

# The Hyphens

E-M-F  
THIRTY

A Newsletter for E-M-F Owners Everywhere

E-M-F  
THIRTY

Volume 3, Issue 2

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## Editors Column

Well, the summer has flown by and very little work has been accomplished on the E-M-F Project. I have been able to locate some wheel parts, which moves me closer to my goal of assembling a set of wheels to use on my car, but alas, the goal still eludes me. I was able to pick up some Stanweld wheels and rim pieces, but when all is said and done, I probably only really gained one wheel. My quest will continue.

Plans continue on the tour planned for next summer in the South Bend, Indiana area. I hope you will consider joining us for a week of fun with your E-M-F, Flanders or Everitt. We had a wonderful time in 2004 and the Kemerers are planning another great time in 2006. See the upcoming events list at the end of this issue for more details.

The biggest news since the last issue, as I am sure many of you have heard, was the loss of the E-M-F Plant in Detroit to fire. Another piece of E-M-F History is gone. I was fortunate to be able to visit the plant last summer. In fact, I had planned an article on the plant for the last issue of "The Hyphens", but postponed it to this issue due to space issues. Now the article contains information about the demise as well.

I just want to thank all those who have helped to support the printing and mailing of this newsletter over the last couple of years. This issue is brought to you thanks to the donations of the following people:

Robert Yates      John M. Daly

This newsletter is delivered at no cost thanks to kind donations of fellow E-M-F/Flanders and Everitt owners. I would like to keep the newsletter free for as long as possible.

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

## E-M-F 30 Factory, Detroit: 1906 - 2005



A picture of the former E-M-F 30 Factory showing the E-M-F emblems still visible on the North side of the plant. This picture was taken during a trip to Detroit in the summer of 2004.

By John M. Daly

E-M-F Owners worldwide lost a piece of their car on June 20<sup>th</sup>, 2005 when the building where our cars were built from 1908 – 1912 was destroyed in a 5-alarm fire that lit up the night sky over Detroit.

I had been planning an article on the E-M-F Factory for the last issue of "The Hyphens", but had postponed it to this issue due to space issues. Little did I know that this delay would also give me the opportunity to report on the demise of the building.

### HISTORY

The building was designed and built by Field, Hinchman & Smith architects, in 1906. In 1911, H.R. Haberkorn designed and constructed the fourth floor. In 1910, E-M-F was acquired by the Studebaker Corporation of South Bend, Indiana, whose wagon and carriage manufacture was founded c.1853. By 1911, the E-M-F factory was producing automobiles in numbers that were second to only the Ford Motor Company. Studebaker continued Detroit production until 1928 when it shifted Studebaker brand manufacturing to its home

in South Bend, Indiana. From c. 1930-1960's the building was the Chrysler Corporation's John R Plant, a parts facility. After that, it was storage for the Internal Revenue Service and the Detroit Public Library Automotive History Collection. By the 1940's the building's eastern end was the 182nd Field Artillery Armory. The State of Michigan retained ownership for 24 years. It was sold after failed attempts in the 1960's to replace it with a prison. From then until the present there have been a number of small businesses including auctioneers, auto parts storage, importer and exporters, and provisioners. The current tenants had been the discount meat and grocery retailer Piquette Market at 285 Piquette. Other tenants were Piquette Storage and the University Market Place.

### My Visit

I was fortunate to have had the chance to visit the plant in the summer of 2004 while we were visiting family in the Detroit area. Going against their warnings, I ventured into the city alone, armed only with

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A photo of the former E-M-F Plant on the night of June 20<sup>th</sup>, 2005 as fire consumes it. Photo taken by fire fighter Phil Mautz

### ***E-M-F Factory***

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my camera. The plant was impressive, even in it's run-down state. The building was huge, filling an entire city block. The West end of the building was not used at the time and was in quite a state of disrepair, with windows missing and the brick facade crumbling in places. I peered in through one of the broken windows along Piquette Street to see the floor covered in debris. Looking up, I saw the roof on that section of the building had collapsed and come down through all four floors allowing daylight to be visible from the lower level

On the north side of the plant there is a railroad line, which I imagine once brought materials into the plant and took brand new E-M-F 30 automobiles out on the way to their distribution points through out the country. Even from the road that runs parallel to and north of the rail line, you could see remnants of the E-M-F production in the form of the E-M-F 30 logo, still visible on the side of one of the buildings after over 90 years. I climbed up onto the railroad track to get a better view, and to capture these signs with my camera.

