

# The Hyphens

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



Volume 13, Issue 1

February 2015

Copyright 2014 E-M-F Homepage

## Editor's Column

It is cold here in Illinois as I write this. If the cold is not enough to keep me from working on my E-M-F, there is always something else.

Let's see... We (and by "we" I mean I) started a kitchen remodel in our house a couple weeks ago. This is something we have wanted to do since we moved in here 20 years ago.

So now that the kitchen is about as torn apart as it can be, it is time for cars to break down. My daily driver is in the garage as of today because I cannot get the hood open to check the oil. Come on, a hood latch? They have been on cars for over 100 years. Seriously, we still have not got all the bugs worked out of these? I digress....

We also had to lay to rest our 1997 Plymouth Breeze which I drove to work and back for many years, and even to an E-M-F Tour in Kansas. It had 418,419.0 miles on it when they took it away. It was a sad day.

If you are interested in helping out with E-M-F Registry costs, I would accept donations. Everything donated goes to support the publication of this newsletter and the cost to support the website. 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 Chickasha, OK swap meet Owners Meeting, you can give it to either me, or Tom Ruggles 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 Robert Lester for writing the article for this issue!

Happy Motoring!

John M. Daly

## Don't Forget

E-M-F Registry Meeting

@ Chickasha Swap Meet

- Thurs 3/19 @ 1:30 PM -

I look for signs at the show



Photo # 1 Showing the Flanders Suburban as found

## The Early Years

By Robert Lester

Many of my earliest memories are antique car related. I can still visualize the 1913 Rambler Cross Country touring car parked inside my Dad's fledgling company on West 33rd Street waiting to be restored. The Rambler looked tired and every part of it was a dingy grey color, but it was beautiful. At that moment, I became aware that early automobiles would be an important part of my life.

As luck would have it, the late Nineteenth Century Horse Blanket Factory Building that housed Lester Castings, was adjacent to Gaeth's machine shop, which had all kinds of turn-of-the Nineteenth Century belt driven machinery inside. Mr. Paul Gaeth, the proprietor, was one of the pioneers of automobile manufacturing, and he became one of the earliest automobile restorers. Mr. Gaeth restored Dad's Rambler. About the same time, Dad had a Chevrolet Series Four-Ninety. Actually, Dad claimed to have owned over 500 antique cars, and I believed him; he just didn't have them all at the same time. To me it seemed that he changed cars like most people change underwear. Having said that let me get back on subject.

When I was around nine years of age, we moved into a home that had a barn in the back yard. The barn was probably a key factor in the selection of that house. We moved in during the winter, and workers were hired to shovel goat-shit out of the barn in preparation to move antique cars in. We had a lot of snow that winter, and the entire barn collapsed under the weight of the snow. That turned out to be a good thing, because a proper garage barn replaced it that was designed for car storage and restoration.

I accompanied my parents when they looked at a 1904 Auburn rear-entrance

tonneau, two-cylinder car. I fell in love with that car. The Auburn was the first car that I participated in restoring. It was also Dad's entirely first hands-on restoration. For me, it was better than Boy Scouts, much more interesting than school; I couldn't get enough of it. My activities basically were handing Dad tools, and sanding. When the Auburn restoration was finished, Dad gave me \$25. What could be better than that? I was rewarded for something that I was excited about doing without being paid. The next restoration was a 1913 Lozier Meadowbrook roadster. The Lozier was in especially good unrestored condition, except that its long racy fenders were a little wavy. Dad questioned my brother Gary and me about sliding down the fenders, but we did the right thing and denied it. Just being around these early cars was special for me. I considered them to be rolling art, and they were fun to ride in. To this day, I continue to enjoy hearing the bark of a big 300 cubic inch four cylinder motor with the cut-out open, and I even enjoy the way the old cars smell. My wife Phyllis enjoys them too, but she says that they stink.

