

The Hyphens



A Newsletter for E-M-F Owners Everywhere



Volume 1, Issue 2

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September 2003

Editors Column

Welcome to the 2nd issue of "The Hyphens". It appears that the first issue was well received and enjoyed.

I have been quite busy since the last issue updating the E-M-F registry entries for many owners, meeting new people via the phone, email and US mail, making updates to the information on the E-M-F Homepage and moving the E-M-F Homepage to a new server (see related story on page 2). Unfortunately I have not had much time to work on my E-M-F, with the activities described above and other work I have been doing around the house and yard. As many of you know, I was out of work from December of last year till July of this year, so I have been doing home improvements in preparation to sell our house. The location of the new job is going to require us to relocate in order to reduce the commute time.

Funding for the first issue of "The Hyphens" was brought to you by me. Funding for this issue is courtesy of the generous contributions of the following E-M-F Owners:

- Floyd Jaehnert
- Joy Garrison
- John Moreton
- Karl Schneider
- Robert Yates

A big thank you goes out to those who chose to help with the distribution of this issue. Funding for future issues was discussed at the E-M-F Owners' meeting held at the Chickasaw swap meet in March. (See Related Article for details - Page 2).

I hope you enjoy this issue of "The Hyphens". Please feel free to submit articles for future issues. I would love to hear from you.

Happy Motoring
John M. Daly

E-M-F Serial Numbers

By John M. Daly

When I first bought my E-M-F, the first thing I wanted to know was "what year is it?" Thanks to the help of many people, I was able to determine that the car was a 1912 based on certain attributes of the car. But the next step for me was to determine if the serial numbers on both the engine and the body lined up, but how do you do that on an E-M-F? It was easy when I wanted to do the same thing for my Model T. I was able to track the engine serial number down to the day. But what about the E-M-F?

Well, in the months that followed the purchase of the E-M-F and starting the E-M-F Homepage, several people provided me with serial number information from several different sources.

The purpose of this article is to summarize and present the information I have received and is not intended to be the end-all be-all of serial number information. Hopefully it will help to aid in interpreting the information.

Of course it is understood that engines could be changed over the years and that engines may not have been put into chassis right away.

Richard Quinn, the editor of the Studebaker review, and several other people, sent the first document to me. It is a copy of a

document distributed by the Studebaker Corporation dated May 16th, 1918 listing all Studebaker Serial numbers beginning with the 1909 E-M-F "30". The data for the E-M-F "30" and the Flanders "20" is shown in *Table 1*.

Some interesting things can be observed in this data. Some of the serial numbers overlap; such is the case with the serial number range for the E-M-F for 1910 and 1912. How do you interpret this information? I am not sure. A note on the letter that this information came from reads:

"Down to the numbers including the 1911 Studebaker "30" beginning with the serial 17,000 the records were not kept in such a way as to insure absolute correctness and it is possible that you will find an exception to the numbers given. However, beginning with the Studebaker "30" 1912 models, serial #300,000, numbers are absolutely correct as given above."

If I compare the data for my 1912 Demi Tonneau, it falls right into the range given for 1912 E-M-F. My engine number is 300,080 and my serial number is 44,822, but is it interesting that though my engine is very

Serial Numbers

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1909 - 1912 U.S. Serial Number Info.			
Year	Model	Engine Number Range	Serial Number Range
1909	E-M-F "30"	1,001 - 8,000	N/A
1910	E-M-F "30"	8,200 - 17,000	30,934 - 34,000
1911	E-M-F "30"	17,000 - 31,000	N/A
1912	E-M-F "30"	300,000 - 306,100	31,000 - 51,438
1910	Flanders "20"	50,000 - 56,650	N/A
1911	Flanders "20"	60,000 - 75,000	60,000 - 74,000
1912	Flanders "20"	200,000 - 209,000	75,000 - 83,387

Table 1: 1909 - 1912 U.S. Serial Number Information

Serial Numbers

Continued from Page 1

early in the number range, the serial number is not. Does this mean that engines sat around? Perhaps my engine is not original to the car? It is hard to say.

Table 2 shows data from a separate sheet I also received and lists the serial number information from the Walkersville-Windsor production in Canada. This sheet appears to be from some research done by an enthusiast and not from factory records as the U.S information was.

Note that the number information for 1912 and 1913 are the same for the E-M-F "30". That is the way that the data was presented on the sheet I have. I do not know if this is an error from factory records or in the compilation of the sheet that I have. It is also interesting to note that the Canadian

numbers for 1912 do not show the engine numbers in the 300,000 range.

I also find it interesting that the numbers listed for the 1913 Flanders "20" show the engine numbers ranging from 72,750 to 201,700 while the serial numbers only range from 854 – 893. Were there a bunch of engines left over after production ceased?

