

# The Hyphens

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



Volume 6, Issue 2

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## Editors Column

Wow! What a time we had at the E-M-F Centennial celebration. If you were there, I am sure you would echo this sentiment. If you were not, then this issue will give you a glimpse of the great time that we all had exploring the history of the E-M-F company and playing with the vehicles that we all enjoy. My favorite day was at the Flanders Mansion were most of the tour members were in period outfits walking the grounds around what was Walter Flanders estate. Thanks to Judy Wildman for the article used in this issue. Those of you with internet access can read my take on the tour and view more photos by going to the E-M-F Homepage and clicking on the centennial logo in the main page.

Speaking of the E-M-F Homepage, since the last issue, I have experienced a problem with the website which required me to move the site off of the server I have been using since the beginning. See the related article on page 3 and note that the new URL for the EMF Homepage is:

<http://emfauto.org>.

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

Vincent Cassidy	Pete Davies
Del DeRees	Jack Free
Alan Gunderson	Dick Hasselback
John Haynes	Floyd Jaehnert
Doug Langevin	Robert Middleman
Joe Swann	John Tarleton
Robert Tittle	

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.

Happy Motoring!

John M. Daly



Most of the cars on tour lined up in the front yard of the former Walter Flanders Mansion.

## The E-M-F Centennial Celebration

By Judy Wildman

Any of us who have done Committee work know how much time and effort goes into a smoothly run event. The E-M-F Centennial Committee, comprised of Bill Spencer, Daryl and Kathy Kemerer, John Daly, Clay Thompson, Floyd Jaehnert, and Dick Hasselback, put together a celebration that would have made Barney Everitt, William Metzger, Walter Flanders, and Leroy Pelletier proud. Not only was the committee's planning impressive but impressive also was the dedication of the State of Michigan and its many citizens to the preserving and restoring of their automotive heritage. The program kept the participants, over thirty-five cars registered, busy for the six days with a wide variety of tours and entertainment.

### Day One Sunday July 13: Registration & Ice Cream Social

Sunday morning was spent filling the gift bags with programs, touring banners, name badges, radiator emblems, engraved wine glasses, commemorative tiles, shirts, and sundry articles for the 1:00 to 6:00 PM registration. Registrants came from as far away as South Africa (Middelmanns father and son didn't bring their E-M-F) and as near as Romeo and Bloomfield Hills, Michigan. At registration there were several items for sale. I was particularly surprised at the number of orders I took for wine. The first twenty-four bottles went quickly and additional bottles were ordered. The Sandhill Crane Vineyards, which we would visit on Friday, had used a commemorative label designed for the centennial.

At 6:00 PM the group took their antique cars to downtown Chelsea to the Clocktower Commons and site of the Flanders Motorcycle Factory. Chelsea's dedication to preserving its history was in

evidence. Clocktower Commons was the first of many examples of the preservation and restoration work going on in Michigan. The Commons was already impressive and work was underway to restore the Flanders Motorcycle Factory for use as office and living space. A long day ended with ice cream and the short trip back to the hotel.

### Day Two Monday July 14: Manchester Tour & Memorabilia Night

Gorgeous weather awaited our first day of touring. The trip took us through miles of rolling countryside en route to Sharon Mills (one of Henry Ford's village industries and another example of Michigan's heritage preservation), R and A Engineering (an impressive restoration shop), and Howard and Norma Weaver's beautiful automobile collection. Between the restoration shop and the Weaver collection, we stopped in the village of Manchester for antiquing and a lunch which we hardly needed since food was at every visit.

That evening we assembled in the hotel's conference center for more food (dessert this time), a talk by John Bluth "1908 and the Automoblist" and memorabilia night (show and tell if you teach elementary school). Of the many interesting points that Mr. Bluth touched upon, I was particularly interested to learn that a gallon of gas in 1908 money was priced the same as the 2008 price of \$4.00+ per gallon. After "show and tell" another busy day drew to a close.

