

# The Hyphens

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



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## Editor's Column

Boy, how can it be fall already? The summer has flown by but I have actually accomplished some E-M-F related activities that I'm excited about.

Sounds like a great time was had on the 2014 E-M-F Company Outing Tour. I was thinking about it the whole week and really tried to work on my E-M-F during that week in an attempt to be there in spirit.

Here is yet another plea: If you receive *The Hyphens* in paper form through the US Mail, and you have an email address, you can help out by sending me your email address so I can send you *The Hyphens* electronically. You can print them out yourself if you want.

If you are interested in helping out with the costs for the publication of *The Hyphens*, I would accept donations. Everything donated goes to support the publication of this newsletter and the cost to support the website. I had to renew the website since the last issue so it is now paid up for the next 3 years. I have enough funds to do one more issue after this one, unless US postage rates go up again, then we will see. If you would like to help out with a donation, you can send it to me, or if you are going to be at the Hershey Owners meeting, you can give it to Daryl Kemerer and he will get it to me.

If you enjoy getting *The Hyphens*, would you consider writing an article for an issue? I have exhausted my list of ideas for articles. So I need either articles to print or ideas which I can pursue for articles. Thanks to Daryl Kemerer for writing the articles for this issue!

Happy Motoring!  
John M. Daly

**Don't Forget**  
E-M-F Registry Meeting  
@ Hershey Swap Meet -  
Fri 10/10 @ 1:30 PM - Jim  
Gorel's spaces CI 73-75

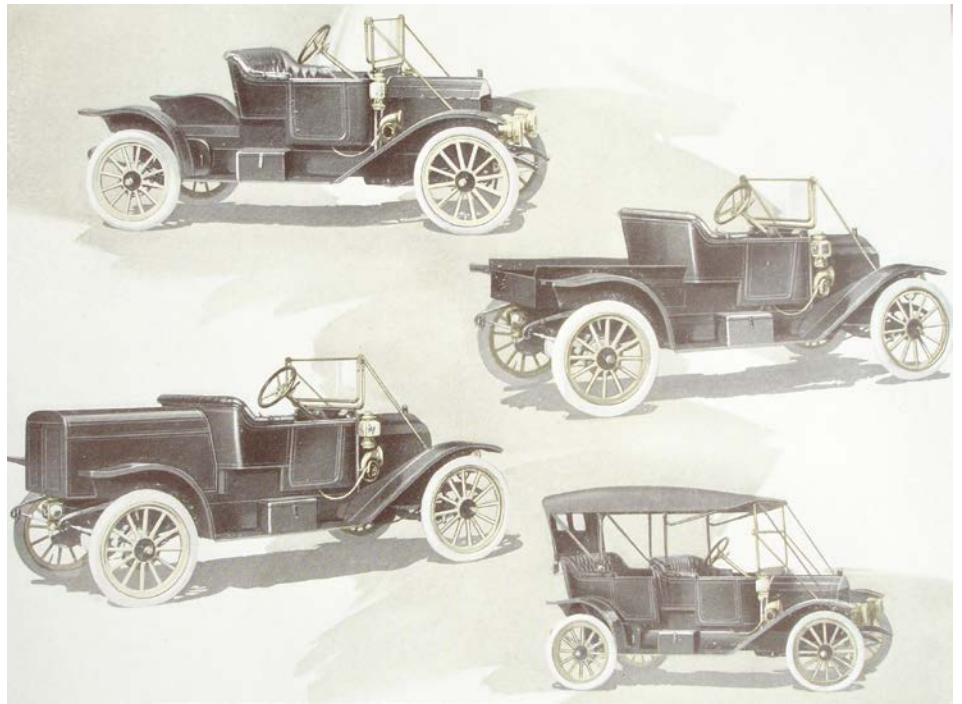


Photo # 1 Showing the Flanders Demi Tonneau in various configurations.

