

The Hyphens

E-M-F
THIRTY

A Newsletter for E-M-F Owners Everywhere

E-M-F
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Volume 3, Issue 1

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February 2005

Editors Column

I hope that this issue of The Hyphens finds you well in 2005. It is amazing how fast 2004 passed me by. Boy does time fly. I finished welding in a patch to the seat skin on the Tonneau on my E-M-F over the Christmas break. When I went into the E-M-F Homepage to make an update to the restoration log, I realized that I had tacked that patch into place last February!

Plans are well underway for a tour in the South Bend Indiana area in the summer of 2006. We had a great time on the Company Outing this last summer and it would be great to have even more people in 2006.

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

Bruce Boggess	Walt Grove
Ken Campbell	Jim Gorel
Steve Dillon	Paul Eoff

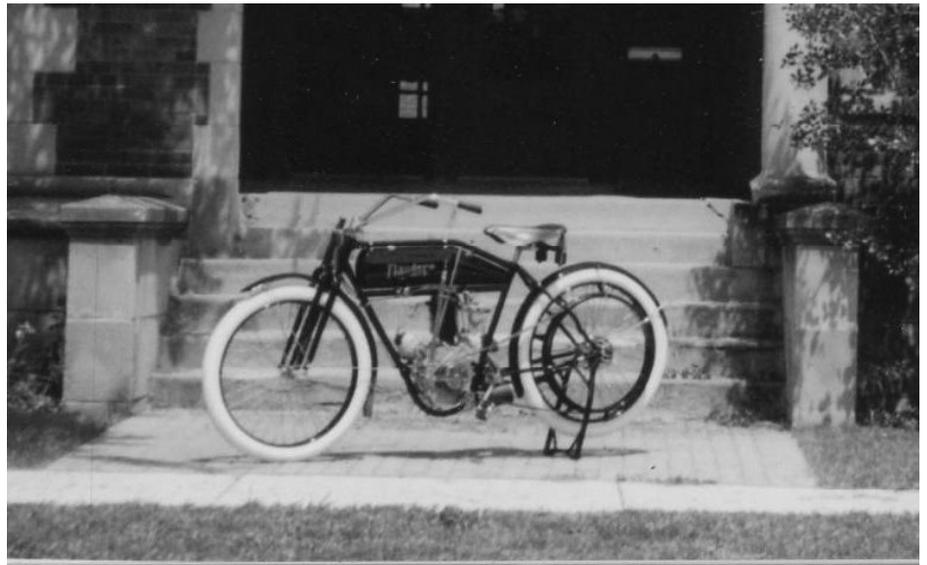
Once again I am thankful to those who chose to help with the distribution of this issue. I would just like to remind everyone that, though I am thankful for the contributions to help defray the costs, you are under no obligation. I believe that it is important for owners of rare cars to get together and stay connected and that is what I am attempting to do with "The Hyphens". Of course, donations are accepted to help with the cost of the mailings. If you are receiving this newsletter and really do not find anything of value in it and would prefer not to receive it, please let me know and I will stop sending it to you. You are receiving this because you are listed in the E-M-F Registry.

I hope you enjoy this issue. Thanks to John Fretschl for putting an article together about his Flanders 4 Motorcycle. 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

Two Wheels Verses Four



John Fritsch's 1912 Flanders 4 in front of the factory buildings in Chelsea Mich.

By John Fretschl - Oshkosh Wisconsin

Going back some five years ago, my friend and I made the annual day trip to the Iola car show in Iola Wisconsin. It was a normal Saturday in mid summer warming up to be a hot one that day. We started out with the same game plan as usual; get there early, and get a good parking spot so if we did find anything, it wouldn't be that far to haul it to the truck.

We went through the main gates and headed to the far end of the car show to view the old cars first, and then on to the flea market area. Well, that whole exercise usually takes us about 8 hours with a couple of breaks to rest the feet and have a brat and a beer. That day we had walked the whole show grounds and were walking the last isle back to the main gate that we had walked through that morning. While passing the second from the last vendors booth, I looked in, and there sat the Flanders on a trailer.

I went up and took a look at it and asked a few questions about it. Well it was so hot, and our feet were ready to fall off, so we decided to call it a day. That evening I went

down to my local pub to have a couple of cold ones and thought about the bike I saw that day. When I left, I said to myself that if I woke up early I would drive back to Iola and see if they still had the bike, and if so, I would make an offer. You can guess what happened. When I got there they had already packed up (another 15 minutes I would have missed them) and they were going back over to the camp ground to get an early start back home. We made the deal at the campground and loaded the bike on to my truck.