The west end of the factory appears quite different than it is portrayed in the period artist renditions I have seen. It appears that the Western leg of the building may have been much larger at some point in history. But by the time I saw it, the building was shortened considerably, allowing visual access to the inner "courtyard" that exists between the buildings. The fence that encloses this area was actually open when I was there, and I walked into the inner courtyard. There was garbage everywhere and it was apparent to me that people roamed around in there frequently, to the point where I started to not feel particularly safe. But I did feel safe enough to venture into an open door

to the interior of the factory, just to see what was in there, and also to be able to say I stood inside the building.

The south side of the building is the one that runs along Piquette Street. The original main entrance to the building was on this side of the building and was bricked over years ago. As I stood on the steps what once lead into the building, I imagined Byron Everitt, William Metzger and Walter Flanders walking into the same entrance on the same stairs where I stood. Further down the building to the east, there was a passage through the wall into the inner courtyard. This passage was still in use to access the businesses housed in the east end of the building. I did not go through that entrance that day and have regretted it ever since, especially

since the fire.

I had planned to return to Detroit this summer and visit the plant once again. Unfortunately I am too late.

### **The Fire**

On the evening of June 20<sup>th</sup>, 2005, the E-M-F Factory caught fire and was completely destroyed. The fire, which could be seen for miles, began about 10:12 PM ET in the block-long, four-story building.

Fire Commissioner Tyrone Scott said that about 150 firefighters and other emergency personnel, using 20 engines and eight aerial units, battled the blaze all night.

This is a "surround and drown type of fire," Scott said, but he noted that as the blaze swept eastward firefighters had to retreat. "We had to move back three or four times."

Senior Fire Chief Dennis Schroyer added: "We were not going to risk (firefighters) so the only thing we could do is fight it from the outside."

Scott said there were no serious injuries, but the fire department reported two firefighters were taken to Detroit Receiving Hospital for treatment.

### **Conclusion**

For many years the E-M-F factory stood in Detroit as a symbol of a by-gone era. I am sure that many of the people who passed by the partially abandoned building on a daily basis are happy that the "eye-sore" is gone. But for those of us who own E-M-F automobiles, a piece of history is gone and cannot be replaced.

### **A Thought to Ponder**

One of the advantages of being disorderly is that one is constantly making exciting discoveries. --A. A. Milne



The remains of the plant after the fire. Only the elevator towers remain. Photo provided by Don Kellogg

## E-M-F's on Tour

By Floyd Jaehnert

Carol and I participated, for the first time, in the semi-annual New England Brass & Gas Tour. The tour for 2005 was headquartered at the Mountain View Grand Hotel in Whitefield, New Hampshire. This facility, a turn of century hotel recently restored to the tune of 20 million dollars, is in a gorgeous setting in the White Mountains of northern New Hampshire.

On the way out we stopped at Daryl and Kathy Kemerer's in Prospect, PA for a few days. They have two E-M-Fs and two Flanders cars and gave us a crash course in shifting our E-M-F up and down the hills in Western P.A. I am not sure that anything could have prepared us for the hills and mountains of New Hampshire.

The tour was limited to 130 pre-1916 vehicles, the maximum number of rooms available at the hotel. There was everything from a Abbott-Detroit to a Winton and most everything in-between. Most of the cars were 30 plus horse power but we saw 1 Curved Dash Olds and 2 - 2 cylinder REO's at times during the week. As usual, the Model T Fords lead in total numbers but were hard pressed by 15 Buicks and 10 Stanleys. Interestingly enough, the "P's" Packard, Paige, Palmer-Singer, Peerless, Pierce Arrow, Pope Hartford and Pullman had the most same letter cars except for the Ford's.