During the summer of my fourteenth year, Dad offered to buy me an antique automobile to work on for myself. He had 3 specific cars in mind; a 1910 Chalmers -Detroit roadster with a mother-in-laws' seat, a Brush, and a 1910 Flanders "20" Suburban surrey. He would buy the one I chose. I admired the 1910 Flanders "20" Suburban on display at the Thompson Products Auto and Aviation Museum on 36th Street and Chester Avenue, in Cleveland,

*The Early Years*  
Continued on page 2

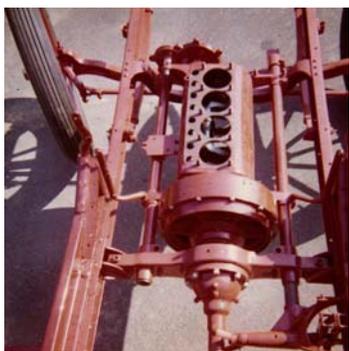


Photo # 2 showing frame during restoration.

### **The Early Years**

*Continued from page 1*

Ohio. The Flanders was about the same size as a Model "T" Ford and it had a French front shaped hood and radiator, and a surrey body with a ribbed lower body reminiscent of Conestoga type wagons.

My Flanders was found in Jackson Michigan, a Studebaker Dealer, Ralph E. Lewis, purchased the car for preservation sake and was looking for a good home for it. The late Paul Gockel, a car collector, found the car and told Dad about it. My Flanders had the monolithic dingy grey look to it, similar to Dad's unrestored Rambler. The front right dumb iron was bent in a little from an accident, and the front right semi-elliptical spring was incorrect. The engine was frozen. The leather upholstery of the front and rear seats was weathered beyond repair and the horsehair stuffing was showing. All four stamped hubcaps were dented. All the original lamps were missing. The car did have un-labeled aftermarket head lamps. I'm certain that this car was delivered new without headlamps, because my Flanders had neither a Calcium Carbide Generator, nor an Acetylene Tank. Some of its flat tires were wrapped with tape. Apparently, someone attempted to stop them from leaking with tape. And lastly, someone started to saw thru the wooden steering wheel. The restored steering wheel retains the filled in saw cut scar.

The restoration took four years, spanning my high-school years. My high school yearbook picture is augmented with the phrase, "Give him a car and he will go far."

Before disassembly, some pictures were taken, and during the restoration pictures were taken, also. If, I had to go thru the process again, I would take more pictures. The part I liked least about the restoration was taking time out to clean up the shop. The part my Dad liked the least about my restoration was that when he wanted to spray the final color on something he found that I had just again freshly primed and filled what he wanted to paint.

Dad and I did most of the restoration on the Flanders ourselves, with the exception of the reupholstering. Dad gave Leonard Davis, a premier car restorer, a couple of automobile cylinders as payment for reupholstering the Flanders seats. Also, Clair Myers restored the



Photo # 3 showing the Flanders Today

brass lamps for my Flanders. The Gehrig tires on the Flanders are the predecessors of The Lester Tire Company, which is now part of another tire company.

I didn't think about such things at the time, but upon reflection, storing the freshly painted Flanders wheels and seats in the dining room of our Moreland Hills home seems a little unusual. **(Editor's Note: sounds fine to me! Editor's Wife's Note: Typical!)**

With few exceptions, the restoration progressed smoothly. When the engine was initially fired up, the valve tappets were spinning around in the block, a condition which required a little back tracking to install set screws to secure them in place. Another surprise was that the steering was so quick that we had to slow it down by changing the steering geometry. On that test drive, Dad tried to turn into our driveway, but the car turned the corner more quickly than expected; missed the drive and climbed up the steep embankment in our front yard, so that we and the car were entirely airborne.

The only other test drive that I can remember was on one occasion when I took the car out just because I felt like it. At that stage of the restoration the car wasn't finished, it had no fenders, hood, brass lamps attached, nor license plates. I'm not sure that I owned a driver's license yet, but I managed to stall in the middle of the street. As I got out to crank start the Flanders, I looked up to see a policeman get out of his cruiser, and walk around my car. I was lucky. He just said, "Nice car kid", and he was on his way.

