

The Hyphens

A Newsletter for E-M-F, Flanders
and Everitt Owners Everywhere

E-M-F
30

Volume 5, Issue 2 September 2007
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Editors Column

Boy the summer has gone by fast. It seems like just yesterday I was putting the last issue together and now it is time for the fall issue.

Progress on my E-M-F has been slow to non-existent, but I did spend an entire day about a week ago working on the E-M-F. I think I finally have all the new metal welded into the Tonneau seat skin. This is a big step for me since one of the patches I had made had been clamped in with vise-grips for the last 8 months. I still have a lot of body work to do, but it is progress none the less.

I had a great visit to the Chickasha swap meet and met a couple of E-M-F/Flanders/Everitt guys I had not met before as well as some old friends. If you go to either Hershey or Chickasha, you should really try to attend the meeting that the E-M-F Registry holds. It is great to meet up with other owners. The next meeting is at Hershey in the HCCA tent on Thursday afternoon at 1:00 PM Hershey Time (**NOTE the new time!!!**). As of this writing, I am still not sure if I will be making the trip to Hershey this year, but if I do, I will be there for the meeting.

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

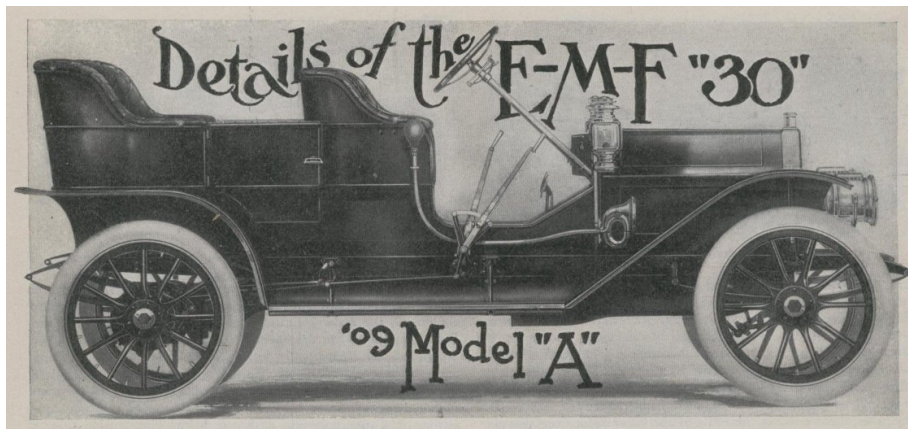
Ken Campbell	Vincent Cassidy
Ed Goetz	Walter Grove
John Haynes	Tom Ruggles
Robert Tittel	Robert Troendly

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.

Well, it is about time to put those E-M-Fs, Flanders' and Everitts away for the winter, and get them ready for Detroit next summer. Be on the lookout for information about the 100th Anniversary Homecoming event.

Happy Motoring!
John M. Daly

Introducing the E-M-F "30"



Side view of the 1909 E-M-F "30" as shown in the July 30, 1908 issue of "The Automobile" magazine

By John Daly and Walter Grove

A couple of years ago at Hershey, Walt Grove and I were talking about an article he had found in a recently purchased issue of "The Automobile". The issue was from July 30th, 1908 and detailed the soon-to-be-released E-M-F "30" Model "A". Walt described the article and all of the details that the article described, and how those detailed differed in the actual E-M-F's that were produced. I thought it would make an interesting topic for "The Hyphens".

The article was published shortly after the June announcement of the upcoming EMF and several things are different than on any car I have seen. There were several pictures included with the article showing such details as the engine, magneto, trans-axle, as well as shots of the car from the front, rear, and side. Even from these pictures alone, we can see differences in what was being considered in July of 1908, to what was actually produced by the E-M-F Factory.

Model Year

I know that there has been some talk and discussion as to what year should be considered the actual first for the E-M-F. Can there be a 1908 E-M-F or is 1909 the earliest? Well from this article, it would appear that, as of July 30th, 1908, the E-M-F would be brought out for the 1909 model year (see the picture above). That is not to say that there were no E-M-Fs built in 1908, as surely there were, but from a model year perspective, there would be no E-M-Fs earlier than 1909 according to this article.

Radiator

The Radiator is an item that appears to have changed when it came to production time. In the front end view shown in the article, the embossing of the top tank is considerably different than what was actually produced. On the production E-M-F's, the embossing has "E-M-F" and "30" on the same line with a decorative line underneath. On the pictures in this article, the letters

"E-M-F" are embossed above the "30" with no decorative lines.

The brass shell of the radiator is also different from the front view, with decorative little inward "sweeps" as the sides of the radiator angle up to meet the upper tank. This is different from the production E-M-F's where the sides of the shell follow the contour of the radiator.

