

The Hyphens

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



Volume 17, Issue 1 February 2019
Copyright 2019 E-M-F Homepage

Editor's Column

One of the nice things about publishing the spring issue of The Hyphens is that it means that spring is just around the corner, and boy am I looking forward to it. I am through with this winter crap.

Work on my E-M-F has come to a grinding halt as I have been preparing to receive a couple of my dad's cars as inheritance. This means finding a place to put them. Some remodeling of our walk-out basement will allow the 1909 Sears Motorbuggy to be put on display there. The other 1917 Ford Model T Touring will eventually find a space in my tight garage. What I really need is to either win the lottery or find a rich uncle I did not know I had so I can retire and build the Taj-Garage! Not holding my breath for either of those scenarios.

Thanks to the following people who made donations since the last issue to help with the cost of the Website and distribution of the Hyphens:

- Several people at the 2018 Hershey meeting (sorry, I was not given names)
- Jerry Mandel - mail in donation.

It is thanks to these people, and many before, who have donated and helped keep the registry without membership fees. The funds are in good shape right now, but if you feel lead to help, I will accept donations to help defer the costs.

Happy Motoring!!!

John M. Daly

Don't Forget

Chickasha E-M-F
Registry Meeting. Fri.
3/15 @ 4:00 PM -
Meeting room in South
Building



Daryl and Kathy Kemerer's 1911 E-M-F Roadster post-restoration.

Reflections on an E-M-F Restoration

By Kathy Kemerer

One hundred-eleven years ago our forefathers brought forth on this continent a new vehicle, conceived over dinner at a local club in Detroit, no doubt, a harbinger of the connection of cars and dining. My, how their actions those many years ago have affected my life.

As the wife of a car collector, I soon learned the depths to which a man will dig in his pursuit of that "diamond in the rough." It was in the summer (about 6 years into our marriage), in a van with no air conditioning and towing a borrowed open trailer that we arrived in Yuma, Arizona to purchase our diamond. This particular gem had been pulled out of the Arizona desert. It could have been abandoned there during one of the early races from San Diego or Los Angeles through Yuma to Phoenix. At least that's our glamorous supposition, and makes a good story. The car had no fenders, no gas tank, and no body from the seats rearward. This was not a "girl's best friend" type of diamond – not even close. I felt a strong need to research the definition of "diamond" and enlighten my husband. But my enamored spouse saw great possibilities! Wood can be replaced! Parts can be found! It was a rare southern tread 1911 E-M-F roadster vehicle, etc!

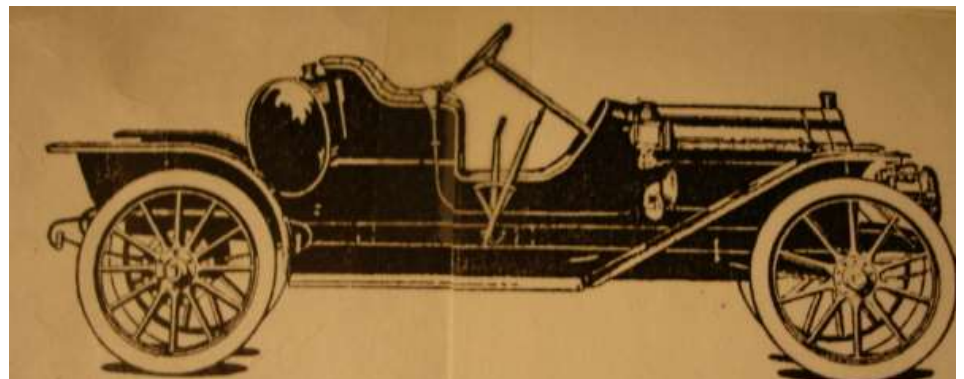
Thus began a 28 year project that covered miles of territory in modes of both driving and walking. I can say with great relief to my Hershey-sore feet that the internet certainly is the most important tool used in our quest for information and parts. Massive amounts of research and chasing leads for correct bits took most of the first 20 years. Then the physical labor began. We restored the wheels first and progressed through the power train, suspension, and transmission, replacing broken bits and noting EVERYTHING.

- Did you know there are 11 parts to a Splitdorf sparkplug?
- Did you know the firewall was a relatively thick walnut-veneer over a random series of tongue and groove boards?

These are just a few interesting bits of trivia discovered in our restoration.

