

# The Hyphens

**E-M-F**  
THIRTY

A Newsletter for E-M-F Owners Everywhere

**E-M-F**  
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Volume 4, Issue 1

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February 2006

## Editors Column

It is once again time for another news letter and it seems like I just put the last one out, but so much has happened since then.

The biggest news on our home front is that I have changed jobs. I was working for G.E. Healthcare, which was a 100-minute drive each way for me. My new job is with Westell Technologies and cuts my one-way commute to about 45 minutes. I have gained 2 hours a day back into my life, and it feels good so far. I look forward to using some of this time to get back to the restoration work on my E-M-F. Once the weather gets a bit nicer, and I get caught up on some things, I will be in the garage every night.

We are also now able to get a high speed Internet connection that has been great for maintaining the E-M-F Homepage. The bad thing is we had to change our email address, which we have had for so long. If you have my email address on file, it should be updated to [emf-owner@sbcglobal.net](mailto:emf-owner@sbcglobal.net), and remember to always include the string "EMF" in the subject line of emails, so it does not get deleted accidentally.

A collection was taken at the Hershey meeting and donations were accepted from the following people:

Ken Campbell	Tim Miller
Ludwig Gocek	Art Morra
Gordon Matson	John Roberts
Bill McCleace	Walt Woesner
Sean McGill	

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 would love to hear from you.

Happy Motoring!

John M. Daly

## E-M-F 30 and the 1909 Glidden Tour



Pathfinding for the Glidden Tour—Detroit to Denver and return. 2600 miles in rainy April. Car was an E-M-F "30"—Price, \$1250

This is one in a series of postcards showing the E-M-F pathfinding for the 1909 Glidden Tour. As was the case in most of these pictures, the E-M-F is up to its axles in mud.

By John M. Daly

In 1909, William Metzger arranged to have the E-M-F "30" designated as the pathfinder for the Glidden Tour. Pathfinding was a grueling experience involving travel over the worst kinds of roads (if you can even call them roads), fording streams and braving the elements to map out a path that tour participants could follow.

### History of the Glidden Tour

The American Automobile Association (AAA) sponsored the Glidden Tour. The name "Glidden" comes from Charles J. Glidden, a wealthy New England industrialist and avid automobile supporter, who became the most notable when he offered a \$2,000 trophy to the AAA to be competed for by the touring cars. This was quite a prize for those days, and it was given great coverage by the press. Subsequently, as Glidden continued this offer, the AAA tours became known as the Glidden Tours. The first tour was in 1904 and ended at the 1904 World's Fair at St. Louis, Missouri. The AAA sought a major event that would involve local clubs and draw national attention to the

possibility of cross-country motoring. After the 1913 tour, it was felt that the purposes that had given rise to its birth had been fulfilled, and the activity ended.

### E-M-F and the Glidden Tour

The 1909 version of the tour would be longest thus far in the series at approximately 2636 miles. Tour participants started out in Detroit, making their way to Chicago, then north to Minneapolis, on to Omaha and Denver, and then ending up in Kansas City. The roads traveled were better suited for today's 4-wheel drive SUV's. For example, the initial road out of Detroit was about 10 miles of brick pavement, but then turned to mostly deep sand for the rest of Michigan. The sand was so deep that the drivers found themselves bobbing and weaving back and forth as if in a boat on some rapids. And the dust was so thick behind the cars that any follower had to trail behind 50 yards just to be able to see where he was going.

The race itself began on July 12<sup>th</sup>,

*Glidden Tour*  
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## **Glidden Tour** *Continued from page 1*

1909, but, being designated the pathfinder vehicle, the E-M-F ventured out 3 months earlier on April 12<sup>th</sup> with tour officials to measure, map and photograph the tour route in time for publication for all tour participants. This earlier departure meant that the pathfinder's route was even more treacherous due to roads being saturated by the spring thaw.

### **AAA Worries about the E-M-F "30"**

To say that tour officials were worried may be an understatement. When tour chairman Frank B. Hower was told that the pathfinder would be an E-M-F "30", he asked if E-M-F had a larger, more powerful car it could send since the path would be extremely rugged. Hower even went so far as to issue a warning: if the E-M-F were to prove incapable, it would be replaced in-route.

