONTACT INFO BLOCKED FROM ARCHIVE VERSION!

John M. Daly
P.O. Box 244
Millington, IL 60537



Upcoming E-M-F "30" Events

March 20, 2003 @ 2:00 PM - E-M-F "30" Owners Meeting at Chickasha Pre-WWII Meet on the Thursday of the show - Exact place yet to be determined. The meeting will happen 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. Floyd Jaehnert will be the contact there that day so look for Floyd in his "E-M-F" hat.

For more information contact: Floyd Jaehnert CONTACT INFO BLOCKED FROM ARCHIVE VERSION!

May 13-17, 2003 - National Brass in Bucks County pre-1916 Flea Market and Tour. Tour is Tuesday through Friday with a Flea Market on Saturday. Hosted by the Old Tyme Car Club Regional Group of the Horseless Carriage Club of America. E-M-F "30"'s welcome.

For more information contact: Clay Green CONTACT INFO BLOCKED FROM ARCHIVE VERSION!

October 2003 - E-M-F Owners Meeting at 2003 Hershey AACA Fall Meet- Date and Time TBD. Meet at the Horseless Carriage Club of America tent. - 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: John M. Daly CONTACT INFO BLOCKED FROM ARCHIVE VERSION!

Summer 2009 - E-M-F 100th Birthday Celebration and Tour. This will be an event you will not want to miss, so start planning now. We are hoping to gather as many E-M-F's together as we can for a Tour/Celebration. The planning for this is not really even started yet, but just be ready. Initial ideas are to center the tour in the Detroit area (Location of the E-M-F Plants) or in the South Bend, Indiana area (Location of the Studebaker plants). If you would like to help plan such a tour, please let me know. We have several years to think about it.

For more information contact: John M. Daly CONTACT INFO BLOCKED FROM ARCHIVE VERSION!