

The Hyphens

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



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Editors Column

It never ceases to amaze me how quickly the time goes between putting these issues together, and how little I seem to be able to accomplish on my own E-M-F. I can honestly say that I *have* worked on my E-M-F since the last issue. I have completed welding in all the new metal for the rear seat skin. Now I just need to get it all straight. I think I will be an expert at stretching and shrinking metal before this is all over.

The biggest news in my life at this time is that I am being laid off from my current employer on March 28th. Rack up another job lost to outsourcing of software jobs to India. The good news is I already have a new position lined up with a different company and I have worked out a deal with my new employer that will allow me to be able to participate in the E-M-F Centennial Homecoming celebration this summer in Michigan.

Speaking of the centennial, look closely at the information contained in this issue regarding this event. Due to a variety of reasons, we had to change the dates to **Sunday, July 13th** and conclude the evening of **Friday, July 18th, 2008** in Chelsea, MI.

Donations have been received from the following individual since the last issue to help fund the publication and distribution of *The Hyphens*:

Ken Campbell	Vincent Cassidy
Eric Edwards	Harvey Flanders
Jim Gorel	John Moreton
Art Morra	Keith Patchett
Tom Ruggles	Walt Woessner

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.

Get your cars ready for Detroit this summer. Be on the lookout for information about the Centennial Homecoming event.

Happy Motoring!
John M. Daly



This logo was used on a piece of E-M-F 30 advertising from 1910.

A look at the E-M-F Timeline

By John M. Daly

As Humans, we tend to mark important events with the dates on which those events happen. December 7th, 1941 will forever be the "Day of Infamy". September 11th, 2001 will be remembered for the tragic events that happened in New York City.

As we prepare to celebrate the 100th anniversary of the E-M-F Automobile this summer, I thought it would be interesting to look at some important dates and events that happened in E-M-F History, as well as looking at other world events that happened at that same time.

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In **1906** the three-story Wayne factory was built. A fourth floor was added several years later. It was of brick construction that measured 400 x 60 feet, was three stories high, and was situated on five acres located at Piquette and Brush. This plant was used by E-M-F to build automobiles from 1908 to 1912 and then by Studebaker after that. Sadly, the factory burned to the ground in a spectacular display in 2005 (*See The Hyphens - Volume 3, Issue 2 - September 2005*). We will be visiting the site of this factory during the E-M-F Centennial Homecoming tour in July of 2008.

January 1st, 1908 - A ball signifying New Year's Day drops in New York City's Times Square for the first time.

February 12th, 1908 - Start of the first around-the-world car race, from New York to Paris.

March 12th, 1908 - Motor World announces Walter Flanders' new position as general manager of the Wayne Automobile Company. One week to the day later, Henry Ford sends a circular to his dealers announcing his new Model T.

Tuesday, June 2nd, 1908 - A dinner is held at the Cafe des Beaux Arts between the chief E-M-F names and marks the beginning of the E-M-F Company.

July 1908 - Frederick Fish of Studebaker announces that a cooperative arrangement has been made with E-M-F to market 500 of

its cars. Studebaker would handle the southern states with the E-M-F Sales team handling the North.

July 1908 - The pilot cars are sent down the production E-M-F line. Deliveries began in September

July 30th, 1908 - The Automobile article describing the E-M-F is published. The article shows an E-M-F slightly different than the one actually produced. (*See The Hyphens - Volume 5, Issue 2 - September 2007*)

August 4th, 1908 - E-M-F incorporated in Michigan. Everitt voted president, Metzger secretary, and Flanders general Manager.

August 5th, 1908 - E-M-F signs sales agreement with Studebaker Brothers Manufacturing Company.

August 12th, 1908 - Ford announces the Model T, priced at \$850. The E-M-F's introductory price was \$1200.

March 4th, 1909 - Everitt sends letter to E-M-F board condemning Studebaker sales agreement.

