

The Hyphens

E-M-F
THIRTY

A Newsletter for E-M-F Owners Everywhere

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Volume 5, Issue 1

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February 2007

Editors Column

It has been a good year for the E-M-F in the Daly garage. Because of the people I have met through the publication of "The Hyphens" and the work I have done with the E-M-F Homepage, I think I have finally assembled all of the metal parts I need for a set of wheels for my E-M-F. I still need a couple of rim retaining bolts, but I went from needing 12 to needing only 3, and I have completed my search for Stanweld rim lugs and, hopefully, rims. You will notice that, for the first time since I started publishing "The Hyphens", that I have no add looking for wheel parts. Hooray for me!

I have been in contact with William Spencer about the 2008 100th Anniversary celebration and it sounds like it will be a fantastic time. I plan to go to Detroit later this year to work with Bill even more as we try to put together an interesting and fun event for E-M-F, Flanders and Everitt owners. Look for more info in a separate article in this issue. You can also check the following URL on the **E-M-F Homepage** for updated information:

http://www.dreamwater.org/emfauto/past_events/factory_tour_2008.html

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

John Moreton

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 all as long as possible.

Spring is just around the corner. Hope to see you down the road. I plan to be at Chickasha... will I see you there?

Happy Motoring!

John M. Daly

Showtime for the 1911 E-M-F Racer



Gordon Matson's 1911 E-M-F Factory Race Car on display at the Radnor Concours show.

By Judy Wildman & Gordon Matson

When the subject of taking the newly restored 1911 E-M-F racer to Pebble Beach was first broached by David Steinman in December 2005, the idea of actually having the car accepted seemed a long shot and the August 17-20, 2006, date seemed a long way off. The long shot came through in May 2006 with a letter from the selection committee "It is my great pleasure to deliver this good news: your 1911 E-M-F Model 30 O. W. Racer is among the very select group of automobiles that have been chosen to appear at the 2006 Pebble Beach Concours d'Elegance.", and we were soon booking the car's and our transport.

With the official acceptance letter came invitations to a variety of parties and recommendations for transportation to and lodging at the event. The recommendations were like stepping on to the set of Life Styles of the Rich and Famous with an offer from Sentient for private jet service to and from the event and hotel rooms in Monterey starting at \$499/ night with a four night minimum. Since we fit neither category of

rich or famous, we opted for Southwest Airlines to San Jose and the Butterfly Inn Motel in Pacific Grove. Southwest did a more than adequate job getting us there, and the motel was twenty minutes from Pebble Beach along 17-mile drive.

The E-M-F left by Intercity Lines on Friday, August 11th, and we left Manchester early on Thursday, August 17th. In spite of the California freeway living up to its reputation (the seventy-five minute ride from San Jose took almost three hours), we arrived in time for the first of the many parties that accompany the show. This one was sponsored by Jaguar and was typical of the parties we went to. There were free hors d'oeuvres, drinks, gift bags and fancily dressed people hoping to see or be seen by someone famous. The Friday evening party was sponsored by Lexus and along with the aforementioned things included a fashion show. There was also a preview of the Gooding Auction of cars and automobilia,

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E-M-F Racer*Continued from page 1*

one of four auctions held in the area. We left a bid on a 5' by 7' (that's right feet) photo blowup of an E-M-F being ticketed for speeding by a policeman on a bicycle. The picture has since been delivered to us.

During the day on Friday, we went to the Concorso Italiano "A Celebration of Italian Style". There John Moir along with his wife Heather were showing their Lancia which won first in class. Like Pebble Beach a golf course fairway was the setting where Alfa-Romeos, Lamborghinis, Ferraris, Lancias and the like lined up to be admired by spectators and scrutinized by judges. It wouldn't be California if a celebrity didn't make an appearance. So, right on cue, Jay Leno appeared and stopped to chat for a moment since he and Gordon have a mutual friend from Maine. Leno, of course, is a huge car fan and collector. He was very pleasant and accommodating as people asked for pictures and autographs.

Saturday, although we would like to have gone the Monterey Historical races, the schedule called for polishing brass and shining sheet metal. The transporters are very accommodating and make your car available whenever asked. After a long, long session with the cleaning rags, it was time to go back to the motel and get ready for the gala dinner. Each year the dinner has a different theme, this year's being Moulin Rouge. Last night's fashion show venue was transformed into the French nightclub with cancan dancers handing out feathered headbands, lacy garters, and colorful boas. The drinks flowed freely, the buffet featured everything from sushi to rack of lamb, and the dessert table made you gain weight just from looking at the various pastries. The evening ended with cabaret entertainment.

