

The Hyphens

E-M-F
THIRTY

A Newsletter for E-M-F Owners Everywhere

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February 2004

Editors Column

You are now reading the 3rd issue of "The Hyphens". I hope it will be enjoyed as much as the first two issues seem to have been.

Many things have happened since the last issue. The E-M-F Homepage continues to provide me the opportunity to meet other owners and to tell others about the E-M-F. The Homepage hit counter has crossed the 7300 boundary. I have received many updates to the E-M-F Registry and have sent out several copies to people who requested them. Remember, they are \$8.00 for printed copies, or sent free via email.

I have accomplished a little on my restoration. I fabricated some cowl light brackets, which have been something I have been thinking about since I bought my car. My chance of finding a set was slim (though I would buy a set if I could find one). I have also been working on some of the sheet metal for the body.

Funding for this issue is courtesy of the generous contributions of the following E-M-F/Flanders/Everitt Owners:

John M. Ferreira	Art Morra
Elbridge Grover	Robert Reeve
Howard Heath	Walter Seeley
Judson Ihrig	Robert Troendly

A big thank you goes out to those who chose to help with the distribution of this issue. I would just like to remind everyone that, though I am thankful for the contributions to help defray the costs, you are under no obligation. I believe that it is important for owners of rare cars to get together and stay connected and that is what I am attempting to do with "The Hyphens".

I hope you enjoy this issue. Please feel free to submit articles for future issues (I am running out of ideas). I would love to hear from you.

Happy Motoring
John M. Daly

How we Found our 1912 E-M-F Demi Tonneau



This was my first view of the E-M-F as I stepped into the barn. This is the rear left corner.

By John M. Daly

With the birth of our third child, McKenna Lynn, My wife and I decided that a third antique car was also needed. We already had a 1920 Ford Model T Centerdoor Sedan (restored) and a 1931 DeSoto SA 4-door sedan (still waiting restoration). We wanted this car to be a brass era, right-hand drive touring car with carbide headlights.

While doing a search on eBay, I came across an auction for a 1912 Studebaker touring car. There was no picture and the description said only "1912 Studebaker touring car. Last driven 1965. Very rough condition". There were no bids on the car and a starting bid that I could afford. There was only about an hour left in the auction, and I knew that would not be enough time to contact my wife and discuss the matter. I emailed the owner explaining the situation and asking if I could contact them if the car did not sell. He said that would be fine. I watched the auction end without even one bid.

That night I called the owner and asked about the car. He told me the car was bought in 1912 by his grandfather. He was now in possession of the car and knew he would not do anything with it. He reiterated several times the very poor condition of the car.

I told him I would like to see the car and asked if I could drive to Kentucky (from Chicago) the following Saturday to view the car. He explained that he had been sending pictures out to people all over the country and suggested I wait to see the pictures before wasting my time driving all the way down there. I told him that pictures do not always show the full detail of a car, and I have lost cars and parts waiting for pictures to arrive. I told him that I am accustomed to seeing cars that are in very rough condition and would not hold him responsible in any way. He agreed and plans to drive to Kentucky the next Saturday were made.

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Our E-M-F

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The next Saturday could not come fast enough for me. My son, Matthew, and I left very early in the morning and arrived at the owner's house around noon. The owner climbed into the car and we proceeded to drive over to the farm where the car was located. On the way there, I showed him the photo journal I kept of the restoration of my Model T and explained that it was my intention to restore the next car to a similar condition.

The road went from 4 lanes to 2 lanes to one lane to two wheel paths in a grass field. When we got there, he opened the door of a barn that he said the car had been moved into in the 80's. I entered the poorly lit barn and my first view of the car was the rear left hand side with a fender that was missing the back part.

I walked all around the car taking pictures as I went. I noticed the Studebaker script on the radiator, but E-M-F Logo on the hubcaps, headlights and serial number plate on the firewall. He was right, the car was rough, but it appeared pretty complete. The wheels had been replaced at some point, the cowl and taillights were missing, the carburetor was missing and the top and bows were gone. The more I looked at the car, the more I saw what the car would look like fully restored. The same thing happened when I first looked at my Model T. I was falling in love. I knew I had to get out of there fast.

As we drove back to the owner's house, I asked him what he was hoping to get for the car. He told me a figure that I had expected, slightly above the eBay starting price. He asked me if I thought I could restore the car and I told him I did not see anything I did not think I could repair (this may have been a slight exaggeration). As I dropped him off, I explained that I would return home and discuss the car with my wife and let him know what we decide, but I reiterated that I was very interested.

As soon as I got home, I loaded the pictures I had taken onto the PC and showed my wife. Like the Model T, she did not see the same restored car that I saw. I tried going out onto the World Wide Web and finding a picture, but the closest I could find was a 1913 Studebaker. I also did a search for "E-M-F" and found even less information. I did come across a picture of a 1912 E-M-F 5-passenger touring. It was enough to get my wife interested.