April 21st, 1909 - E-M-F Board proposes new sales agreement to Studebaker.

April 29th, 1909 - It is revealed that Everitt and the Metzger of E-M-F were leaving the company, selling out their interest to the Studebaker brothers who would handle all E-M-F distribution after September 1st

July 1909 - Walter Flanders talks the Studebakers into helping him buy the DeLuxe Motor Company. This factory would be used to produce the Flanders 20.

September 20th, 1909 - Metzger Motor Car Company is incorporated for a half-million dollars. Everitt and Metzger come together to build the *Everitt 30*.

October 16th, 1909 - Detroit Tigers loose game 7 of the 1909 World Series to the Pittsburg Pirates 8 - 0.

E-M-F Dates

Continued from page 1

December 9th, 1909 - Walter Flanders posted a letter to South Bend and at the same time sent it to Detroit daily newspapers and all trade publications to be published as an advertisement. It was a bombshell. In it he declared the alliance with Studebaker as "rescinded and annulled".

December 13th, 1909 - Western Union telegram from C. N. Weaver, a California Studebaker dealer to Hayden Eames, Studebaker General Manager about the cancellation of the contract between E-M-F and Studebaker.

January 4th, 1910 - Motor Age notes that the "litigation continues merrily" between E-M-F and Studebaker.

March 1910 - It is announced that J.P. Morgan on behalf of Studebaker had purchased sixty-four percent of the stock in E-M-F which, combined with the thirty-six percent acquired in the earlier buying out of Everitt and Metzger, gave South Bend complete control of the company.

February 14th, 1911 - Studebaker Corporation is formally organized, combining E-M-F and the Studebaker Brothers Manufacturing Company. Flanders agreed to continue for a term of three years as general manager of Studebaker Corporation.

November 27th, 1911 - one-two-three victory of the E-M-F in the Tiedeman Trophy race. *Car number 33, driven by Tower is still in existence and was recently restored by E-M-F Registry member Gordon Matson and is planning to be on hand at the E-M-F Centennial celebration.*

January 1911 - The Flanders Manufacturing Company is established. It is a consolidation of the Grant & Wood Manufacturing Company of Chelsea, the Pontiac Motorcycle Company, the Pontiac Drop Forge Company, the Pontiac Foundry Company and the Vulcan Gear Works. This company will produce the Flanders Motorcycle. *The E-M-F Centennial celebration will be centered out of Chelsea, MI, with a tour planned to the former building where the Flanders Motorcycle was built.*

May 30th, 1911 - 1st Indianapolis 500 car race. Ray Harroun wins at 75 MPH (120 KPH) in the historic Firestone-shod yellow #32 Marmon "Wasp".

February 14th, 1912 - Arizona becomes 48th state.

March 1912 - Walter Flanders resigns, or tries to, there being a logistic difficulty since he was under contract to the Studebaker company. In May (1912) there was a reconciliation.

April 15th, 1912 - The Titanic sinks en route to New York on its maiden voyage.

May 4th, 1912 - Tiger Stadium in Detroit opens.

June 1912 - A new company succeeds Metzger, capitalized at \$3 million (soon raised to \$3.75). It was to be called the Everitt Motor Car Company.

August 1912 - Studebaker releases Flanders from his contract and allows him to engage in the manufacture of gasoline automobiles which he could call by any name he chose. The next day a press release was issued noting that the Everitt Motor Car Company had changed its name to the Flanders Motor Company.

December 1912 - Flanders Manufacturing went into receivership. Flanders Manufacturing had been an E-M-F-Every Morning Frustration. But the biggest problem apparently was the plant in Chelsea, "a large, imposing structure, originally built on an idealized scale with the funds of the taxpayers of Michigan by a defaulting state official." It included a library, a theatre, a gymnasium, a swimming pool "and other things designed to make the workmen happy" . . . but not the facilities to make them productive.

... and history continued.

