

# The Hyphens

E-M-F  
THIRTY

A Newsletter for E-M-F Owners Everywhere

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September 2006

## Editors Column

Boy, the summer has flown by quickly. It seems like just yesterday it was Memorial Day and I was planning out all of the things I was going to accomplish this summer, and now I find myself at Labor Day wondering if I am going to accomplish anything.

We had a great time on the E-M-F Tour in South Bend, Indiana in July. The Kemerers planned out a fantastic tour with incredible tour routes. You can read about the tour in this issue of "The Hyphens".

I have been working on making the parts I still need for the wheels for my E-M-F. Thanks to several E-M-F Registry members, I almost have enough parts to assemble a full set of Stanweld Wheels and rims. I am making the rim retaining bolts that hold on the demountable rim. Two down, ten to go! If you have any of these bolts and would be willing to part with them, please let me know. I could also use two more 25 inch continental style rims.

Thanks to the following members who have contributed funds since the last issue to help defray the cost of sending out "The Hyphens".

Ken Campbell      Steve Dillon

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.

If you have topics that I can include in future issues, please let me know. I am always looking for material.

Until next time, I hope you enjoy this issue of "The Hyphens".

Happy Motoring!  
John M. Daly

## 2<sup>nd</sup> E-M-F Factory Outing to South Bend, Indiana



The cars on tour lined up as we met up with a local Studebaker club in Potawatomi Park to shoot the breeze and kick the tires.

By John M. Daly

The 2006 E-M-F Company Outing was held from July 10th to July 14, 2006, in South Bend, Indiana. A great time was had by all of the participants. If you would like to plan or help plan such an event, please contact me. And please seriously consider bringing your E-M-F, Flanders, or Everitt to the Detroit area in 2008 for our celebration of the 100th Birthday of the E-M-F. It will be an event you will not want to miss!!! We want to get as many of these cars back together at the place of their origin as possible. Each and every E-M-F or Flanders owner is an important part of this.

My family and I had a great time again at all the stops planned out by the tour organizers, Daryl and Kathy Kemerer. The roads chosen were beautiful and fun to drive, and much less challenging than the mountainous trails we traversed in Pennsylvania during the 2004 tour (at least that is what my Model T said).

Cars on tour: 1909 E-M-F Touring owned by Gil Fitzhugh, 1909 E-M-F Roadster owned by Gordon Langeneger,

1909 E-M-F Double Rumble Roadster owned by Scott Langeneger, 1909 E-M-F Touring owned by Tom Ruggles, 1910 E-M-F Touring owned by Walt Grove, 1912 E-M-F Demi Tonneau owned by Ken Campbell, 1912 E-M-F Touring owned by William Spencer, 1912 E-M-F Touring owned by Floyd Jaehnert, 1912 Flanders Roadster owned by Daryl Kemerer, 1912 Flanders Touring owned by Pete Davies, 1915 Ford Model T touring owned by Steve Dillon, 1920 Ford Model T Centerdoor Sedan owned by John M. Daly, and a 1914 Studebaker owned by Manny Rein. E-M-F/Flanders owners were present from Michigan, Minnesota, Illinois, Florida, Connecticut, Kansas, Pennsylvania, New Jersey, and Ohio.

### Sunday

We arrived late afternoon on Sunday July 9th after spending entirely too much time in the traffic disaster around the Chicago area. After getting out of that mess, we stopped at the first oasis on I-80 just before the toll plaza and found the Jaehnerts

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**South Bend Tour**  
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had the same idea as we did. We all ate, except for McKenna, our 6-year-old, who awoke with an earache that day. We kept her going with children's Advil.

We arrived in South Bend about 3:00 PM, got checked in, and then spent the next several hours talking cars, which I loved. Much time was spent working on Scott Langenegger's recently acquired 1909 E-M-F Double Rumble Roadster that was having rear-end and clutch problems. The Langeneggers had picked up the car in the Chicago area the day before and brought it straight to the tour.

Sunday concluded with an ice cream social and get together where we all got a chance to get to know each other and hear about the days that were to come.

**Monday**

Monday's tour started out with a trip to a fantastic pedal car collection. There were more pedal cars than I had ever seen in one place before, most of which were impeccably restored and displayed. The owner also had several (6-7) Elkar automobiles, which was an impressive display.