One of the highlights for us was the fact that there were 9 E-M-F products registered on the tour, 8 E-M-F's and the Kemerer's Flanders. All but one of these wonderful vehicles made several days and in most cases completed the entire tour. Those in attendance were the John Gould's, Steve Heald's Gordon Langenegger's Bill McCleave's Ken Campbell's Stu Lyons, Micheal McRee's Daryl Kemerer's and ourselves.

The scenery in Northern New Hampshire is spectacular but the hills, up and down, were a real challenge. We passed by and through many beautiful geographical sites including the Flume Gorge and several of the Notches (V shaped passes through the granite stone mountain ranges) and along several rapidly running mountain streams. Man made sites included many covered bridges, Cannon Mountain Tramway, a cog-wheel railroad and 3 opulent turn-of-the-century hotels including the Meet headquarters. This area would be absolutely spectacular in the fall when it is in full color.

**Editors Note:** It is great to see so many E-M-F present. Remember, if you are out with your E-M-F and someone mentions they own one, get their name and number so we can add them to our mailing list. Thanks!

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

**EMF 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

So get them while they are

## E-M-F Parts For Sale

**Two cylinder pairs for 1911 EMF**, look to be in nice condition. \$500. **Dave Longstreth** (480) 563-7740 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. **One 25" Continental type straight side rim** - \$100.00. **Layden Butler**, CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

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

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

**EMF Carburetor for 1909 - 1911 engines.** I would like to get \$300 out of it. I can bring it to Hershey. **John M. Daly** CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

## The Hyphens Wins Award

The E-M-F Registry Newsletter, "The Hyphens" recently won **1st place honors** at the Horseless Carriage Club of America (HCCA) annual banquet.

Since the E-M-F Registry is an affiliated registry of the HCCA, I have been sending copies of the newsletter into the HCCA. Boy was I surprised when I found out we had won a prize. The prize was a bag that I now carry my laptop computer in and a hat that I lost two days after receiving it.

## E-M-F Parts Wanted

I am still looking for a **Wheels and demountable rims for my 1912 EMF**. I have been able to pick up some parts here and there, but still need to complete a set. 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

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

**Information, Postcards, Trophies, etc. on E-M-F Racing.** **Gordon Matson** 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, Splitdorf Model D Magneto, Radiator script in tarnished condition.** 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 **Side oil lamp brackets for 1910 EMF touring.** Will take right side or pair. **Michael Germane**, CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

## E-M-F Cars Wanted

**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

## E-M-F Parts For Sale

I have an **Engine and radiator** for sale for an E-M-F Automobile. **Walter S. Seeley** CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

## E-M-F Services

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

## Upcoming E-M-F "30" Events

**October 2005 - E-M-F/Flanders/Everitt Owners Meeting at 2005 Hershey AACA Fall Meet- Thursday October 6<sup>th</sup>, 10:00AM Hershey Time.** Meet at the Horseless Carriage Club of America tent – space RWO 30. - 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 16, 2006 @ 2:00 PM - E-M-F "30" Owners Meeting at Chickasha Pre-WWII Meet** on the Thursday of the show (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 BLOCKED FROM ONLINE ARCHIVE

**July 10<sup>th</sup> – 14<sup>th</sup>, 2006 – South Bend, Indiana - E-M-F Company Outing Tour - 2006.** This will be a hub tour stationed out of the South Bend, Indiana area. This is a great chance to get your E-M-F, Flanders or Everitt out of the garage and tour it with other owners. Daryl and Kathy Kemerer are planning a great week of activities which include trips to several museums and collection, food at Tippecanoe Place Restaurant (The former Studebaker Mansion), a visit to the Hesston Steam Museum, and of course, a trip to the Studebaker museum.. More data will follow in upcoming months, but start planning now.

**For more information contact: Daryl and Kathy 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 planning for this event has started, so stay tuned. 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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