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I find it helps me to understand the history of the E-M-F company when I can see these events in a timeline. I could site many more events than those listed here, but I think these few that I have listed give you an idea of how quickly things transpired and fell apart within the E-M-F/Studebaker relationship.

This summer, E-M-F 30, Flanders 20, Everitt 30, Wayne, Northern, and Studebaker owners, as well as anyone who is interested in these early automobiles, will have the chance to visit some of the places that played pivotal roles in this timeline. I hope you will consider joining us for this once in a lifetime event that will celebrate the history of this company, the people involved and the automobiles they produced. I look forward to throwing a bowling ball or two with you on the alley in Flanders garage!

**2008 E-M-F Registry Tour,
-The Centennial Homecoming-**

There has been a lot of activity in the last few months, and especially the last few weeks, concerning the Centennial Homecoming celebration.

First of all, the dates need to be changed a bit. The plan is to arrive on **Sunday, July 13th** and conclude late in the evening of **Friday, July 18th, 2008** with the entire event centered out of Chelsea, MI. The **Comfort Inn** in Chelsea has rooms reserved for the week and is waiting for the reservations to start rolling in. You can call **(734) 433-8000** and mention "**EMF Centennial Tour**" to book your rooms now!

Some of the events have had to change due to cost issues, and final plans are still in the works. The plan is to have the registration packets in the mail by the end of March.

As of this writing, here is how the week's activities are looking:

Sunday - Arrival at Chelsea and Registration. Social gathering in the evening at the former Flanders Manufacturing facility to allow participants to get to know each other.

Monday - Tour to the Manchester area with a stop at the Sharon Mills.

Tuesday - Historic E-M-F Sites bus tour including a stop and lunch at Piquette Street, the location of the former E-M-F factory.

Wednesday - Car tour to Ypsilanti, MI which will include a stop at the Ypsilanti Automotive Heritage Museum.

Thursday - Tour to Walter Flanders Green Lake Estate with lunch on the Flanders grounds. Period outfits are encouraged this day. Photo ops abound here.

Friday - Short tour to the Jackson area, and a bus trip to the Automotive Hall of Fame which will include the closing banquet.

We are also planning presentations on E-M-F History, E-M-F Memorabilia, E-M-F Racing, period clothing, and some other things to make this once-in-a-lifetime event something to be remembered for a long time.

If you have any questions about this event, please feel free to contact one of the following:

- **Dr. William Flanders Spencer** - *Contact info removed from online version*
- **Daryl Kemerer** - *Contact info removed from online version*
- **John M. Daly** - *Contact info removed from online version*

Info can be found on the E-M-F Homepage: <http://www.dreamwater.org/emfauto> - follow the link on the left.

I hope you can attend the entire event, **July 13th - 18th, 2008** in Chelsea, MI. I plan to be there and I look forward to visiting with you.

Hear Ye! Hear Ye! New Celebration Dates

By Daryl Kemerer, E-M-F Registry President

Owning and touring in E-M-F automobiles for more than thirty-five years have (for me) created a dream of celebrating the Centennial of the founding of the company. Please note that the celebration will begin with our arriving Sunday, July 13th and conclude the evening of Friday, July 18th 2008 in Chelsea, MI. I have visited Chelsea where the Flanders motorcycles were built, and discovered it to be a charming town. The weeklong schedule will include a day trip into Detroit to visit the E-M-F Company sites, a day visiting Walter Flanders' Mansion as well as several days of touring into the beautiful Michigan countryside. I am looking forward to seeing you there but for now I need to get back to helping George, my Flanders roadster, prepare for motoring once again.

See you soon!
Daryl

The Hyphens now online

Back issues of "The Hyphens" are now available online at the E-M-F Homepage. This is something I have wanted to do for a long time but have been restricted by the free web server I am using.

These are the same issues that have been mail or emailed out over the years, except that contact information has been removed from things like the For Sale/Wanted adds, event and anywhere else it made sense.