The restoration was a success. It even won a National first place award the first time out, but I didn't enjoy driving the car with only high and low forward gears. After shifting into high gear it had no power until it could build up some momentum. I did acquire a three-speed Flanders while in college, and since it was not unusual for two-speed transaxle Flanders owners of the day to convert to three-speed transaxles, I did too.

My car now has three-speeds forward. I shattered the three-speed transaxle housing from a donor car, designed and had a new three-speed case fabricated. Now the car is as much fun for me to drive as it is satisfying for me to look at. Describing my three-speed conversion could be the subject of a future story.

## **President's Message**

*By Daryl Kemerer,  
E-M-F Registry President*

### **"Christmas Trees, Ladies, Cars, and Magic!"**

It is February of 2015 and here I go again, making connections in the deep obscure recesses of my mind that most people would never think of nor believe edifying. However, I shall continue at risk of befuddling all.

This past Christmas season my wife Kathy and I embarked on our annual trek to the nearby tree farms to purchase a suitable tannenbaum. This is a difficult task because some are too tall, fat, skinny, or grossly misshaped to be suitable (we are focusing on trees, not ladies).

At the first tree farm we plodded up and down hill and dale without a glimmer of success. Fortunately the snow was light and the temperatures mild. At the second tree farm the trees were coiffed like a ladies hair after a visit to the hair salon, every limb and branch in place eliminating every space to hang an ornament.

We drove another ten or so miles to a different tree farm with many fields and varieties of trees. After a half hour we trekked back without a tree, and the owner queried about my lack of tree. I replied "picking a Christmas tree is rather like choosing a lady to be your wife. At a distance they all look nice but on closer examination it is difficult to find one you want to have a relationship with!" He chuckled and we drove away.

At the fourth place the trees were tall and old and the varieties mixed throughout the field. With my trusty saw in hand, my temperature rising, and my legs weakening, we forged ahead and cut down what might be a 'suitable' tree.

Well! At home Kathy performed her magic, decorating the tree. The result was one of the nicest Christmas trees we have had in many years. We liked it so much, we kept it decorated for at least three weeks after Christmas. Certainly an enduring relationship with this elusive tannenbaum.

### **Cars and Kathy**

At the time of my retirement, Kathy purchased for me a Chrysler Sebring convertible to celebrate the accomplishment. Since that time I have also noticed that she enjoys my retirement by driving the Chrysler as much as possible in the summer. Well! Intuitively I thought I might try to find a reason to buy her a car honoring a special moment in her lifetime. Since she is not permitted to retire, I needed to create a 'special' year. Voila! The magic year was concocted. "What is the magic year" you say. The magic year is

*President's Message*

*Continued on page 3*

**President's Message**

*Continued from page 2*

that time when your age coincides with the year you were born (e.g. if your birth year is 1995, your magic year would be when you reach age 95 -- good luck 20 year olds).

Soooo! For the past year we have been searching for a suitable car for Kathy. Like Christmas trees, cars all look good from a distance but the one to put in the garage is a different story.

As our story unfolded, we looked and looked, drove and searched, googled and googled. There were Skys, Mercedes, Cadillacs, Corvettes, Studebakers, and many others. Kathy did not give some cars a second glance (like a tree with a crooked trunk); other cars were the wrong color or too far away, while some didn't feel right.

One night last week I located a car she might find suitable on eBay. She said "let's get it" and I finally won the opportunity to purchase a car for her. New problems suddenly appeared! The car was three hundred miles away in Detroit Michigan, and the thought of engineering its way into the trailer in bad weather and safely home loomed large. At Detroit, while my friend, Bill Mueller and I tried to figure a way to get the car ensconced in the trailer, Kathy sat in

the driver's seat awaiting instructions. I must say, seeing her with a big smile on her face behind the wheel of the 2003 Corvette convertible was for both of us a grand conclusion to her magic year.

Kathy's magic year is over, but the magic she brings to our marriage continues every day. However, tomorrow is Kathy's birthday and to celebrate I shall remind her that the new dishwasher is quieter than the old one. What more could she want? Every year is not a magic year!