Based on Howers comments, Dai Lewis, the official pathfinder, arrived at the E-M-F factory on April 10<sup>th</sup> expecting to see a specially prepared vehicle. Instead, he was taken out onto the factory floor and told to choose a vehicle from among those that had recently been assembled. Lewis and his driver, a man named Meinzinger, spent the entire next day driving the E-M-F over the worst roads they could find make sure the vehicle was up to the task ahead.

On Monday morning, April 12<sup>th</sup>, Lewis and Meinzinger, and the loaded E-M-F "30", headed out from downtown Detroit and headed off across Michigan. The journey that first day was not without problems. By the end of the day they realized that the standard E-M-F "30" rear springs would not handle the unexpected 700 lbs. of extra gear needed for the trip. A message was sent to the factory and a new set of rear springs with two extra leaves were received and installed allowing them to be back on the road by noon the next day.

The only other mechanical problem reported was the need to clean the carburetor in Kalamazoo, MI. After that, it was not adjusted again for the entire 2800 miles over 38 days of driving.

If you look at pictures taken during the pathfinding expedition, you will notice that most involve mud. The E-M-F was either driving through it, stuck in it or being pulled out of it. At one point in the journey, after driving through hub-deep mud for hours, Lewis and the E-M-F "30" crew stopped in Mankato, Minnesota and weight the car and found they had picked up an addition 1100 lbs. in mud! All of the fears the AAA officials had concerning the durability of the E-M-F were dispelled. The E-M-F performed as well as, or better than the more expensive and heavier cars used on previous pathfinding expeditions.

The E-M-F "30" arrived in Kansas City with nothing having broke, failed or even bent during the trip and after the car was washed, it ran well enough to start the entire journey again.

When the actual tour was set to start, three E-M-F's had been entered to compete, but had been scratched for reasons that are not know. These three vehicles did participate by carrying members of the press who were reporting on the daily progress. A fourth E-M-F also made the trip acting at the lead car and carrying tour officials.

### **Final Thoughts**

All that we have left of this pathfinding journey are a few written words and some pictures taken during the trip. A series of 24 post cards with pictures of the E-M-F Pathfinder were used by the E-M-F Company for advertising purposes and can still be found at flea markets and on eBay.

As I was looking for information for this article, I found a photo archive on the Detroit Public Library web site that contains almost 2000 photos of the 1909 Glidden tour. You can spend countless hours there looking at images from that journey. The URL to use is <http://mmm.lib.msu.edu/search/>, then select "By Subject". Look for the "Glidden Tour (1909 : Detroit, Mich.)".

It was an amazing trip for an amazing car. Think about that the next time you drive your E-M-F "30".

## **Hershey 2006 E-M-F Owners Meeting**

*By John M. Daly*

I was fortunate to be able to attend the 2005 Hershey meet this last year with my father and son, and was able to attend the E-M-F Owners meeting. The meeting had the largest turnout yet at 22 Registry members. As I walked the fields, I ran into two additional Registry members who missed the meeting.

There were discussions about the next E-M-F Tour coming up this summer (see related article for more details). Walt Grove presented information he found about the very early E-M-F designs and how different they were from the actual production cars. Members stood and talked for quite a while and I got to meet a lot of great people.

The highlight though was having an E-M-F present at the meeting. Gil Fitzhugh arranged to have his 1909 E-M-F touring at the HCCA tent. It drew quite a crowd from both the registry members as well as those passing by.

A plea was made for donations for the publication of "The Hyphens" and donations were accepted from 9 people. Thanks to all who contributed to help me keep this newsletter free and available to all.

The next meeting is planned for the Chickasha meet. Please plan on attending.

## **An E-M-F Story**

*By Armand Sierras*

My 94-year-old mother recently told a story of an incidence that occurred when my grandfather's EMF was about 15 years old, (the same age as my mother at the time).

My grandfather sent her into town to pick up her younger brother Jerry. Although Jerry was only 11, my mother was instructed to have Jerry drive home because he was the more experienced driver and the recent rains had left the dirt roads rutted and muddy. This, as my uncle recalls, she neglected to tell him, and the two headed towards their home with my mom driving the right hand EMF.