After discussing and praying about it, we decided to try and buy the car. The next evening, we were able to connect with the owners online using AOL instant messenger. We explained that we were interested in purchasing the car and presented our price, which was lower than what he wanted.

The owner explained that he had

received an offer from another person for the full amount he was hoping to get, and our hearts sank.

He then continued to say that the other person was buying the car to part it out and that he really wanted to see the car restored. I reassured him that my intention was to fully restore the car. He suggested that we meet half way between our two prices and we agreed. Plans were made to return to Kentucky the following weekend to pick up the car.

After we got it home I started researching the car and learning about the E-M-F Company and its involvement with Studebaker. With the help of other E-M-F Owners, I was able to identify the car as a 1912 E-M-F Demi Tonneau. Since I was unable to find much information on the World Wide Web when I needed it, as I learned and found stuff, I placed it on a web page I called "The E-M-F Homepage" (<http://dreamwater.org/emfauto>).

Since then I have begun restoration and have been documenting the restoration on the web page. I have met hundreds of people online from all over the world and have taken over responsibility for the E-M-F Registry.

I know it will be a long restoration, but I am having fun along the way. Isn't that what this hobby is all about?

E-M-F Tool Observations

By Floyd Jaehnert

In acquiring as complete a set of tools as possible I have found a variation of the Hubcap Wrench A1309. This variation has the same basic geometry as A1309, typical E.M.F Co. block lettering on it but has part number AA-4864. This wrench is the same on the hubcap end but is much larger and beefier on the open-end wrench end. This is the only variation of any script E.M.F. wrench that I am aware of. I have seen at least three different variations of E.M.F. block lettering on the Buckeye jacks but none on the other tools.

Does any one have an explanation for this tool, which is not listed in the E.M.F. price list of parts?

Editor Note: How about it Registry members? If you can shed some light on this, please let either Floyd or myself know. I will publish any new revelations in a future issue.

Everitt Info Needed

HELP!1910 Everitt Demi-Tonneau owner wanted. Looking for a chance to look at another real car just like mine, so that I can finish my car properly. Please call, email, or write: **Ken Larson CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE.**

E-M-F COMPANY OUTING 2004 JULY 26-30, BARKEYVILLE, PA.

By Kathy Kemerer

On Friday, July 15, 1910 the E-M-F Company had an "outing." Orion Outing to be exact, according to a badge we found in some Studebaker Company papers. So we chose the name "E-M-F Company Outing 2004" for the tour this summer.

The E-M-F Company Outing will begin with guests arriving in Barkeyville, PA Sunday, July 25. After receiving our tour books and registration packets, we'll enjoy an ice cream social in the evening to meet everyone.

On Monday morning we'll begin exploring the scenic countryside, stopping in Amish country for lunch, and visiting Wendell August Forge. The day concludes with a short drive to a park for a buffet dinner.

Tuesday we'll visit the Greenville Railroad Park and see the Empire (which looks a lot like an E-M-F), cast some bread upon the water at Pymatuning Dam, and tour an historic mansion in Meadville.

After climbing a few hills on Wednesday, we'll be touring the "valley that changed the world." This is where the oil industry began! The Drake's Well Museum and Park will be our target and we'll enjoy a catered lunch there. On the way we'll visit the Tyred Wheels Car and Toy Museum.

Thursday it's touring at a leisurely pace to visit McConnell's Mill State Park. Another catered lunch awaits us at the top of the gorge. Walking trails and lots of scenery here to enjoy. After lunch we'll visit a private car collection, and cruise our way back to Barkeyville, stopping for dinner along the way.

Friday is "Victorian towns" day. In Mercer we'll tour the county Museum. Then we'll be off to Franklin to visit St. John's Tiffany windows, the DeBence Mechanical Musical Instrument Museum, and to have our final luncheon at the venerable Franklin Club.

If interested in registering for the tour, please contact **Daryl & Kathy Kemerer** for a registration form. Their address **CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE.**

Editors Note: I am planning on attending this event, even though I do not have enough vacation at my new job to be able to attend for all the days. I look forward to meeting all of you who plan to attend. Anyone want to give my family a ride one of the days?

Hershey Swap Meet E-M-F Owners Meeting

By Floyd Jaehner

If you missed this years (2003) Hershey Meet, you probably missed the best weather conditions during the last 20 years. I have been attending the Hershey event almost every year since 1965 and I do not remember the weather being any better than this year. It seems that area had more than ample rain all summer and fall so the ground was well saturated but yet not muddy. We had zero rainfall, 65 to 70 degree temperatures and sunshine the rest of the week. It really couldn't get any better.

We arrived at the grounds mid-morning on Tuesday, Oct. 7th and by early afternoon had set up our swap spaces. The rest of Tuesday was spent shopping the flea market areas, which were about 65%, full by late Tuesday. By Wednesday noon the flea market/swap meet was in full operation. There was some small re-adjustment to the swap fields this year but nothing major as in the past few years. The car corral was relocated adjacent to the new hockey arena, which was much closer than last years site. A 3 day car auction took place at the arena and there were also swap spaces near by.