### Day 3 Tuesday July 15: E-M-F History Unplugged

Today the antique cars got a rest as we boarded two Getaway buses for a tour of downtown Detroit. It was great to have the Hoaglands join us for the day. Our first visit



## ***E-M-F Centennial***

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in Detroit was a drive through the Woodlawn Cemetery where many of the giants of the automotive industry are interred. It was then on to the beautifully maintained Boston-Edison Historic Neighborhood where Ford, Metzger, and others resided. Next we passed by Ford's Highland Park facility on the way to the T-plex on Piquette Avenue. The T-plex was Ford's second facility and was later purchased by E-M-F Studebaker. Of course refreshments were served, the plant toured, and talks given on the plant and on the history of E-M-F racing. The T-plex museum is really taking shape through the efforts of an army of volunteers and the state's interest in preserving its automotive heritage. Before leaving the museum, many ventured across Brush Street to the site of the E-M-F factory gathering bricks to commemorate their visit. While they boarded the bus, bricks in hand, others of us carried the box lunches that had been delivered outside the museum. As we ate, the buses continued on to Belle Isle a beautiful park for the people of Detroit. We looked across into Windsor, Ontario and saw one of the homes of Walter Flanders. Then it was back into the city and by the Detroit Athletic Club where the barons of the early automotive industry held sway (both Everitt and Metzger were past presidents). We also passed many other sites that were keys to the early automobile industry in Detroit. All along the way the sites were explained by narrators Bill Spencer or John Bluth. Our final stop of the day was the Automotive Hall of Fame next to the Ford Museum and Greenfield Village. The Hall of Fame featured the people of the automotive world rather than the automobiles themselves. A tired group finally boarded the buses for the return to Chelsea.

### **Day 4 Wednesday July 16: Ypsilanti Depot Town Tour**

Today it was back to the antique cars for touring on another glorious weather day. We literally went to Hell (Michigan that is) and back. Our first stop in Ypsilanti was the Michigan Ladder Company where, surprise, refreshments and a tour of the factory awaited us (I had no idea touring could be so caloric.). It was then on to the RM Auction Collection just down the street. Next we went to Ypsilanti Depot's main street (yet another example of heritage preservation) for a visit to the Automotive Heritage Museum in an original Hudson dealership. Since no snacks were served at the museum, a lunch stop on the main street was a must. Although not officially a part of the tour, we stopped at the Michigan Fire Museum which is supported in large part by the Weavers, our Monday afternoon hosts. The museum has a large number of fire apparatuses some of which are in the old fire

station. Finally, it was off on the trip through Hell, where, ironically, we stopped for an icy, cold drink, and back to Chelsea for a much needed rest.

### **Day 5 Thursday July 17: The Flanders' Estate at Green Lake**

Many of the participants opted to trailer their car for today's outing as it was over forty-five miles one way. Gordon and I had to pick up the racer at the T-plex so obviously we were part of the trailer crowd. The estate is lovely. The main house is now a healthcare facility and the club house, complete with Flanders' 2-lane bowling alley, belong to the Green Lake Homeowners Association who are active in preserving the site. The association opened its grounds and doors to us for a luncheon (more food of course). An historic marker about the estate and Walter Flanders was dedicated. William Flanders Spencer gave a talk entitled "Wild Wheels & Country Gentleman" about his great grandfather Walter Flanders. As we walked the grounds, it was evident that in spite of the heat many had donned period costumes for the day and the group photo. The participants finally gathered on the front lawn for the group photos. Then it was time to trailer up and return to Chelsea for the evening's activities.

Again, as on Monday, we met in the hotel's conference center naturally for dessert. Jane Grove spoke on "Women and Early Motoring". Jane showed, with the help of some models, her extensive collection of period dusters and spoke of the many women who were involved in the early years of the automobile. Lastly, after a full day, we were entertained by Jon Ramer who shared a few old time automobile songs with the group.