## Flanders Findings

By Daryl Kemerer

I have often sought answers to Flanders production history, particularly the change from two-speed transmissions to three-speed transmissions. My recent acquisition of a 1912 Flanders catalog published by the Studebaker Corporation touting the 1912 Flanders vehicles helped to clear up some of my questions regarding Flanders production. During the three-year production that was announced to begin in January, 1910 it is generally known that the early Flanders had a two-speed forward sliding gear transmission and in later production a three-speed forward transmission. When and why did they make the change? The 1912 period literature astonishingly reveals the truth about the two-speed and the subsequent change to the three-speed. Additionally, the catalog elaborates on the numerous models in the final year of production.

### The Mistake

Believing that truth in advertising, even unfavorable truth, is the best advertising the E-M-F Company/Studebaker Corporation admitted that the two-speed transmission was a mistake. They explain that the reason for the two-speed was to simplify the vehicle's operation for un-mechanical persons, but they found that drivers that own and drive their own cars are the most expert drivers. Thus they would be able to master the more complicated three-gear sliding transmission. To further explain the unsatisfactory two-speed transmission in "on the road" use, they compared actual use with manufacturer's tests. They concluded that the Flanders in the hands of owners "will develop weaknesses or faults of which the manufacturer never dreamed and could not in the most strenuous

testing discover." Clearly the two-speed transmission proved to be inadequate and a three-speed chassis was developed.

### Two-speed Production

The catalog indicates that the early Flanders were made as only the Suburban (four-seater) and a "natty" Runabout (which is the Suburban without the rear seat). Total production of the two-speed Flanders surprisingly was 7,000 because of dealer and customer demand despite the two-speed transmission weakness. Also, other early literature indicates that the two-speed models had twenty-six inch wheels.

Although the discussion in the 1912 catalog refers to the Suburban and Runabout as the only two-speed models, 1911 literature indicates two other models were produced with the two-speed transmission. A small, folded 1911 brochure describes a "Racy Roadster" -- two-seater with an oval gas tank, scuttle dash, and trunk area behind the seat using the two-speed transmission. This 1911 model Flanders roadster was similar to the 1911 E-M-F roadster with both cars using the scuttle dash, oval gas tank, and rear trunk area design. It is worthy to note that a two-speed Flanders Racy Roadster was used in the "Under Three Flags/Quebec to Mexico City" trip in July/August of 1910.

Another two-speed Flanders introduced as a 1911 model was the Coupe. This was a closed car made for city use. It is likely that both the Racy Roadster and the Coupe began production in the second half of 1910 and continued into a portion of 1911.

*Flanders Findings*  
Continued on page 2

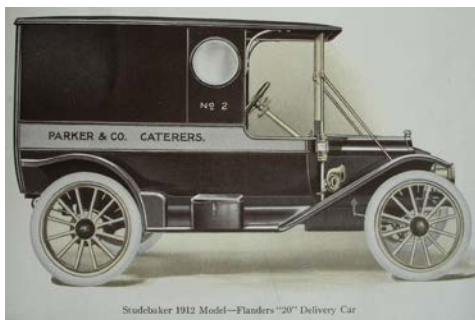


Photo # 2 showing 1912 Flanders Delivery.

**Flanders Findings**  
Continued from page 1

## Change to the Three-Speed Transmission

The Studebaker Corporation (formed officially on February 14, 1911) in March 1911 announced that production of the Fore-door Touring model with a three-speed transmission would begin in April of 1911. One gathers from this announcement that three-speed transmissions were in all of the Flanders Fore-door Touring models produced and eventually the newly designed three-speed chassis was used in all models through the remainder of 1911 and 1912 production. Exactly when the change came across the board remains a mystery.

### The Fore-door Touring

The 1912 catalog extols the virtues of the three-speed transmission and other features of the fore-door Touring model noting that it has "plenty of seat and leg room for five average sized persons--say weighing 165 pounds each--and four Bill Tafts [President William Taft] could tour the country in comfort."