As I stated earlier, this data is presented not as the end-all, be-all of serial number and engine number information. Perhaps someone reading this will have more accurate information they can provide me, or better yet, provide a better article on the serial and engine number information. You are always encouraged to submit an article for a future issue. Until better information presents itself, this data is presented for you to think about.

E-M-F Homepage Has Moved, and Other News

The E-M-F Homepage has been very active since the last issue. The biggest news is that I had to move the E-M-F Homepage to a new server.

I found out only days before that the free server that I have built the E-M-F Homepage on was being shut down and that all files need to be moved to another server to stay active. Moving to the new server also required a \$5.00 deposit, which is the first money I have had to pay for having the E-M-F Homepage. It was supposed to be free for life. The message I received told me that the server would be shutting down on May 4th, 2003, which only gave me a couple of days to move files. Now you have to understand that the interface that the free server provides only allows for 10 files at a time to be uploaded to the server, and the E-M-F Homepage is comprised of HUNDREDS of files, many being large graphic and picture files. Moving the homepage took every bit of my free time at the end of April to accomplish, but I am happy to report that the new site is up and active and better than before. The new URL is <http://dreamwater.org/emfauto>. This URL is easier to remember and has the "EMF" initials in it.

I also made some formatting changes to most of the pages, the biggest being the new scrolling menu on the left side of the page. This is something I have wanted to do for a long time. Another recent change has been the addition of a fully linked index to the E-M-F History page, and a list of sources for the information.

The old site remained active until the July timeframe, at which time I lost access. I have gone through the process of updating all the search engines, but it will be months before the information is propagated.

Since the last issue, the hit count on the E-M-F Homepage has crossed over the 6000 barrier. I have been contacted by Motor Week Magazine for information being used in an upcoming article. I have received several new original photos of E-M-F Automobiles, the best being one of about 12 cars lined up in front of a dealership (these are in the photo archive on the E-M-F Homepage). I have made contact with several people not listed in the registry and have added them into the registry.

The E-M-F Homepage continues to be a great way to meet people, and share information about the E-M-F. If you have the chance, stop by and check it out, and if you do, sign in the guest book and let me know you were there.

1910 – 1912 Canadian Serial Number Info.			
Year	Model	Engine Number Range	Serial Number Range
1910	E-M-F "30"	8,049 – 14,290	100 - 399
1911	E-M-F "30"	14,242 – 34,460	400 – 1,023
1912	E-M-F "30"	39,035 – 39,281	1,024 – 1,610
1913	E-M-F "30"	39,035 – 39,281	1,024 – 1,610
1910	Flanders "20"	4,001 – 4,063	101 - 169
1911	Flanders "20"	40,064 – 69,117	170 – 363
1912	Flanders "20"	62,958 – 72,435	364 – 583
1913	Flanders "20"	72,750 – 201,700	854 - 893

Table 2: 1910 - 1912 Canadian Serial Number Information

Chickasha Swap Meet E-M-F Owners Meeting

Eight E-M-F, Flanders and Everitt owners met at the Chickasha swap meet in Chickasha OK. Owners present reviewed roster entries. Registry changes were forwarded to me and I have made the corrections to the official E-M-F Registry database.

The subject of the Hyphens was also discussed and the price associated with it. *(NOTE: The cost of the last issue was covered by me and the cost of this issue is being covered by donations received after the last issue).* Topics suggested at the meeting for future issues include technical tips, parts/restoration supply sources and cars and parts for sale.

The topic of an E-M-F Reunion tour in 2009 was also discussed and can be expected. Planning will start around 2006.

The next meeting will be at Hershey in the HCCA tent at 10:00 AM on Thursday. Please plan on attending if you can.

Future Hyphens Mailing

As I mentioned, there was a discussion at the Chickasha swap meet E-M-F owners meeting about the cost of "the Hyphens". Let me shed some light based on the first mailing.

Here is a breakdown of the cost associated with the first issue. The total cost of the first issue of "The Hyphens" came to \$88.54, which breaks down to about \$0.80 per mailed issue. The costs included in the figures above are: reproduction costs, postage costs and mailing label costs. I covered the cost for the first issue. Contributions have been received that will go to cover this issue in the amount of \$81.00. I will cover the remainder of the cost for this issue.

It was discussed that owners should pay a fee of \$5.00 (US) to cover the cost of the mailings, but my wife and I have decided to continue to cover the costs at this time. For no more issues that we are mailing (2-3 a year), I would rather see all the people in the registry get a copy. If you do not want to receive a copy, please let me know. This is our way of trying to bring the E-M-F Owners together.