Thursday found the weather great for our E.M.F. Registry meeting that was held at the Horseless Carriage Club of America tent. We had an excellent turnout of E.M.F. Flanders and Everitt owners as 17 people signed the registration sheet with 8 of those from Pennsylvania. Eight others were from various states east of the Mississippi, with Peter McIntyre and family our only international attendees.

The first subject on the agenda was offer by Daryl and Kathy Kemerer to host an E.M.F. and related vehicle tour in July of 2004 in western Pennsylvania. A showing of hands indicated that 5 or 6 of those present would definitely attend with several more interested but not ready to commit at that time. Daryl and Kathy will send a mailing early in 2004 to get firm commitments.

The next order of business was a suggestion by the chair to hold an E.M.F. meet in 2006 (perhaps in South Bend) and a 100th Anniversary Meet in Detroit in 2008 or 2009. We should start looking ahead to the Anniversary date and planning now for this event. The E.M.F. factory is still standing and may be available for a get-together and/or picture taking session. There are several great automotive sights in the immediate area such as the 1904 Ford Piquette plant, the Fisher Body corporate headquarters building, and the G.M. building. Needless to say, there are many other automotive sites within a few miles of the E.M.F. Piquette Ave. Plant. We would need volunteers from the South Bend

and Detroit area's to help in planning and hosting these events.

A few of the attendee's mentioned E.M.F. parts that they have made or were proposing to make if interest warranted. Ludwig Gocek indicated he would make a run of headlights for 1909 thru 1911 E.M.F.'s provided a minimum number were ordered. Art Morra displayed the clutch springs he has available and Lee Turner indicated he still has muffler end casting for sale. The rest of the morning was spent visiting and interacting among the group.

The only E.M.F I saw during the week was Gil Fitzhugh Jr's 1909 which was on display (non-judging) on Saturday. A Flanders's or 2 were on the swap fields for sale as were a rather small amount of E.M.F. parts. All-in-all it was a great Hershey.

A Thought to Ponder

Good fortune is what happens when opportunity meets with planning.
- Thomas Edison

E-M-F Services

Restoration: Bosch Dual "A" Coils. Low Tension Dash Boxes. **The Brass Magneto** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE..

E-M-F Parts For Sale

Two cylinder pairs for 1911 EMF, look to be in nice condition. \$500. **Dave Longstreth** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE.

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

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

One EMF Aluminum block that the cylinders bolt onto. #28306 (1911). Good condition. \$250.00 plus crating and shipping **Bob Reeve** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE.

E-M-F Clutch Springs for sale. New - \$120.00. Used - \$60.00. **Art Morra** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE.

Four **1909 Wheel assemblies** - missing one lock ring, and no hubs included Rusted and pitted. **Peter McIntyre**, CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE.

E-M-F Cars Wanted

1910 or 1911 EMF roadster (one that was originally a 5 passenger touring.) I have a nice rear body section complete with doors and hardware ready to mate to it. **Michael Germane** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE.

E-M-F Parts Wanted

I am still looking for a **Wheels and demountable rims for my 1912 EMF**. Would like Standard Welding with a split rim, or Firestone Type "E". Any help is appreciated. **John M. Daly** CONTACT INFO IS 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 IS 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 IS BLOCKED FROM ONLINE ARCHIVE.

We need **Rear end brake backing plates, magneto and carburetor linkages, 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. **Peter McIntyre**, CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE.

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

Wanted for a 1912 E-M-F "30" Demi Tonneau: **Free-standing running board spare tire rack.** **Bill Day** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE.

Wanted for 1910 EMF: **Water pump packing nut** (the one closest to the radiator). Also, any **Canadian literature for EMF's** **Bob Reeve**, CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE.

I would like to find a set of **E & J - 3 Tier Cowl lights** For a 1910 E-M-F "30" 5-Passenger Touring. Trying to help my father finish his restoration. **John Mohr** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE.

Upcoming E-M-F "30" Events

March 18, 2004 @ 2:00 PM - E-M-F "30" Owners Meeting at Chickasha Pre-WWII Meet on the Thursday of the show – Same place as last year (Look for Floyd). 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 IS BLOCKED FROM ONLINE ARCHIVE.

July 26th – 30th, 2004 - E-M-F, Flanders and Everitt Tour in Western Pennsylvania - EMF & Flanders owners: a weeklong hub tour in western PA is planned for the last week of July 2004. Let us know of your interest in participating by emailing Daryl Kemerer CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE. *See the article on page 3 for more information. Hope to see you there!*

October 2004 - E-M-F/Flanders/Everitt Owners Meeting at 2004 Hershey AACA Fall Meet- Thursday October 7th, 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 IS BLOCKED FROM ONLINE ARCHIVE.

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 idea is to center the tour in the Detroit area (Location of the E-M-F Plants). If you would like to help plan such a tour, please let me know. We have a couple of years to think about it.

For more information contact: John M. Daly CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE.

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