When looking at the engine view (seen picture on the next page), we can see that the radiator is shown with what appears to be two upper connections for the radiator hoses as opposed to the one center connection that I am used to seeing. Perhaps this has to do with the fact that the early E-M-F's used thermo-siphon as opposed to a water pump for circulation. I have never seen an E-M-F with the thermo-siphon arrangement still on it. Are there even any E-M-F's still around with this configuration?

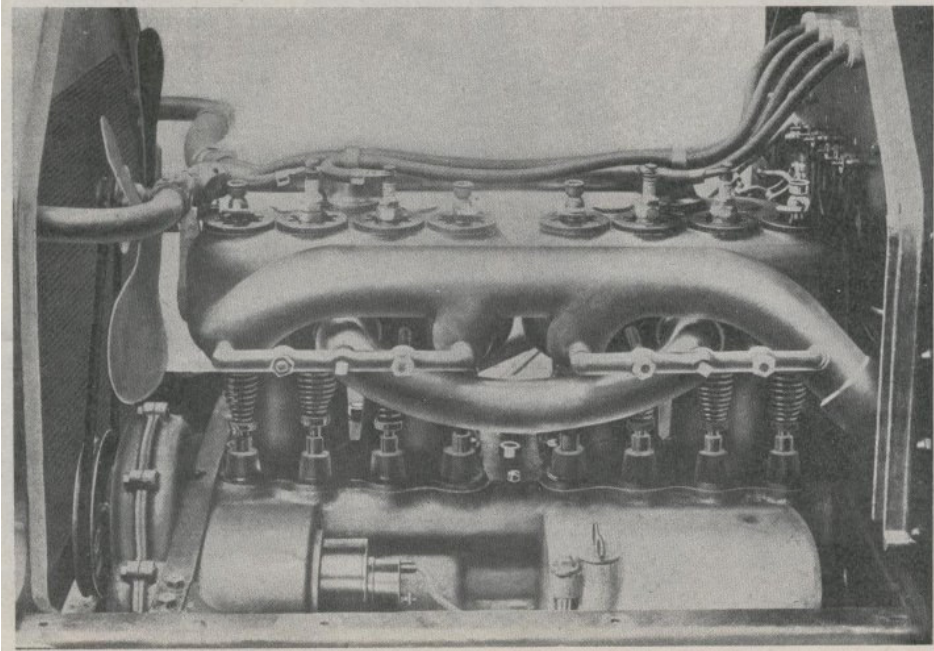
Magneto and Ignition

The magneto was a selling point on the E-M-F with the statement often being made that it was not "extra equipment" as on other cars. But the magneto depicted in the pictures is quite different than the Splittorf magneto used on the production cars. From the pictures, we can see that it was mounted where the water pump would be mounted. Perhaps this is what was done for the thermo-siphon engines?

The article also states that the car had a timer in addition to the magneto, presumably as a backup in case of magneto failure, but I would also think it may have also been used when starting the engine.

Further Engine Differences

When looking at the pictures and reading the text, other differences can be seen, such as the lack of an oil filler plug for the timing gears. The fan depicted is different from the E-M-F fans I have seen in



“Working side of the motor showing magneto and Lubricating Oil Reservoir.”

E-M-F Intro

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that there is no wire edge around the outside of the blades, and the belt used to run the fan looks considerably smaller than the one used on my car.

The wiring for the spark plugs is shown coming through the firewall as opposed to coming from the engine mounted magneto.

Other Observations

Several other observations can be made from this article and the pictures contained within it, such as the use of the straight front axles that were used on the earlier cars. The article also mentions the use of a band clutch which would be replaced by the more common cone clutch.

Conclusions

This article give an interesting view of the E-M-F “30” as it was being thought of shortly after the announcement of the venture. Things appear to have changed from the initial conception to the actual product, as things do even today. It is difficult to know if any cars were built incorporating all the features as they are shown in the article.

If you would like to read this article in its entirety, it can be found on the E-M-F Homepage in the “Documentation and Adds” section for 1908.

Thanks to Walt Grove for his help with this article and scanning it so it could be placed on the E-M-F Homepage.

HCCA Affiliated Registry

The E-M-F Registry is an affiliated registry of the Horseless Carriage Club of America (HCCA). Great, but what exactly does that mean? It means being associated with the premiere brass-era automobile club, and this comes with many benefits.

For starters, it means contact information for the E-M-F Registry appears in the Horseless Carriage Gazette, the best periodical available for the brass-era automobile enthusiast. Over the years, I have made numerous contacts with new and existing E-M-F owners because of this magazine alone.

But the HCCA also has a website, and that website also has links for the local chapters and the affiliated registries. There is not a week that goes by that the E-M-F Homepage does not get a visitor based on the link that appears on the HCCA website.

The biggest advantage is the insurance coverage that is provided for the activities put on by the E-M-F Registry. Those of us who plan these activities just could not take on the financial risk involved if it were not for this coverage. All tours sponsored by the E-M-F Registry, including the upcoming 2008 100th Anniversary Homecoming event, require participants to be members of the HCCA.