Update on my E-M-F

I have not had much time to work on my E-M-F due to being out of work and now being back to work with a 90-minute one-way commute.

But I have found some time here and there to go out and play with the car. I have spent some time sandblasting one of the rear fenders in the "Binford Blast-Master 5000" blasting cabinet.

But more interesting to all of you is what I have found on the frame of the car. I spent about an hour one afternoon carefully removing the oily dirt around the rear Trans-axle hoping to find some trace of what color the rear axle was. I found much more than a trace. I found about 70% of the original paint still under all that dirt, and most of the striping that went with it. The Color? Base black with E-M-F Gray striping. Was the aluminum part of the differential painted you asked? Well it was on my 1912 Demi Tonneau, and not only that, it was striped to boot. I was tickled pink!

I started looking for striping in other areas: rear springs (found it), rear outside brakes (found it), front springs (found it), front of the frame (found most of it).

It appears that my chassis (minus the wheels) was black striped in gray. I can also see that not all 1912 were striped the same. My 1912 5-Passenger touring parts chassis also has the original paint on the rear springs and it also shows black base with gray striping, but the pattern is different. Perhaps each striper did it differently. Perhaps each body style was different. Any other thoughts out there?

I have taken several pictures and placed them on the E-M-F Homepage. I also plan to make detailed striping diagrams and include them on the E-M-F Homepage. I will map out the differences between the rear spring on the Demi Tonneau and the 5 Passenger Touring. If there is anyone else out there with an original car that would be interested in comparing striping, please let me know. I would like to be able to see if the differences were due to body style of the taste of the striper. I'll keep you posted.

John M. Daly

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 ONLINE ARCHIVE.

What do you know about wide track fenders?

Fellow E-M-F owner Daryl Kemerer emailed me to ask about wide track fenders for an E-M-F with a 60" wide tread. I sure did not have any information for him so I open it up to the entire registry. Here is what Daryl asks:

"EMF fender inquiry: Does anyone out there have any information regarding fender size for a 60" wide tread EMF? Please contact Daryl Kemerer CONTACT INFO BLOCKED FROM ONLINE ARCHIVE.."

So come on now E-M-F Owners. I am sure someone out there knows something. Any wide track owners? Any information provided will be share with all in a future issue. Either contact Daryl at the address above or feel free to contact me.

John M. Daly

CONTACT INFO BLOCKED FROM ONLINE ARCHIVE.

E-M-F Owner Rosters

An E-M-F Owner Roster is **now available**. The roster includes all people listed in the E-M-F Registry, and the cars they own. The roster can be obtained for the cost of reproduction and postage.

If you have email, and I have your email address (if you received this issue of "The Hyphens" via email, then I have your email address), I will email the Roster to you in MS Word in a few days. If you would like the roster as a PDF file, please email me and let me know.

For a paper copy, the cost for reproduction and postage to destinations in the US is \$8.00. Postage cost for mailings outside of the US will be determined based on which country I have to ship to. Please contact me if you are interested in receiving a roster.

John M. Daly

E-M-F Parts For Sale

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

Dave Longstreth CONTACT INFO BLOCKED FROM ONLINE ARCHIVE.

One **25" Continental straight side rim that works on an EMF**. \$75.00. **Clay**

Green CONTACT INFO BLOCKED FROM ONLINE ARCHIVE.

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 ONLINE ARCHIVE.

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

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 ONLINE ARCHIVE.

I would like to find a **Brass Windshield** for a 1909 E-M-F 5-Passenger Touring. **Bob Yates** - CONTACT INFO BLOCKED FROM ONLINE ARCHIVE.

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 ONLINE ARCHIVE.

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

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 ONLINE ARCHIVE.

A Thought to Ponder

You read about all these terrorists--most of them came here legally, but they hung around on these expired visas, some for as long as 10-15 years. Now, compare that to Blockbuster; you are two days late with a video and those people are all over you. Let's put Blockbuster in charge of immigration.

Upcoming E-M-F "30" Events

October 2003 - E-M-F/Flanders/Everitt Owners Meeting at 2003 Hershey AACA Fall Meet- Thursday October 9th, 10:00AM Hershey Time. 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 ONLINE ARCHIVE.

March 20, 2004 @ 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 ONLINE ARCHIVE.

July 2004 E-M-F, Flanders and Everitt Tour in Western Pennsylvania - EMF & Flanders owners: a weeklong hub tour in western PA is tentatively planned for the last week of July, 2004. Let us know of your interest in participating by emailing Daryl Kemerer CONTACT INFO BLOCKED FROM ONLINE ARCHIVE.. More information on the tour will be presented at Hershey at the EMF meeting.

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 ONLINE ARCHIVE.

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