Now the fun started. What did I have? I had never heard of a Flanders Motorcycle before. After talking to a few guys I was lead to the AMCA (Antique Motorcycle Club of America). I joined the club and went to their web site. I asked a few questions and was directed to a guy that sold motorcycle memorabilia. He had an original Flanders 4 owner's handbook for sale. Once I had it in my hands, I found out that the bike was very far from being correct. So for the past couple of years, it has been phone calls

Flanders 4
Continued on page 2

Flanders 4

Continued from Page 1

all over the US and trips to the machine shop and plating place.

Finally this past summer I took it to one of the AMCA Chapter meets for judging. On the way there I stopped off in Chelsea Mi. to take some photos in front of the factory buildings where the bike was made.

This project has been quite the experience for me. I've learned a lot and made a lot of new friends from it. I can't begin to tell you how much fun I have had taking it to local car shows etc. You guys can have your four-wheel Flanders; I'll keep my two. The best of all, it doesn't take up much room in the corner of the garage.

A Brief History of the Flanders 4

When Studebaker finally bought out the E-M-F Corporation, Walter Flanders was handsomely rewarded a million dollars for his stock. Flanders agreed to continue for a term of three years as general manager of Studebaker Corporation that would be formally organized on Valentine's Day, 1911, combining E-M-F and the Studebaker Brothers Manufacturing Company. His salary was \$30,000 a year plus 1% on all the earnings.

In January 1911, Walter Flanders used this new wealth to start the Flanders Manufacturing Company, a consolidation of the Grant & Wood Manufacturing Company of Chelsea, the Pontiac Motorcycle Company, the Pontiac Drop Forge Company, the Pontiac Foundry Company and the Vulcan Gear Works (also in Pontiac). Capitalized at \$2.25 million, most of the money came from former E-M-F backers, Flanders even managing to talk Clement Studebaker, Jr. out of \$200,000 in exchange for a seat on the board of directors.

Flanders was described as the "moving spirit" of the new company and was a director as well, though the presidency title was given to one of his associates, Robert M. Brownson. The whole object of the consolidation was stated to be the manufacture of the Flanders Bi-Mobile, or two-wheeled automobile. When it arrived later that year it looked like a motorcycle, which it undeniably was - and LeRoy Pelletier, the advertising manager for the E-M-F company who had thought up the other name, decided that calling a spade a garden implement didn't change its character, and so the \$175 Flanders 4 was thereafter termed a motorcycle.

The \$100 Bi-mobile which finally arrived "was a purely conventional machine at a conventional price" and of which, in two years, less than 2500 were built of the thirty or forty thousand planned.

2004 Hershey Swap Meet E-M-F Owners Meeting

By Gordon Langenegger

The meeting was called to order by Floyd Jaehnert at 10:30 a.m. in the HCCA tent at the Hershey Flea Market.

Floyd called on Daryl Kemerer to give a report on the E-M-F Company Outing that took place in Barkeyville, PA. Daryl reported on the success of the tour and went on to explain some of the highlights of the get-together. Daryl also reported on the work that he and Kathy have accomplished for the next E-M-F Company Outing, which will take place in South Bend, Indiana in the summer of 2006. He then encouraged everyone to plan on attending the meet. Discussion followed about the centennial celebration of E-M-F, which will take place in Detroit in 2008. It was mentioned that Dr. Bill Spencer, grandson of Walter Flanders, has offered to help with this event as he lives in the area.

The following officers were elected:

- President: Daryl Kemerer
- Secretary/Treasurer: Gordon Langenegger

Floyd mentioned that there would be two E-M-Fs on the show field on Saturday: Lee Turner's newly restored 1910 touring, and Gil Fitzhugh's 1909 touring.

Floyd asked for a show of hands of new members, and they were asked to introduce themselves. Floyd also enquired if anyone is currently producing E-M-F parts, and this information was presented to the group.

The meeting was closed with the announcement that the next E-M-F Registry meeting would be held in Chickasha, Oklahoma, in March of 2005.

Editors Note: If you are able, please try to participate in one of the meetings held each year. The main purpose of these meetings is to get E-M-F, Flanders and Everitt owners together. Everyone is welcome and encouraged to participate.