The missing body section was duplicated from John Smith's E-M-F roadster with the help of a dear friend Bill Wittey, lots

E-M-F Roadster Restoration
Continued on page 2



NEW E-M-F "30" ROADSTER - Price \$1200. Magneto, five lamps, horn and generator included. Deliveries on this model will begin in January, 1911.

E-M-F Roadster Restoration

Continued from page 1

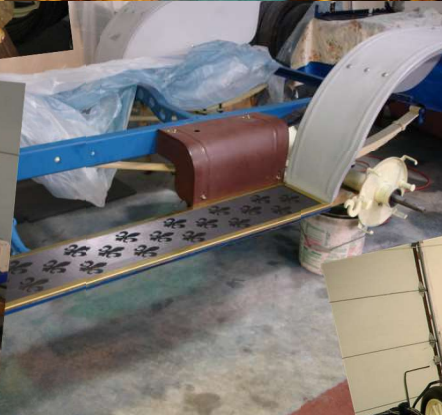
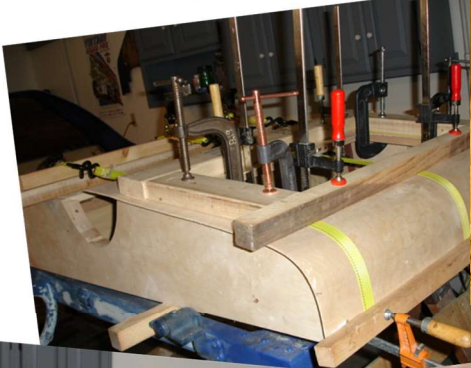
of poplar, bendable birch, glue, clamps, and screws. Other restoration work we did ourselves and enlisted machinists as necessary. Daryl did all of the painting and his "diamond" really shines now!

In dismantling the car we discovered the culprit causing it to be abandoned in the desert – the clutch spider hub was broken free from its spokes. Laws of inertia being what they are, the "diamond" slowed to a stop in the desert some 100 years ago. Imagine the driver's fist pounding the steering wheel and the cursing, by golly! This is just a small, chance bit of its history and even if this 1911 E-M-F failed to finish a race, it is now "looking like a winner" and ready to drive again. This "diamond" is now this girl's best friend!

Enjoy the included pictures of our restoration journey!



A couple of years passed between these pictures.



President's Message

By Daryl Kemerer,
E-M-F Registry President

A Chip off the Old Block

The Block

During the 2008 centennial celebration of the formation of the E-M-F Company in Detroit there was much reference to Barney Everitt, William Metzger, and Walter Flanders as movers and shakers in the burgeoning automobile industry. Walter Flanders certainly was immersed in acquiring numerous floundering auto manufacturing factories to facilitate the expansion of the newly formed E-M-F Company. He demonstrated the unbridled energy of a man consumed with forging his grand vision of the industry in Detroit. From Flanders's work at the Piquette Ford plant to his involvement with Rickenbacker Motor Company as a board member as well as everything in between, his vision left its mark on the industry.

A 1912 E-M-F

In the early 1970's I began some correspondence with Jud Ihrig, a chemistry professor at the University of Hawaii, about his 1912 E-M-F which he said he purchased from Walter Flanders, Jr. And recently I became aware of a 1912 E-M-F as having been owned for a period of time by Walter Flanders Jr. Could this be true? To confirm that this was the same car I contacted the seller, Jim Wayman and he confirmed that it was indeed the same car. Jim Wayman, the present owner, acquired the E-M-F during the settlement of Jud Ihrig's estate after his recent passing in 2018 at age 92. Ihrig's estate included several other cars as well. Jud Ihrig had a keen interest in automobiles and according to Wayman, Jud purchased the E-M-F in the 1960's from Walter Flanders Jr. and then worked on it and drove it until 1977 before putting it into storage. In addition to owning antique cars Ihrig was an encyclopedia of automobile knowledge, often identifying early unidentified automobiles pictured in periodicals.

The burning question became how did Walter Flanders Jr. acquire the 1912 E-M-F? Jim Wayman provided the answer. The original owner, an elderly postman on the island, often used the E-M-F to deliver mail. It is likely, according to Wayman, that Walter Flanders Jr. purchased the car in the 1930's or 40's from the postman because of the E-M-F name. Although the car represented his father's involvement in the early automobile industry Walter Flanders Jr. apparently did not have a great interest in restoring the car which may explain the car's passing to Ihrig.