### The Suburban/Runabout

Of course the four-seater Suburban and the two-seater Runabout models were also continued as three-speed models without a change in body appearance. As in early production the rear seat of the Suburban was easily removed, converting the car to a utility vehicle.

### The Fore-Door Roadster

The Fore-door Roadster (one of three roadster models offered in 1912) is described as a "natty classy roadster" with a full body and cowl seating two. It had a "skirt shield" at the shifter plate as a new and desirable feature. Note the scuttle dash and oval gas tank of the 1911 model roadster has been changed to a round gas tank and a cowl with a full door body.

### The Witt Special/Speedster

These two roadsters are built to meet demand (special order?) and look similar to the 1911 Racy Roadster using the scuttle dash, but a round gas tank instead of the oval tank used on the 1911 Racy Roadster. The Witt Special, named for race car driver Frank Witt, has "32 inch wheels [tires] all around" and is geared for



Photo # 3 showing the looking 1912 Flanders Speedster.

speed. The Speedster has the scuttle dash, round gas tank, and smaller wheels than the Witt Special, but it is "named more because of its looks than its speed." Perhaps these were left-over 1911 scuttle dash Racy Roadsters with the new three-speed chassis: having a round gas tank in place of the earlier oval gas tank. See Photo #3.

### The Coupe

This is an "aristocratic" model with electric lights powered by an hundred hour storage battery. It includes a "cut glass bouquet holder, cut glass and leather toilet case, and dainty watch." See Photo #4.

### The Detachable Demi-Tonneau

This model is a four passenger touring car which adapts to three delivery body configurations. With the tonneau removed, one could have a small flatbed configuration, a truck bed with sloping side rails configuration, or a low enclosed delivery truck with rear doors. See Photo #1.

### The Delivery Car

This model is useful for businesses in need of a sturdy, light delivery vehicle. It has a canopy roof over the driver and round side windows in the cab and rear doors. See Photo #2.

### Conclusions

All of the mysteries surrounding the Flanders production are not answered, however the change to three-speed occurs first in the Fore-door Touring in early 1911 and subsequently in all 1912 models introduced later in 1911 and throughout the 1912 production year. Describing the virtues of the 1912 Flanders "20" in the 1912 catalog, LeRoy Pelletier in his inimitable manner says it best, "the Flanders "20" in its various forms has proven to be the peoples' car--it meets all conditions of pleasure and business--satisfies the needs of staid folk who like to tour in comfort and at moderate speeds, or delights the soul of the young fellow whose blood is hot and who likes to make the other fellow take his dust."

LeRoy has a way of making one want to own a Flanders--or also an E-M-F--despite the fact that all of one's questions and musings have not been answered.

## A Thought to Ponder

Why do "fat chance" and "slim chance" mean the same thing?

## Update on the Daly's 1912 E-M-F Restoration

By John Daly

I knew when I bought my 1912 E-M-F Demi-Tonneau that it would be a long-term project. I am not sure I quite comprehended just how long term it would be. But I am sure you can understand how life can get in the way. I often say that one of the nice things about the old car hobby is that if my schedule does not allow me time to work on the car, then I can put it in the corner till have time. When I return to the car, it does not get mad at me for not paying attention to it. It just takes the attention I give it. Now, on the other hand, if I try to put my wife in a corner and not pay any attention to here, I hear about it.

I digress... I have been working a little here and a little there on the E-M-F. If you remember a few issues ago, I put out a plea for used tires to mount onto my rims so that I could move the car around and use them to help align the fenders. Several fellow registry members offered me some used tires that they did not need and I picked them up from Chickasha a couple years ago. Well, I spent weeks this summer trying to patch up inner-tubes to use to mount these with little success. I finally bit the bullet and bought the new tubes and flaps I would need to mount these. As of the Sunday prior to this writing, I have my E-M-F back on the original style wheels and tires, probably for the first time since WWII.

I had hoped to be able to get the car out of the garage and take a picture of it with its new wheels, but I am not going to get that done for this issue. Perhaps if there is room in the next issue, I will put a picture in then.