A Thought to Ponder

Since light travels faster than sound, is that why some people appear bright until you hear them speak?

New Registry Members

Since the last issue of "The Hyphens" the following new members have been added to the E-M-F Registry:

- Robert Blunden
- John Fretschl
- Beverly Gunderson
- Bill McCleave
- Michael McRee
- Joe Pohl
- Frank Roberts
- Will Taylor
- Walt Woessner

On Behalf of the E-M-F registry, I welcome these new members.

The main avenue for finding people not already listed in the registry is the E-M-F Homepage website, and the meetings held at Hershey and Chickasha. But members are also a very important part. If you know of other E-M-F Owners who are not receiving

E-M-F Brake Shoes

E-M-F Registry member Floyd Jaehnert emailed me recently with the following topic:

"John: I had an E-M-F owner call recently asking if there were two different types of brake shoes for the parking brake, one type without and one type with brake lining material on the brake contact surface. Has anyone seen the type with lining on them? And is this an after market/homemade item or factory made. I believe there is a real need to have these shoes lined and used for braking purposes in addition to the outside bands. We did 2 tours in 2004, one in western PA and one in the Black Hills of So. Dakota and would liked to have had the extra braking ability this would have provided. Thoughts and/or suggestions would be appreciated."

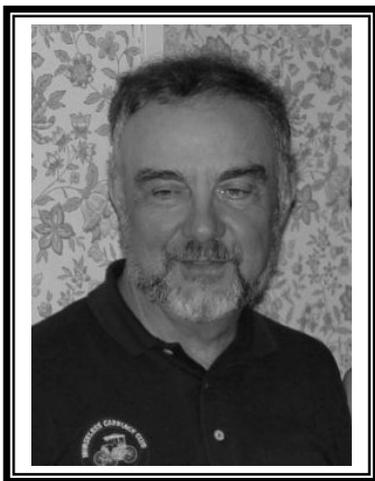
I looked at the shoes on my E-M-F since it is sitting in the garage without the rear wheels or hubs. I found that my car has no material on the parking brake shoe.

I also looked at a parts manual and could find no mention of a lined parking brake shoe.

So I pose it to the other Registry members. Has anyone modified the parking brake to add a material to aid in stopping? Let me know and I will include the information in a future issue of "The Hyphens". Tell me what you used and how you used it.

"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.
President: **Daryl Kemerer** - CONTACT INFO BLOCKED FROM ONLINE ARCHIVE
Secretary /Treasurer: **Gordon Langenegger** - CONTACT INFO BLOCKED FROM ONLINE ARCHIVE
Main Contact/Newsletter Editor/ Webmaster: **John M. Daly** CONTACT INFO BLOCKED FROM

Meet The President and some notes



Daryl Kemerer, the new president of the E-M-F Registry, was introduced to horseless carriages in his first childhood by his uncle George Bergman. His subsequent infection with antique car collectoritis has led to a second childhood and large garage. His first purchase? A 1912 E-M-F "30" touring. Daryl's father Frank was also infected by George Bergman and owned a 1914 Model T Ford, which is now stabled with the E-M-F. A 1912 Flanders Roadster, a 1912 Flanders Touring, and a 1911 E-M-F Roadster complete the collection (this might be a fib). Along the way, Daryl met Kathy who encouraged his disease, (especially when they discovered touring) so he married her. Daryl is a retired public school music teacher and church organist, with plenty of time to drive and work on his carriages. His wife Kathy serves as navigator and mechanic when not teaching piano and organ students.

Floyd Jaehnert and Daryl Kemerer will hold E-M-F Registry meetings at Wichita and Chickasha. The Wichita meeting will be Sunday, Mar. 13 at 2:00 pm. See the Registration desk for location. The Chickasha meeting will be on Thurs. Mar. 17 at 2:00 pm. See signs for location.

At the 2004 Hershey meeting, the subject of \$5.00 dues was discussed. Further input leads us to say that dues are not necessary at this time. If you wish to contribute toward the mailing costs of the newsletter, and/or write articles and member news for the newsletter send to John Daly, our esteemed newsletter/website author!

Preliminary arrangements for the 2006 E-M-F Company tour in South Bend are under way. The Chamber of Commerce has been very helpful and is eager for us to come and tour there. The Jaehnerts and the Kemerers will be negotiating with the hotels and choosing the date in mid-February. The E-M-F Company Outing in Barkeyville was very successful, and we hope that more tourists will join us in South Bend in 2006.