If you would like to get to the back issues of "The Hyphens", go to the E-M-F Homepage at <http://dreamwater.org/emfauto> and select the "EMF Registry" link in the menu on the left side of each page. There is a link in the left side menu of this page for the back issues of "The Hyphens". The files are stored as PDF files and can be downloaded and read using a PDF reader.

A Thought to Ponder

When a person knows he cannot do something, he will not try, but when a person does not know he cannot do something, he may try. And he may succeed. Ignorance, therefore, is the force that breaks the restraining bonds of knowledge. – Jim Boren

"The Hyphens" is the official publication of the "E-M-F Registry" – an affiliated registry of the Horseless Carriage Club of America. There are no Membership dues at this time. Donations are accepted to help with the cost of the newsletter.

President: **Daryl Kemerer** - *Contact info removed from online version*

Secretary /Treasurer: **Gordon Langenegger** – *Contact info removed from online version*

Main Contact/Newsletter Editor/ Webmaster: **John M. Daly** – *Contact info removed*

Visit us online at <http://dreamwater.org/emfauto>

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 removed from online version

E-M-F Parts For Sale

1912 EMF right front fender (A3878), good solid condition.. \$125. **Ben Popadak**
Contact info removed from online version

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 removed from online version*

EMF wrench A-1311. Light surface rust, but never, never used as a hammer. \$20 plus \$4.65 Priority Mail. **Wrench A-1312**. Some light pitting. Price is the same \$20.00 plus \$4.65 Priority Mail. **Leonard Needham**
Contact info removed from online version

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 removed from online version*

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 removed from online version*

The E-M-F Company - we have about 25 new, never opened books for sale. The story of Automotive Pioneers Barney Everitt, William Metzger and Walter Flanders. \$30.00 each plus postage. Postage is: Priority Mail \$4.60, Media Mail \$2.50. **Garnet Hantak** - *Contact info removed from online version*

E-M-F Parts Wanted

I am still looking for rims for my 1912 E-M-F. 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 removed from online version*

Information, Postcards, Trophies, etc. on E-M-F Racing. **Gordon Matson**
Contact info removed from online version

Looking for **Brass Acorn Cap Nut's**. 5/8" - 18 thread. **Paul Mohr** *Contact info removed from online version*

Need some **brake shoes** for my **1910 E-M-F Touring**, Part number 558, 4 off required. **Roger Egginton** – *Contact info removed from online version*

Any interest in **cast aluminum reproduction hood formers** for **Flanders**? Contact **Daryl Kemerer** *Contact info removed from online version*

Need a **transaxle** for an **Everitt**. Please contact **Willard Schoellerman** *Contact info removed from online version*

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 removed from online version*

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 removed from online version*
Registry Member Gordon Matson

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 removed from online version*

Upcoming E-M-F “30” Events

March 20th, 2008 @ 2:00 PM - E-M-F “30” Owners Meeting at Chickasha Pre-WWII Meet on the Thursday of the show. The location is not known at this time, so look for signs posted at the meet. 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 meeting this day so look for Floyd.

For more information contact: John M. Daly *Contact info removed from online version*

July 13th – July 18th, 2008 - E-M-F 100th Birthday Celebration and Tour. This will be an event you will not want to miss, so start planning now (see the article on page 2). We are hoping to gather as many E-M-F's together as we can for a Tour/Celebration. The planning is moving at a fevered pitch right now, so stay tuned. The tour will center in the Chelsea, MI area (home of the Flanders Manufacturing facility where the Flanders Motorcycle was built). **For more information contact: John M. Daly** *Contact info removed from online version* or **William Spencer** *Contact info removed from online version*. 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

October 9th, 2008 - E-M-F/Flanders/Everitt Owners Meeting at 2007 Hershey AACA Fall Meet- Thursday October 9th, 1:00PM Hershey Time (Tentative) - 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. **For more information contact: John M. Daly** *Contact info removed from online version*

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