From there we continued onto Amish Acres for lunch. Our family was still so full from the breakfast provided by the hotel and chose to sustain ourselves on fudge and giant dill pickles bought in the shops at Amish Acres.

We continued on to "Antique Carriage" which is an Amish business that builds and restores buggies and early automobiles. One word to describe the operation would be INCREDIBLE! The work was outstanding! They were finishing up a 1910 Marmon body that included diamond tufted leather seats, which were beautiful. It was interesting to see how this was done. The owner, Ernest Schwartz, spent quite a bit of time showing us around and telling us about his business. It was the highlight of the day for me because he also does the patent leather fenders which our Rauch & Lang will need and, up until this point, I had no idea where I was going to obtain this rare commodity.

From here we were on to LaVine's restoration shop which handles newer cars such as Auburn's, Packard's and street rods. Though they had forgotten we were coming, the owner spent ample time with us explaining his business and showing us the truck they were preparing for the Riddler competition.

**Tuesday**

The weather forecast for Tuesday called for rain all day, so most of the cars stayed in the trailers. But not the Fitzhugh's 1909 E-M-F 30 5-Passenger touring! It motored right down the road through the rain for the entire tour.

Our first stop was the Hesston Steam Museum, which has several narrow-gauge locomotives in its collection. Normally open only on the weekends, they had opened specially for our tour group and we were glad they did. We saw the Shay locomotive currently under restoration and learned of the fire that had destroyed one of their buildings years before, taking with it most of the museum's locomotives. The Shay survived, although it was damaged in the fire. Volunteers are almost finished with its restoration.

From there it was on to LaPorte for lunch and then the Door Prairie Museum which houses the Kesling Car Collection. This collection includes a Tucker automobile and Playboy automobile, as well as other classic cars. This museum was also not open to the public at large, but special arrangements were made for us to view this impressive collection.

The route back to South Bend included a stop at the Studebaker proving grounds, now called Bendix Woods. While under the ownership of Studebaker, pine trees were planted such that the word "Studebaker" could be seen when viewed from the air. It was really neat to drive past these now-gigantic pine trees and try to discern from the ground which letter we were passing.

**Wednesday**

Wednesday was spent in South Bend viewing the new Studebaker museum, the Oliver mansion (Wow!), and other sites and attractions around South Bend. In the evening we drove to a nearby park to meet up with the local Studebaker Club chapter and kick the tires. Too bad none of them drove their Studebakers out for us to see. A quick stop for ice cream at the historic and trendy Bonnie Doon's drive-in before returning to the hotel completed the day nicely.

**Thursday**

The weather was fantastic on Thursday for a trip back to Amish country. We stopped at the Haynes private car and toy collection and then at the Ramsey toy collection. Both collections contained more fantastic objects than I could comprehend. I especially liked the 1912 Rauch & Lang Electric car in the Haynes collection since we also have a 1912 Rauch & Lang (though we learned that ours is quite a bit different than the Haynes car).

Lunch for our family and many other tour members was in The Blue Gate Restaurant in Shipshewana, in the heart of Amish country. After lunch, we spent several hours looking in the shops before venturing back to the Hotel. We were sure to pick up some famous Yoder's popcorn while we were there.

**Friday**

The forecast Friday called for rain once again, but not until the afternoon, so most people drove the E-M-F's, or Flanders'.

As I prepared to get our 1920 Ford Model T Centerdoor Sedan out of the trailer, I could hear thunder in the distance and opted to leave the car in the trailer. I was glad I did when we ran into some very heavy rain.

The rain did not stop the others as they forged on through the rain to our first stop at the Pears Mill in Buchanan, MI. This mill is now a museum that still includes the water operated mill. I was fascinated watching the shafts and pulleys that allowed the energy in the water to be used to grind the corn.

From the mill we continued through some wine country to our lunch stop at Fernwood Botanical Gardens. This lunch acted as our closing banquet where several awards were handed out and thank you's were made. Most people said their good byes at this point, but we headed back to the hotel, stopping first at the Fort St Joseph museum in Niles Michigan.

The week had gone by so fast and now we had to head back to Illinois for a baseball tournament for our son Matthew. We had such a great time and enjoyed the chance to renew old friendships and start new ones.