E-M-F Services

Restoration: Bosch Dual "A" Coils. Low Tension Dash Boxes. Also have a small number of excellent **NEW E-M-F Magneto Caps The Brass Magneto** CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

E-M-F Parts For Sale

6/12 volt Gel Cell batteries. No acid mess or fumes. 7 1/2"x5", 7 1/4" high. Run those 6 volt coils and those 12 volt accessories all off one battery, or have two 6 volts for those total loss systems, all in one unit! \$100.00 plus shipping. **Clay Green** CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

1910 EMF five passenger touring rear body, including, rear seat, body top irons, doors, hardware, lower body section. Excellent condition, removed from long storage in barn. No rust or dents. **Michael Germane,** CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

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

Pair of 1909-10 touring outside door handles - \$75.00. **Layden Butler,** CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

E-M-F Clutch Springs for sale. New - \$120.00. Used - \$60.00. **Art Morra** 9 CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

EMF right front fender - good solid condition, \$125.00. **Ben Popadak,** CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

I have made a new run of **floor mats and spring bumpers (Part Number A1117)** for an E-M-F. (Mats also fit Flanders and R.H. drive Studebakers). I have a list of misc. E.M.F. parts to numerous to include, but will send to anyone requesting one. **Floyd Jaehnert,** CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

1 Wheel Assembly (Front Rims, 12 spoke). **Lower Motor Crank Case** (Part Number A109) Engine Number #44904. **1911 Fan Assembly. 2 Front & Rear hubs and drums.** **Paul Mohr,** CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

New E-M-F Ring and Pinion Gears Now Available

E-M-F ring and pinion gears, newly manufactured, 3.25 ratio 42X13. \$850.00 shipped to you in lower 48. Also, 1 set only, high-speed ratio 41X14, call for price and availability.

I also have 2 sets that have an extra keyway cut into the pinion. They are otherwise the same as the other sets. I could let those sets go for a reduced rate if you are operating on a tight budget. **Michael Germane,** CONTACT INFO 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 (Stanweld) with a split rim, or Firestone Type "E". Any help is appreciated. **John M. Daly** CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

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

Looking for **Brass Acorn Cap Nut's. 5/8" - 18 thread.** **Paul Mohr** CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

New E-M-F Owners assembling Chassis from a near complete chassis disassembled 40 years ago needs the following: **Water pump, Radiator Cap, and Splitdorf Model D Magneto.** This car was Number 6 in the 1911 Los Angeles to Phoenix road race. Any pictures of that car at that time would be of great interest and help to me Please help!!! **David K. Gast** CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

Need the **2nd Gear for the E-M-F Transaxle or complete transmission.** Have some parts to trade. **Walter S. Seeley** CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

Need the **Brass Latch** that holds the trap door closed on the front side of the rear seat of a 1909 E-M-F 5-Passenger Touring. **Peter McIntyre,** CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

Upcoming E-M-F "30" Events

March 13, 2005 @ 2:00 PM - E-M-F "30" Owners Meeting at Wichita Meet on the Sunday of the show – Check the registration desk for exact location of the meeting. 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 Wichita, please plan on attending. Daryl Kemerer will be the contact there that day so look for Daryl.

For more information contact: Daryl Kemerer CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

March 17, 2005 - E-M-F "30" Owners Meeting at Chickasha Pre-WWII Meet on the Thursday of the show – **Look for signs at the show for the time and location.** (Look for Floyd). 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. 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

September 9th and 10th, 2005 - Ford Piquette Plant Brass Era Swap Meet (Pre-1916) - You are invited to the first annual Ford Piquette Plant Brass Era Swap Meet. This event is open to all makes of pre-1916 car parts. All proceeds will go toward the preservation/restoration of one of America's most significant automotive history sites. **Write for your formal invitation and/or vendor application form: Sam Cipriano,** Chairperson Piquette Plant Swap Meet, CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

October 2005 - E-M-F/Flanders/Everitt Owners Meeting at 2005 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

Summer 2006 – 2nd E-M-F Company Outing Tour. We will be touring around the South Bend, Indiana area. This is the location of the main Studebaker facilities. Please plan on joining us for a great time. More information will follow in upcoming issues of "The Hyphens".

For more information contact: Daryl Kemerer CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

Summer 2008 - 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 initial planning for this event has now started. The 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 BLOCKED FROM ONLINE ARCHIVE

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