After the whirl of parties, Sunday, show day, finally arrived. Most of the cars were in the same area where row upon row of 18-wheelers had been housing them. From there the cars were driven the short distance to the 18th fairway where they were organized by class. The open wheel racer class was about half way down the fairway from green to tee. As Gordon and I had done at the Concorso Italiano, John and Heather Moir joined us at the Pebble Beach Concours d'Elegance. The featured cars were Voissons and Delahayes. The brasses shone, the chromes sparkled, and the paints formed a rainbow of colors up and down the fairway. All of the one hundred seventy-five cars were spectacular, and the "people watching" provided additional entertainment. There were also several exotic raffles being offered. As with the evening parties, there was food (both a continental breakfast and luncheon), drinks, and a gift. By mid-afternoon prizes were awarded, raffles drawn, sponsors (a

multitude of them) thanked, and cars headed back to their transports.

Sunday evening featured one more party and then it was time to pack and head east. The experience was certainly memorable and coming in September the E-M-F and we were invited to the Radnor Concours d'Elegance while in October the car was going to Hershey to compete for its First Junior.

The three weeks between Pebble Beach and the Radnor Concours passed in a blur of readying the car for another appearance. The event a Radnor equals Pebble Beach in elegance. The Saturday of the Radnor show involves the Chester County Road Rally in the afternoon. Since the E-M-F isn't a rally car, we opted to polish brass and shine sheet metal. After the cleaning we were asked to put the car in the display tent for the evening festivities.

The evening consisted of a cocktail party and an equestrian show presented by Thorncroft, an equestrian center teaching handicapped riders, one of the two charities Radnor sponsors.

This was followed by a black tie dinner. The entire evening was delightful especially watching the children perform.

Sunday was show time and instead of a fairway the cars were on the multi-tiered lawn behind the main building. It was a very picturesque venue for the cars. We spent a lot of time answering questions about the cars racing history and being judged but were finally able to break away for a delightful buffet luncheon and looking at the other ninety-nine participants. Showing a car is like being a parade, it's difficult to see the entrants. By mid-afternoon, the awards were presented, and the E-M-F received best in class. By five, the show was over, the car was back in the trailer, and we were heading for New Hampshire. In a later thank you from Radnor it was noted "This year's Concours was our best to date. In addition to the exceptional and outstanding automobiles present,....we were able to make a generous donation to both Thorncroft...and Williston Conservation Trust...." We would concur with the show's success.

A few short, busy weeks later were again heading for Pennsylvania, this time for Hershey. Between readying the car again and getting our flea market spot organized, the three weeks between events seemed like three days. The first appearance for the car was the Friday condition run. We awoke to drizzly, gray skies but went ahead to the stadium nonetheless. In spite of a pause in the drizzle, the track was puddly and the sky threatening. The race participants voted to cancel the session and the officials agreed. So, it was back to more shining and polishing, but at least there was no wet track grime to remove before the show.

Saturday was overcast but dry. The Hershey chapter of AACA did a

commendable job for the race cars participants. Trailer parking adjacent to the show field was provided and golf carts were available to tow the racers to their spots on the show field. More polishing and more shining and we were ready for the Class 24B judging. During the morning we were interviewed by Hemmings and by Antique Automobile. With the judging and interviews completed, we were able to wander the show field looking at other classes and cars. As the show drew to a close, the E-M-F was brought to a different setting for photographs requested by Antique Automobile. After the photo shoot, it was finally time to pack up and await the results of the judging at the evening presentation ceremony. As the presenter started with Class 1 Junior, Senior and Preservation awards, Class 24B seemed an eternity away. Finally, the presenter got to our class and the E-M-F was awarded its First Junior much to our delight. All that remained was heading back to New Hampshire trophy in hand.

Now, the cleaning supplies have been put away and the E-M-F is safely ensconced in the garage until 2007. Then it will be more shows and more shining.

2008 E-M-F Registry Tour

Planning is progressing for the 2008 E-M-F 100th Anniversary Homecoming gathering and tour. William Spencer has taken the lead on this and has already lined up many great Ideas for this once in a lifetime celebration event.

Some of planned activities at this time include visits to E-M-F related historical sites including Walter Flanders Home, visits to Detroit area automobile heritage sites, special guests, lectures, visits with E-M-F descendants, tech-talk seminars, an E-M-F Parts Swap meet and much more.