The Chip

It seems that Walter Flanders Jr. (b. 1911- d. 1999) was not interested in the automobile industry in his youth, but rather he became a mover and shaker in the field of aviation as an adult. Walter Jr.'s youth was spent in Detroit and later at Menlo College in

California. If I may speculate further, perhaps young Walter's interest in aviation may have been spurred by William Metzger (the "M" of E-M-F). Metzger, in the 1920's, was part of several aviation ventures including a company formed to fly passengers and mail between Detroit and Chicago. Metzger also became president of the Detroit Aviation Society, and in 1928 he organized the first All-American Aircraft Show in Detroit. At this formative time in young Walter Jr.'s life, he likely became drawn to the aviation industry.

In the 1930's Walter Jr. settled in Hawaii, opening several stores for men. According to his obituary, he was a flight instructor in Arizona during WW II. He also started Island Aviation School in Hawaii after the war. Jud Ihrig informed me that Walter Jr. also instituted air mail between the Hawaiian islands. This information supports my speculation that William Metzger may have had a long-lasting influence on Walter Jr.'s career.

Walter Flanders Jr. also worked as a successful Prudential Insurance agent and likewise gained much financial support for his entrepreneurial visions through his marriage. His marriage of 66 years was to Muriel MacFarlane of old Hawaiian money. The MacFarlane family had an estate in Ewa and Muriel's lineage goes back to the royalty of Hawaii. Muriel's interest included composing songs of the seaside, palm trees, and the beautiful landscapes of the islands. With her help Walter Jr. developed resorts, grew landscape trees and plants, and became a visionary for the development of Hawaii. Walter's daughter, Alice Guild described him as a "creative thinker.

He encouraged...generations to think creatively and to problem solve." Clearly Walter Jr. was a mover and shaker in Hawaii, not unlike his father in Detroit. Walter Jr. had one foot on the ground and one foot in the air!

Debris

Historians, preservationists, and restorers (like you and I) piece together for time to come the fragments left behind from movers and shakers and the little people who made their visions come to fruition; be it in the automobile industry in Detroit or the aviation industry or whatever. Each car has a story beginning with the vision of those who manufactured the car and continues through our stewardship. Sharing and bringing alive each car's story, as sure as the roar of the engine with the lift of a crank, quickens the heartbeat in each of us. Keep those stories alive – keep cranking!

Happy Valentine's Day
Daryl Kemerer

A Thought to Ponder

The area code in Cape Canaveral, FL is 321.

E-M-F Registry Members invited to Studebaker Meet in Mansfield, OH.

The Antique Studebaker Club and Studebaker Drivers Club have invited E-M-F Registry members to their joint meet from September 9th to September 14th, 2019 in Mansfield, Ohio.

The Antique Studebaker Club begins the week of "Studebakering" on Monday September 9th with a Board/membership meeting at 9 a.m. This is followed up on the 10th and 11th with additional activities.

The Studebaker Driver's Club (SDC) part of the event (whom you must register with in order to participate in some of the events) begins on Tuesday evening September 10th with a Welcome Jazz Band Concert and Ice Cream Social.

The SDC welcomes the public to the Studebaker Car Show on Saturday, September 14th, 2019 at the fairgrounds. There will be a nominal gate free for the show, but guests will have access to view the cars as well as all the exhibits and parts vendors from the meet. The club expects to have 300 to 400 cars at the show, including original, restored, modified, and modern cars that were produced in the US until 1963 and in Ontario, Canada until 1966. Larger commercial-style trucks will also be a part of the meet.

This is the first International Meet to be held by the club in Ohio in 42 years and involves the participation of the Heart of Ohio, Tri-State, Ohio Region, and West Lake Erie chapters of SDC, as well as thousands of members from the US and around the world.

For more information on the meet and how you can participate, please contact **Jim Thompson** at **CONTACT INFO HIDDEN**

Registry DB updated

As a part of every Hyphens distribution, I take time before printing to update the E-M_F Registry Database with any changes which have come in since the last issue. Some come in the form of bounced emails. Some in returned Hyphens. Some as new registry inputs from the website.

This time around I also got to throw the new HCCA Roster into the mix which meant going through each and every E-M-F, Flanders and Everitt listed and verifying address and/or email info and making any updates or additions needed. I spent around 12 hours doing all of this prior to this issue.