As they headed down the final grade before arriving at their home, the wheels fell into a deep rut. As she attempted to climb the narrow tires out of the rut, the wheels spun to the right and the vehicle rolled over and off of the road. As the old EMF came to rest upside down, it was apparent that Jerry, although thrown clear of serious injury, had a broken arm. My mother, who was miraculously not injured at all, walked back to the house for help. My grandfather, cussing and ranting the whole while, simply righted the car, removed the top, tweaked the fender straight enough the clear the tire and drove the car back down the ditch it had come to rest in until reaching the road. He then circle back around, instructed my mother to go home, and drove my uncle to the town's doctor.

For years to come, the family would enjoy trips in this same crumpled fendered, no top EMF that my mother had rolled. She recalls family trips with picnic baskets in tow to March Field, (later March AFB) in Southern California to watch the airplanes, to the beach of coarse, and other places in the area.

I hope you enjoyed this story of one EMF.

*Editors Note: Armand contacted me via email with this very interesting and entertaining story. Armand is not an E-M-F owner, but came across the E-M-F Homepage while looking for information on the E-M-F. Thanks to Armand for allowing this story to appear here. If you have interesting stories involving an E-M-F, Flanders or Everitt, Please let me know so we can share it with others. I am always looking for material to include in these newsletters.*

### **A Thought to Ponder**

Doesn't "expecting the unexpected" make the unexpected expected?

## 2006 E-M-F Registry Tour

Packets have been mailed out for the **2006 E-M-F Company Tour** which will be held **July 10<sup>th</sup> - 14<sup>th</sup>, 2006** in South Bend, Indiana. 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 have planned a great week of activities. If you did not get a packet and would like one, please contact either the Kemerers or the Dalys.

## A Message from the Registry President

By Daryl Kemerer

People see things differently. Some view houses as shelter from the environment and privacy from the outside world. While others also see housing as an expression of beauty and inspiration to those who occupy it. Some people see automobiles as merely a modern means of transportation. While others see them as an expression of art and an extension of their personalities. Our love for the preservation, restoration, exhibiting, and driving of brass-era cars, puts us in a third category of automobile enthusiasts. We marvel at the beauty, simplicity, mechanical diversity, and radical differences (and similarities) of our brass-era cars to our modern vehicles.

What does this mean for E-M-F, Flanders and Everitt owners? Those of us who own these vehicles recognize the beauty of proportion, finish, and general design displayed in these automobiles, and we realize that this now generally unknown make of automobile was one of the important pioneers of the early automobile industry. Most significantly, when we drive these cars on tours we vicariously enter the time and experiences of Everitt, Metzger, and Flanders when the cars were on the road "new."

Kathy and I have made at least five trips to South Bend in preparation for the revival of the E-M-F Company Outing on July 10-14, 2006. With each trip we become more and more excited about the entire tour week. Beam me back 90+ years so I can experience South Bend as Walter Flanders may have driving a Flanders roadster on the back roads of South Bend Indiana. Hope to see you there!

## 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 2 6 volts for those total loss systems, all in one unit! \$100.00 plus shipping. **Clay Green CONTACT INFO BLOCKED FROM ONLINE ARCHIVE**

## 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.

**Michael Germane**  
CONTACT INFO 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** (480) 563-7740 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

**1912 EMF right front fender** (A3878), good solid condition. Pictures are posted on the E-M-F Homepages Forsale/Wanted page. \$125. **Ben Popadak** CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

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

New run of **floor mats** and **spring bumpers** (Part Number A1117) for 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

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

**Rear Fenders** for 1912 E-M-F Touring. Appear to be part numbers A2531 and A2532. \$400 for the set. See pictures on E-M-F Homepage. **Jerry Carter** 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**. 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. **Even individual rim lugs.** **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, Splittdorf 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

I need a **transmission main shaft** (E-M-F Part Number A462), the one the pinion fits onto. If anyone has one I'd appreciate hearing about it. **Clay Green** 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

## E-M-F Parts For Sale

**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 Services

**Restoration:** Presently repairing and doing complete restorations on the Splittdorf Model D Magnetos and Coil boxes used on E-M-F automobiles. I also have a small number of excellent **NEW E-M-F Magneto Caps**. For price, please inquire to **The Brass Magneto** CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

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

**March 16, 2006 @ 1:30 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 the Community Room - 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 for the 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

**October 2006 - E-M-F/Flanders/Everitt Owners Meeting at 2006 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

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