The plan at this time is to make this event two activities with the first starting on Wednesday, July 9th in the Detroit area. This first event would include a gathering on Saturday at the site of the E-M-F factory. We hope to gather the largest assemblage ever of E-M-F, Flanders and Everitt automobiles and motorcycles for a photo, and viewing by the public. We expect this event to be covered by the local media.

The second part will be touring in the Michigan country side to the west of the Detroit area. This event will start Sunday July 13th and will go until Wednesday July 16th.

It is our hope that every E-M-F, Flanders and Everitt owner will plan to participate in this once-in-a-lifetime event as we celebrate the History, Heritage and Hobby that we share around the E-M-F. Please plan now to attend either part of, or the entire event, July 9th - 16th, 2008 in Detroit, MI.

Art, Glue, and Celebration

By Daryl Kemerer, E-M-F Registry President

Most of us have childhood memories of cutting construction paper and gluing together "art" works which we proudly presented to our parents for approval. My mother often taped these "art" works on the refrigerator as a celebration of my somewhat less than artistic handiwork. What I have just described seems to me to be analogy of our old car hobby.

Many people view cars only as a means of getting from here to there, while we find the mechanics of magnetos, jugs, cone clutches, etc. fascinating. We see beauty in brass, cars without doors, and wood spoke wheels. We perceive brass era cars (E-M-F products) as rolling works of art.

The glue that holds us together is of course the HCCA, the camaraderie of brass era enthusiasts, the E-M-F Registry, and most of all John Daly's ongoing effort to keep his E-M-F Homepage on the web as a site to inform, gather, and exchange. Kudos to John and Amy for their superlative effort!

Celebration comes as we restore, display and tour in our works of art, activities we all seem to enjoy. In the past four years we have gathered every 2 years to celebrate E-M-F and Flanders automobiles for weeklong touring and camaraderie. In 2008 Dr. William Flanders Spencer, great-grandson of Walter Flanders is heading a centennial celebration of the E-M-F Company in Detroit. He has many activities and events in the works for us to enjoy. Please plan to attend the 2008 celebration so that together we might celebrate the many works of art produced by the E-M-F Company.

Research Results

My plea for help in the last issue netted results. Here are the results:

Oldest	300,080	Owned by John Daly
Newest	306,292	Owned by Robert Middelmann

So it looks like I still have the oldest of the engine in the 1912 serial number range, but the newest is in South Africa. Thanks to all those who replied.

Shall we try the older range next? Here is what I have currently in the E-M-F Registry DB.

Oldest	303	In a 1910 touring
Newest	44,126	In a 1912 touring

Remember, this is a search for the oldest and newest number on an engine, regardless of the car it is in. Can anyone beat these for oldest or newest?

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.

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.

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.

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 Cars For Sale

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.

A Thought to Ponder

"Anyone who stops learning is old, whether at twenty or eighty. Anyone who keeps learning stays young. The greatest thing in life is to keep your mind young."
Henry Ford

E-M-F Parts Wanted

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.

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.

Any interest in **cast aluminum reproduction hood formers** for **Flanders**? Contact **Daryl Kemerer** CONTACT INFO BLOCKED FROM ONLINE ARCHIVE.

Need a **transaxle** for an **Everitt**. Please contact **Willard Schoellerman** 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.

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.

E-M-F Services

Restoration: Presently repairing and doing complete restorations on the Splittorf 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 15th, 2007 @ 2:00 PM - E-M-F "30" Owners Meeting at Chickasha Pre-WWII Meet on the Thursday of the show (John Daly). 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. John M. Daly will be the contact for the day so look for John in his "E-M-F" shirt and HCCA cap. I am looking forward to my first Chickasha this year! I hope to see you there!

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

October 11th, 2007 - E-M-F/Flanders/Everitt Owners Meeting at 2007 Hershey AACA Fall Meet- Thursday October 11th, 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 100th 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.

July 9th – July 16th, 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. The tour will center in the Detroit area (Location of the E-M-F Plants). **For more information contact: John M. Daly** CONTACT INFO BLOCKED FROM ONLINE ARCHIVE.or **William Spencer** CONTACT INFO BLOCKED FROM ONLINE ARCHIVE.. You can also check out the developing webpage on the **E-M-F Homepage** at:

http://www.dreamwater.org/emfauto/past_events/factory_tour_2008.html

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