Next up is, in fact, to get the car out of the garage for the first time in 14 years, clean up that bay and then put it back in the opposite direction so that the rear end is exposed. I would like to rework the rear springs in the same way I did the front. I would then like to go through the trans-axle.

I also hope to get some new wood cut

*Daly E-M-F*

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Photo #4 showing the attractive Flanders Coupe.

## President's Message

By Daryl Kemerer,  
E-M-F Registry President

This summer E-M-F aficionados gathered in Kinderhook, NY for a delightful week of touring, sightseeing, and general ribaldry. Frank and Mary Ann Iaccino provided a variety of events which included drag racing, and visits to historical homes and museums. Mary Ann also presented an evening program as a prelude to a visit to the Firefighters Museum.

Although we were a small group everyone had a good time making and renewing friendships. Several Flanders, a few E-M-Fs a Studebaker and two renegade Ford products gathered attention and performed without any mechanical failures. I especially enjoyed the camaraderie and evenings in our hospitality room as well as the excellent lunches and final banquet. Congratulations are in order to the Iaccino's for an enjoyable E-M-F Outing!

### The LeRoy award

Frank Iaccino chose the following as the criteria for the LeRoy Award: "What would you ask Walter Flanders and what would be his response?" Congratulations to Tom Ruggles of Wichita, KS who will have the honor of displaying the coveted LeRoy Pelletier Cup until the 2016 Outing for his creative submission. Tom's style was most definitely inspired by the masterly way Pelletier wrote advertising copy for The Hyphen brochures. Tom's submission follows:

[Question] Mr. Flanders: It is widely reported that the employees of the E-M-F Corporation are the most contented in all the automotive industry. Is this true?

[Mr. Flanders' response] Absolutely! I commented on that very thing recently to my associate, Mr. LeRoy Pelletier, and he replied to me in this way: "It is a very natural thing, Walter, just as it was hundreds of years ago when the finest tradesmen and artisans were called together to create the great cathedrals of Europe. Recognizing that they were working under the highest possible calling, their labors were nearly a religious experience.

And so it is with our workers who, unlike their counterparts of old who toiled for decades or lifetimes without seeing the completion of their creation, are able to witness within hours, the perfection of the ideal product of the engineering mind.

These men daily apply their accomplished craftsmanship, knowing full-well that even five years hence, in the year 1914, these fine machines will be running as well as on the hour of their completion--and I dare to predict that even one hundred years later in the year 2014, these machines will be even more highly prized, admired, sought after and, yes, coveted, than they are today!"

## 2016 E-M-F Outing

John Smith has already volunteered to plan the Outing and has outlined an interesting week of touring in Orillia, Ontario, Canada for July, 2016. The tour will be slightly different from past tours by beginning and ending mid-week. John will present more information at the E-M-F Registry meeting at Hershey. I have toured in Ontario numerous times and found it to be a scenic and engaging place to tour. Don't miss this opportunity to tour in Canada!

### Hershey Meeting

The E-M-F Registry meeting will take place on Friday, Oct. 10 at 1:30 PM at spaces CI 73-75. Jim and Linda Gorel have again graciously offered to host our meeting under their larger tent (in case there's too much sunshine). Light refreshments will be served.

### Daly E-M-F

Continued from page 2

for the running boards, and then mount up the fenders and start reworking the rear fenders.

It is not like I do not have plenty of items left to do on this car, but I see progress where few others do. It is still my goal to be able to drive this car someday.

My thanks go out to all those who have, and continue to help me on this journey.