**Even More Magic**

If you have ever had the opportunity to explore Disney's Magic Kingdom, you are aware of the magic memories for the entire family that experience creates. I urge you to consider attending the 2016 E-M-F Outing being planned by John Smith in Orillia, Ontario, Canada. John and his committee always provide magic, memorable experiences for everyone touring, including children, youth, and us more seasoned participants. Please read John's description of the 2016 Outing in this issue of "The Hyphens." We hope that you and your family will attend and gather some magical memories!

**E-M-F Cars For Sale**

**1912 E-M-F 5-Passenger Touring.** Car is very complete and was running and driven as recently as 6 or 7 years ago. Large assortment of parts which belong with the car would be included in the package. \$18,000. Car is located in Wisconsin. **Jim Pohl** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE *EDITOR NOTE: I have some pictures I can send through email if you are interested - John*

**1911 E-M-F 5-Passenger touring.** The car is in unrestored, original condition, but could use a new top. \$32,000. For more info, contact **Dave** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE *EDITOR NOTE: I have some pictures I can send through email if you are interested - John*

**E-M-F Parts For Sale**

I have a restorable **1910-12 EMF front axle** with spindles, drag link( bent) and the cross that attaches to the pitman arm on the steering box. I have it crated and would like to receive \$200 for the parts with the buyer paying the freight. **Jim Warjone** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

**E-M-F Parts Wanted**

I would like to purchase a **rear hub puller** for our 1910 EMF. **Jim Warjone** CONTACT INFO IS 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 Magneto** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE *Registry Member Gordon Matson*

**Planning under way for 2016 E-M-F Company Outing Tour in Orillia, a small city in Ontario, Canada**

The 2016 E-M-F Company outing tour planning is in full swing. It will take place in Lake Country centered in lovely Orillia, a small city in Ontario, Canada. Orillia is located in the Lake Country tourist area which features numerous lakes, large and small. We'll meander through the countryside on quiet, paved roads, enjoying great scenery, and stopping at points of interest.

We're looking forward to showing you some great Canadian hospitality, including treats that are unique to Canadian traditions. There will also be a full Canadian breakfast, a lakeside ice cream social, luncheon aboard the S.S. Segwun while cruising the world-famous Muskoka Lakes, and a final lakeside barbecue. There's something about brass car touring that brings out good appetites.

The host hotel is the Mariposa Inn Best Western which features very comfortable rooms, a restaurant, swimming pool and adequate parking for our rigs. Even though it's in peak tourist season, we've negotiated very fair rates designed to encourage you to bring children or grandchildren

Some of the things currently being planned include:

- A visit to a boat museum where you see some fabulous antique wooden boats, for which Muskoka is renowned.
- Devon Tea and recital, showcasing, among other musicians, our own Kathy and Daryl Kemerer.
- Stops at a restored French fort, a spectacular Catholic Church, and a remarkably preserved Great Lakes cruise ship.

There's one more thing about Orillia and EMF's From 1910 to 1913, Tudhope cars, using the Everitt design, were manufactured locally, under license from the Metzger Motor Company of Detroit. It's one more reason to make the trip to Canada for EMF 2016, an Outing in Lake Country. Contact **John Smith** for more info at CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

**A Thought to Ponder**

Why do we say something is out of whack?  
What is a whack?

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

## Upcoming E-M-F “30” Events

**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: Tom Ruggles** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

**October 9<sup>th</sup>, 2015 - E-M-F/Flanders/Everitt Owners Meeting at 2015 Hershey AACA Fall Meet- Friday October 9<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 IS BLOCKED FROM ONLINE ARCHIVE

**Wednesday, August 10<sup>th</sup> - Tuesday, August 16<sup>th</sup>, 2016 - E-M-F Company Outing Tour** - John Smith and team are well underway in planning 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. More information at the E-M-F Registry meeting at Chickasha, and in the article on **page 3**. Plan now and don't miss this opportunity to tour in Canada! This will be a great event for kids and grandkids! For more information, contact **John Smith** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

**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 IS BLOCKED FROM ONLINE ARCHIVE so I can save some money and start delivering *The Hyphens* by email?

Thanks!

John M. Daly  
CONTACT INFO IS  
BLOCKED FROM