### **Day 6 Friday, July 18: The Vineyards, Jackson Fun Run & Centennial Banquet**

Another beautiful weather day made me decide that the committee must have had an inside track with the weather gods. The day began with a trip to the Sandhill Crane Vineyards, aforementioned as preparing the commemorative wine bottles. There was wine tasting and, you guessed it, food. From there it was on to Spring Arbor and the extensive collection of Judy and Lloyd Ganton in Ye Ole Carriage Shop. The Gantons have amassed a number of cars representing the twenty-three makes produced in Jackson, Michigan. The collection also includes toys from matchbox cars to pedal vehicles, automotive memorabilia galore and a 1915 Soda Bar complete with original Coca Cola bottles, signs, trays, and the like. Of course, you can't have a soda bar without more food. Finally it was off to lunch (Have I mentioned food yet?) at the Clark Lake Yacht Club and back to Chelsea to get ready for the closing banquet.

The banquet was excellent (There's that food theme again.). After dessert we heard from Anthony Yanik, the author of *The E-M-F Story*. His talk was followed by some special awards and prizes. Gordon Matson and Jane Grove received nicely framed certificates of appreciation for their talk on Tuesday and Thursday respectively. A perseverance award was given to Jim Gorel and his son for keeping their car up and running on the tour days despite a hub problem with a back wheel, a leaky gas tank,

## ***E-M-F Centennial***

*Continued on page 3*



The beautiful 1907 Wayne Model N Touring owned by Jack and Nancy Dunning from Ohio.



## E-M-F Centennial

Continued from page 2

and a persnickety water pump. The Middelmans received the award for traveling the farthest (South Africa). I was awarded, much to my surprise and delight, the LeRoy writing award for two short E-M-F poems. The closing ceremony was the filling of the E-M-F time capsule which will be housed at the Studebaker Museum to

be opened fifty years hence.

The entire celebration was a joy to be a part of. As you have read there was touring galore, interesting sites to visit, and food aplenty. **Well done!! to the hard working Centennial Committee.**

*Editors Note: My own take on the tour and many more pictures can be found on the E-M-F Homepage. Just click the centennial emblem on the main page.*

## The E-M-F Homepage has moved!!!

Well, I wondered when it would happen and now it has. I have moved the E-M-F Homepage off of the free server that I have been using since 2002. Why, you ask?

Well, I have been living on borrowed time on the free server for years. Several years ago, a change in the disk space allotment meant that I was over my allowed disk space by quite a bit. Attempts to contact the people who handle such things at this company went unanswered. I happened to find a bug (error) in their software which allowed me to continue to add things to the pages until my disk space reached 86 Mbytes out of an allotted 35 Mbytes. So I was a bit over (to say the least)

Just after the Centennial tour, I was preparing to make some updates to the pages on the website. When I uploaded the first page (the Events and Activities page), I found that the page that was loaded on the server was not my page, but a blank page. No matter what I did, I was unable to get the page to upload correctly. I thought it was the fact that I was so far over my limit that they had finally figured it out. But, when I tried to upload the page to another site I have on the same server, I had the same problem. This was a problem with the server.

I again tried to contact the web hosting company to no avail. Eventually I lost the ability to even log into the account on both of my websites. This is not good since I have to log in at least once every 30 days. So the time was counting down on the E-M-F Homepage.

I researched several web hosting companies and finally decided on a new one. This one is not free, but I was able to get a good deal on a three year plan for just under \$5.00 a month, which included a domain name. I talked it over with Daryl Kemerer, the president of the E-M-F Registry, and went ahead and signed up on the new server.

I was able to move the site and have it up and running in less than 2 days.

The New web server will give me access to new capabilities, if I can find the time to learn about them. For now, the site is up at the new URL <http://emfauto.org>. This domain now belongs to me, so it should not need to change as long as I remember to renew it every year.

The old site will hopefully go away in the next 30 days. I have no way of deleting it since I lost access to the site.

The new site has a tour report up for the centennial and I have been slowly getting a bunch of photos posted up there.

It may be a while before search engines are updated, but the new site is ready to serve. Check it out and let me know if you have any questions.