## E-M-F Parts Wanted

**Information, Postcards, Trophies, etc. on E-M-F Racing. Gordon Matson CONTACT INFO BLOCKED**

E-M-F #A 2044 **gas tank outlet trap** (filter), two #A 372-01 **rear spring clips**, and a **left triple tier E&J sidelight** with flare front (show quality). **Daryl Kemerer CONTACT INFO BLOCKED**

**Ring and pinion set** for 1912 EMF. **Bob Lipnichan CONTACT INFO BLOCKED**

I would like to purchase a **rear hub puller** for our 1910 EMF. **Jim Warjone CONTACT INFO BLOCKED**

## E-M-F Cars For Sale

**1912 Studebaker- Flanders 20 roadster**, 4 cyl, 20hp, 3speed trans, new side curtains & top. Attended several EMF Gatherings and AACA/HCCA reliability tours. \$28000. Email for more pictures. **R. Stephens CONTACT INFO BLOCKED**

**1912 E-M-F Demi-Tonneau**. This is an original unrestored car which is partially disassembled, but appears to be fairly complete. The engine has been run but it is not running at this time. Photosavailable. \$21,500.00. Car is located in Wisconsin. **Bill Faulkner CONTACT INFO BLOCKED**

**1911 E-M-F 5-Passenger touring**. The car is in good condition but could use a new top. \$32000. For more info, contact **Dave CONTACT INFO BLOCKED**

**EDITOR NOTE: I have some pictures I can send through email if you are interested - John**

## E-M-F Parts For Sale

I now have **E.M.F. timing gear sets** available at \$750.00 a set plus \$25.00 shipping. This is a onetime small run of gear sets. I will need to know which type of timing gear is required. There are 2 different types, one with 2 dowel pins to time it to the cam shaft and another that is timed with a woodruff key. I could deliver these to Hershey and save shipping charges. I also have a list of E.M.F. parts too numerous to include. Write or e-mail for list. **New Manufacture:** Part number A-180, **Water outlet pipe**. Limited run of fully machined aluminum water pipes. \$ 260.00 postpaid. **Floyd Jaehnert CONTACT INFO BLOCKED**

Flanders reproduction **cast solid aluminum hood former** (unpolished) \$330.00, and reproduction **rubber bumpers for rear axle** (pair) \$40.00. **Daryl Kemerer CONTACT INFO BLOCKED**

## 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 Registry Member Gordon Matson**

"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 and Website. President: **Daryl Kemerer - CONTACT INFO BLOCKED** Vice President: **Floyd Jaehnert - CONTACT INFO BLOCKED** Main Contact/Newsletter Editor/Webmaster/Secretary/Treasurer: **John M. Daly - CONTACT INFO BLOCKED - Visit us online at <http://emfauto.org>**

## Upcoming E-M-F “30” Events

**October 10<sup>th</sup>, 2014 - E-M-F/Flanders/Everitt Owners Meeting at 2014 Hershey AACA Fall Meet- Friday October 10<sup>th</sup>, 1:30PM Hershey Time** – The meeting will happen in Jim Gorel's spaces CI 73-75 on the Chocolate field. 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 information about the 2016 E-M-F tour in Orillia, Ontario, Canada. If you are going to Hershey, please plan on attending. **For more information contact: Daryl Kemerer CONTACT INFO BLOCKED**

**March 19<sup>th</sup>, 2015 @ 1:30 PM - E-M-F “30” Owners Meeting at Chickasha Pre-WWII Meet** on the Thursday of the show. It will likely be in a meeting room in one of the buildings. 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: CONTACT INFO BLOCKED**

**July 2016 - E-M-F Company Outing Tour** - John Smith has already volunteered to plan the Outing and has outlined an interesting week of touring in Orillia, Ontario, Canada for **July, 2016**. The tour will be slightly different from past tours by beginning and ending mid-week. John will present more information at the E-M-F Registry meeting at Hershey. Plan now and don't miss this opportunity to tour in Canada! For more information, contact **John Smith CONTACT INFO BLOCKED**

**NOTE:** If you have received this issue via US mail, and have an email address, can you please send me an email at *CONTACT INFO BLOCKED* (**NOTE: There is an Underscore between “John” and “Daly”**) so I can save some money and start delivering *The Hyphens* by email? Thanks!

**John M. Daly**  
*CONTACT INFO BLOCKED*