If you missed the tour, you missed an absolutely great time. Don't miss the next one. It will be in Detroit as we celebrate the 100th anniversary of the E-M-F Automobile. This will be an event you will not want to miss. If ever there was a "once in a lifetime" event for E-M-F or Flanders owners, this will be it. Stay tuned for more details, and plan now to attend the 2008 E-M-F Factory Outing to Detroit, MI.

**2008 E-M-F Registry Tour**

With the completion of the 2006 South Bend Company Outing, sites are now set on the Detroit area for 2008. This will be a once in a lifetime opportunity to celebrate the 100<sup>th</sup> anniversary of the E-M-F 30.

Plans at this time include a gathering of as many E-M-F's as possible at the original site of the E-M-F Factory on Piquette Street. This event will be well publicized and is expected to draw quite a crowd. We also plan to have access to the Ford Piquette plant where the Ford Model T was born. Studebaker E-M-F bought this factory after Ford moved out.

A lunch or dinner is also planned at the former Flanders Estate in what was his garage which included a bowling alley.

In addition to these two weekend events, several days of touring are also planned for early in the following week outside the Detroit area.

Plans are still underway, but now it is the time for all E-M-F owners to make plans to attend the 2008 E-M-F Company Outing as we undertake a homecoming journey to Detroit to celebrate the 100<sup>th</sup> Birthday of the E-M-F "30".

## Research Help Needed

As I was putting together this issue, I thought it may be interesting to see if we can determine the oldest and newest 1912 E-M-F engines that are left among our registry members. I picked the 1912 line to start because that is what I own and it is very distinguishable since numbering started at 300,000 for the 1912 line. I understand that engines were changed etc. etc., but I thought it may be interesting to see what I could find. So, I need your help. I need you to look at the serial number of the engine in your E-M-F regardless of the year (sorry Flanders and Everitt owners). According to the data in the E-M-F Registry Database, here are the current Standings:

Oldest	300,080	Owned by John Daly
Newest	305,933	Owned by John Daly

So you can see, currently, I own the oldest and newest 1912 Engines that we know. Can anyone beat that? Please let me know and I will publish the results.

If I get some response to this inquiry, we will try other number ranges in the future. I enjoy researching these old vehicles, but it is much easier if we all work as a team and share information. Please help me out and I will publish the results in the next issue of "The Hyphens".

## E-M-F Cars For Sale

**1911 EMF Open Front Touring** - Nice complete older restoration. Very desirable open front body. Upholstery redone. Will make a fine tour car with a little tlc. \$25,000.00. **Michael Germane** CONTACT INFO BLOCKED FROM ONLINE ARCHIVE.

**1912 E-M-F 5-Passenger Touring** for sale. An older restoration, but a good runner. Bought another car and need the room. \$29,500. **Leo Warren** CONTACT INFO BLOCKED FROM ONLINE ARCHIVE.

## E-M-F Services

**Restoration:** Presently repairing and doing complete restorations on the Splitdorf 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.

## 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** 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 **Stanweld wheel parts and demountable rims for my 1912 EMF**. I have been able to pick up some parts here and there, but still need **rim retaining bolts and 2 rims** to complete a set. Any help is appreciated. I am interested in complete wheels or just parts of wheels. **I am even interested in individual rim lug bolts!** **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.

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.

Need some **brake shoes** for my **1910 E-M-F Touring, Part number 558**, 4 off required. **Roger Egginton** CONTACT INFO BLOCKED FROM ONLINE ARCHIVE.

Need a **Carbide Generator (#A1305)** for a 1911 E-M-F. **Sean McGill**- CONTACT INFO BLOCKED FROM ONLINE ARCHIVE.

## A Thought to Ponder

"We don't stop playing because we grow old; we grow old because we stop playing." - George Bernard Shaw

## 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.

**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.

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

**October 5<sup>th</sup>, 2006 - E-M-F/Flanders/Everitt Owners Meeting at 2006 Hershey AACA Fall Meet- Thursday October 5<sup>th</sup>, 10:30AM 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. There will be a report on the upcoming 100<sup>th</sup> Anniversary homecoming tour in 2008. If you are going to Hershey, please plan on attending.

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

**March 15<sup>th</sup>, 2006 @ 1:30 PM - E-M-F "30" Owners Meeting at Chickasha Pre-WWII Meet** on the Thursday of the show (Look for Floyd or Daryl). 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. I am hoping to make it to Chickasha this year myself!

**For more information contact: Floyd Jaehnert** 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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