The Unveiling of the Flanders Garage Historical Marker. E-M-F Registry President **Daryl Kemerer** on the left, Walter Flanders Great-Great-Great Grand Daughter **Haley Spencer** to the right of sign, and Walter Flanders Great-Great Grandson **William Flanders Spencer** as they unveil the Michigan historical marker.



Our ice-cream social on Sunday evening was held at the Clock Tower Commons in Chelsea, MI. This facility used to be the **Flanders Manufacturing** facility where the **Flanders Motorcycles** were produced.



## E-M-F Centennial Commemoratives Still Available

Several commemoratives were created for the E-M-F Centennial this year and either included in the goody bags or offered for sale. A limited number of some of these commemoratives are still available and I would like to make sure that E-M-F Registry members have a chance to buy them before I offer them for sale publicly on the E-M-F Homepage and elsewhere.

The first of these commemoratives is a tile with the E-M-F Centennial logo on it created at the Pewabic Pottery Company in Detroit, MI.

Pewabic Pottery was founded in 1903 by Mary Chase Perry and her partner, Horace Caulkins (developer of the Revelation Kiln), at the height of the Arts & Crafts movement in America. Works fabricated by Pewabic Pottery can be seen throughout the United States in such places as the Ford Highland Park Plant where the Model T was made.

The commemorative tiles were designed specifically for the E-M-F Centennial and only a limited amount of these tiles were produced. Once they are gone, they are gone. You can purchase one of these tiles for **\$45.00** (\$40.00 for tile plus

**\$5.00** for shipping and handling). See details below.

The Next item is a commemorative Radiator badge with the E-M-F Centennial logo on it. These badges are approximately 4 inches across and would look great on the radiator of your E-M-F. You can purchase one of these badges for **\$45.00** (\$40.00 for badge plus **\$5.00** for shipping and handling). See details below.

The last item we have left are a small amount of hats with the E-M-F Centennial logo embroidered onto the front of. These hats are a great way to keep the sun off your head while telling others you have an E-M-F 30. You can purchase one of these Hats for **\$15.00** (\$10.00 for hat plus **\$5.00** for shipping and handling). See details below.

Shipping can be combined on multiple items, so if you want one of each of these, \$5.00 should still cover shipping.

See the picture below for an idea of what the three individual items look like.

If you would like to order one of these limited edition commemorative items, send you check or money order to:

### EMF Commemoratives

*Contact info removed from online version*  
**Please make checks payable to John Daly.**



The commemorative items left over from the E-M-F Centennial can be yours if you like. The Pewabic tile (upper left) was specially made for us in a limited number. The commemorative radiator badge (lower left) is blue gray and brass and are beautiful. The Hat is the perfect accessory for your E-M-F at your local car show or swap meet.

## Ground Breaking at E-M-F Piquette Street Site

The site of the former E-M-F and Studebaker Piquette street factory will see new life in the next year. Ground was broken Monday, June 2<sup>nd</sup> for a special project in Detroit to help military men and women who need housing help.

The project is called Piquette Park. It is a complex that will provide 150 apartments for homeless veterans in Detroit.

The ground breaking ceremony was held at the site of the old Studebaker plant on Piquette Street on the city's East side.

"Here in Detroit, one in three homeless people are veterans," said John Van Camp, CEO of Southwestern Solutions, one of the project's developers. "It's unconsciable, first of all that we have homeless, but second, that there is such a high proportion of people that are veterans."

According to Van Camp, Piquette Square will be the largest project of its kind in the nation, but several other centers are still needed to address the growing problem of homelessness among military veterans.

The Piquette Square Complex is scheduled to open next spring.

**NOTE: Information found on the "clickondetroit.com" website.**

## E-M-F Centennial DVD's

Throughout the entire E-M-F Centennial event, four participants were followed by a video crew who were documenting the event so that a DVD could be produced that would hopefully capture the spirit of this once in a lifetime event. Final editing and production of this DVD video is currently in the works and it promises to be a treasure not only for those who were fortunate to be able to attend the centennial, but also for those who where not able to attend.

Tour participants were able to pre-order the video and they will be shipped automatically when the video is completed.