I realize that this newsletter goes out to E-M-F, Flanders, and Everitt owners that are not members of the HCCA. I would hope that you would consider becoming HCCA members and joining us in Detroit next summer. I would like to meet you!

2008 E-M-F Registry Tour

Over this past summer, I met with Dr. William Spencer, the great-grandson of Walter Flanders, and discussed the progress on the 2008 100th Anniversary Homecoming Event. He took me to the former estate of Walter Flanders which is one of the planned stops for the event. As we stood in the bowling alley in what was Flanders’ garage, I could not help but wonder how many of the early automotive pioneers had stood in this same spot. You too will be able to stand on this alley and perhaps even roll a ball or two if you attend the tour next summer.

We also were able to go inside what was the Flanders Mansion. Dr. Spencer told me of the “faces” fireplace, which was made up of stones that Walter Flanders thought had faces associated with them. It was amazing how many faces I could see in just the short time I was able to look at it.

Some of the other planned activities at this time include 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.

This event will actually be two activities with the first starting on Wednesday, July 9th in the Detroit area. This first event will 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 countryside 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.

You should be receiving information shortly in a separate mailing which will give specific details on the tour, including lodging and cost estimates. If you do not receive a packet, please feel free to contact Dr. Spencer directly by phone at XXX) XXX-XXXX or by email at xxx@xxxxxxxx.com. You can also keep an eye on the E-M-F Homepage at the following URL:

<http://www.dreamwater.org/emfauto>

and follow the link on the left.

I hope you can attend either part of, or the entire event, July 9th – 16th, 2008 in Detroit, MI. I plan to be there and I look forward to visiting with you.

A Salute to E-M-F and You!

By Daryl Kemerer, E-M-F Registry President

As the summer season draws to a close I can reflect on driving my Flanders roadster more than 1,000 miles on tours in New England and Canada. Except for a hang up of the auxiliary air valve after going over a bump in the road, the little roadster ran flawlessly; a testimony that E-M-F Company products provide Even More Fun for their owners each touring season.

It seems to me that this addiction of ours to collecting pre-fifteen cars falls into three categories. First, some of us collect cars to preserve and share their beauty and unusual features for posterity. Second, many of us repair (shop or roadside) and restore the cars to a level which allows us to enjoy touring in brass era cars. Third, a few go further in the restoration effort to bring the car up to its original factory fresh level of show restoration. Like many of the brass era cars the E-M-F thirty and Flanders twenty were good cars and seminal to the development of mass production in the automobile industry. Whatever your category of preserving an E-M-F automobile, I commend you for your important contribution to the preservation of a fine example of the early automobile industry.

Speaking of history, 2008 is the centennial of the founding of the E-M-F Company with a celebration to occur in Detroit **July 9 – 16, 2008**. Dr. William Flanders Spencer, great grandson of Walter Flanders, has been planning for several years a number of events to make this a memorable celebration. If you have an interest in or own an E-M-F or Flanders automobile built by the E-M-F Company/Studebaker Corporation, I hope to see you there!

Daryl Kemerer

Research Results Update

I had an update to my plea for 1912 engine numbers. Here are the results:

Oldest	300,080	Owned by John Daly
Newest	306,551	Owned by Bill Hartz

So it looks like I still have the oldest of the engine in the 1912 serial number. Thanks to all those who replied.

I received *no responses* for the earlier range. Here is what I have.

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

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

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

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** 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** CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

A Thought to Ponder

Inside every older person is a younger person wondering 'What the hell happened?'

E-M-F Parts Wanted

I need to renew my plea for rims for my 1912 E-M-F. The four rims I went to Chickasha for turned out to be only 2. So I am looking for **25" demountable rims** for my Stanweld wheels, either with a split rim or the Continental type. I will take either. Please let me know if you can help. **John 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

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

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 Cars For Sale

1909 EMF Mother in Law seat roadster. Only 7900 made in 1909. Many spare parts – engine block etc. New 33x4 tires. Correct low serial # on both blocks. Runs great. \$28,900 B/O. **Anthony Astorgano** 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

1912 EMF 5-Passenger Touring, very original and correct tour proven car. Will be at Hershey spaces RWL 24-35, \$35,000. **Clay Green** CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

E-M-F Cars Wanted

EMF car, any year, in decent, original and drivable condition. Would prefer a touring body style but will be interested irrespective of body style. Being a resident in Denmark I do have contacts in the US who may assist as "local" point of contact, if so preferred.

Dan Vestergaard - CONTACT INFO BLOCKED FROM ONLINE ARCHIVE

Upcoming E-M-F “30” Events

October 11th, 2007 - E-M-F/Flanders/Everitt Owners Meeting at 2007 Hershey AACA Fall Meet- Thursday October 11th, 1:00PM Hershey Time (NOTE the new 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

March 20th, 2008 @ 2:00 PM - E-M-F “30” Owners Meeting at Chickasha Pre-WWII Meet on the Thursday of the show. 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.

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

John M. Daly
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