If you were not able to attend the E-M-F Centennial, but would like to purchase one of these videos for yourself, you can do that. Just send **\$25.00** (\$20.00 for video and **\$5.00** shipping and handling) to:

### E-M-F Centennial DVD

*Contact info removed from online version*

**Please make checks payable to John Daly.**

The projected completion date for the DVD is **November 2008** so get your orders in now! The DVD will also be available on the E-M-F Homepage For-Sale



## From The President

By Daryl Kemerer, E-M-F Registry President

What a grand time those of us who had the opportunity and good fortune to attend the Centennial Celebration in Chelsea, MI experienced this summer. The tremendous efforts of the entire committee came together to provide a celebration that those attending described as outstanding, terrific, great, well-run, and fun!

So many contributed so much to make the celebration a success and enjoyable time, including the attendees and their cars. It is clear to me that those of us dedicated to the hobby and E-M-F in particular exemplify a passion and commitment to a hobby that is seldom seen in the present day milieu of competing demands on our time. Please accept my heartfelt thanks to all who made the E-M-F Centennial a most memorable event.

It was my honor to be able to express my thoughts of the celebration at the closing banquet. Indeed, the time we spent together provided a perfect balance of history, touring in our automobiles and renewing and making new friendships with kindred E-M-F folks. A hundred years ago our E-M-F cars were designed and produced, and today we are the stewards of these historic automobiles as relics of the past for generations in the future. Our significance in the history of the automobile industry may seem small, but it looms as an important act of preservation in the march of time.

Speaking of time, Tom Ruggles has volunteered to plan an E-M-F Outing tour in the Wichita, KS area for the summer of 2010. It sounds like Even More Fun. Hope to see you there!

## A Thought to Ponder

Nothing in the world can take the place of persistence. Talent will not; nothing is more common than unsuccessful men of talent. Genius will not ... the world is full of educated derelicts. The slogan "Press On" has solved, and always will solve the problems of the human race. – Calvin Coolidge (1872-1933)

## E-M-F Registry Leaders

The E-M-F Registry has several behind the scenes people that work to keep the registry functioning and alive for all E-M-F, Flanders, and Everitt owners to enjoy and benefit from. The current people in leadership positions have been performing their roles for several years, however we do not want other people to think that they cannot be involved as well.

If you are interested in serving within the E-M-F Registry, please let us know. We are currently updating our leadership information with the HCCA. If you would like to help out and fill a position, please contact either Daryl Kemerer or John M. Daly.

This topic will be discussed at the E-M-F Registry meeting at Hershey, so please stop by and put in your \$0.02 worth.

The current leaders are listed below. There are other positions that can, and should be filled, such as Vice President. When we meet as a board (frequency depends on upcoming activities or a need), we usually do it via conference call, or via e-mails, so location is not as important as these two communication mediums.

Please consider helping out and let us know if you are interested, and attend the registry meeting at Hershey to let us know what you are thinking.

## E-M-F Parts For Sale

**1912 EMF right front fender** (A3878), good solid condition.. \$125. Will trade for pre1916 Ford parts. **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*

**The E-M-F Company** – still have a few, 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*

Need a pair of **Cylinder Jugs** for an E-M-F Engine. **Ed Goetz**, *Contact info removed from online version*

Need 4 matched **EMF connecting rods** A-135 1/2 and A-257 **carburetor support**. **Floyd Jaehnert** *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*

**"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 to support the **E-M-F Homepage**.

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 from online version* -

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



## Upcoming E-M-F “30” Events

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

**March 20<sup>th</sup>, 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*

**Summer 2010 – E-M-F Registry Tour Wichita, KS.** Start making your plans now for our next tour. We had a great time in Barkeyville, PA in 2004, South Bend, IN in 2006, and Chelsea, MI in 2008. Why don't you join us in Wichita, KS in 2010? Planning is in the initial stages and more info will be presented when it is known. **For more information contact: John M. Daly** *Contact info removed from online version*

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**John M. Daly**

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online version*