If you are receiving the Hyphens in a different manner, (i.e. email/online version verses paper copy) or maybe you are receiving it for the first time, this is the reason. To all the new people: Welcome to the E-M-F Registry Family!!!

E-M-F Homepage Website Issues Resolved

By John Daly

I have been managing the E-M-F Homepage since I put it out on the World Wide Web all those years ago. It has pretty much run itself with minor tweaks and additions now and then since. That is until about 2 months ago.

The Web Service Company I use made an upgrade to an underlying software package, which required me to make some behind the scenes coding changed to bring things back online.

Now I rarely go out to the website unless I need to look something up, so had it not been for other E-M-F Registry members pointing out the problem, the site would have been useless for much longer than it was.

So the point of this brief article it to thank you all for the help. If you are out on the website and see something that does not look right, please take a minute and send me an email and let me know so I can investigate it. I really appreciate all of the help that you give me. I want to keep the E-M-F Homepage as something as useful as possible to all who need it.

If you have some data you feel would be a good addition to the website, send it along to me. I try to get stuff up on the site as quickly as I can, although I know I have quite a bit of stuff waiting to be processed right now. I always love original pictures and pictures of current members cars. Just send me a high-resolution scan of the picture, and I will try to get it up on the site.

The websites URL is <http://EMFAuto.org>

E-M-F Cars For Sale

1912 EMF roadster for sale. I am asking \$6,000. It is missing magneto, carburetor, muffler and front fenders. **Dale Kemmerer CONTACT INFO HIDDEN**
See Pictures on E-M-F Homepage For Sale/Wanted Page.

1909 EMF 30 Touring Car. Older restoration, complete and runs well. The car has great history, several Trans Cons, Ragtime Movie, The Great Endurance Run enactment winner 1979 & 80. Asking \$45,000. Will consider offers. Prior owner Ken Walder. **Contact Carol Walder Storms for further info. CONTACT INFO HIDDEN**

E-M-F Parts For Sale

Radiator medallions for Canadian E-M-F's. I have had a few reproduced from an original pattern. Available in either brass or aluminum. These were used from 1910 to mid 1912 when the E-M-F Company of Canada was taken over by Studebaker.\$40 US or \$50 CDN, includes postage. **John Smith (705) 325-7107 johngsmith@rogers.com**

E-M-F Parts Wanted

Flanders-20/parts Wanted:
Steering gear box assy. (partial, or complete), any condition, for 1910 E-M-F, 1911-12 Flanders, 1913-14 Studebaker. **Daniel Flanders CONTACT INFO HIDDEN**

Need one (1) **standard size cast iron piston with rings** for EMF 30. **Frank Iaccino CONTACT INFO HIDDEN**

Looking for an original **Radiator Cap** for an E-M-F 30. I need one for my 1912. I would also like to find a **restore-able hood appropriate for a 1912 E-M-F.** Also, any **Rear Fenders** for a 1912 Demi Tonneau out there? I would be interested. **John Daly CONTACT INFO HIDDEN**

E-M-F Services

Rear Wheel Hub Pullers custom made for the E-M-F (and other cars).
<http://customhubpullers.com/> or call **George** at **CONTACT INFO HIDDEN**

Metal spinning's one inch to 96 inch's, all metals for early cars. Brass lights and other parts. Call me to discuss your needs! **Larry Gibson CONTACT INFO HIDDEN**

“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 HIDDEN**
Vice President: **Floyd Jaehnert - CONTACT INFO HIDDEN**
Main Contact/Newsletter Editor/Webmaster/Secretary/Treasurer:
John M. Daly - CONTACT INFO HIDDEN - Visit us online at <http://EMFAuto.org>

Upcoming E-M-F “30” Events

March 15th, 2019 @ 4:00 PM - E-M-F Registry Meeting at Chickasha Pre-WWII Meet on the Friday afternoon of the show. It will be in one of the meeting rooms in the south building. This will 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 HIDDEN**

September 9th – 14th, 2019 – Join the Studebaker Driver's Club-Heart of Ohio Chapter, the Antique Studebaker Club next September 2019 for the International Meet of all these clubs in Mansfield, Ohio. *See article in this issue.* **For more information contact Jim Thompson – CONTACT INFO HIDDEN**

October 10th, 2019 - E-M-F Registry Owners Meeting at 2018 Hershey AACA Fall Meet – at **Jim Gorel's spaces CI 73-75.** If you are going to Hershey, please plan on attending. **For more information contact: Daryl Kemerer CONTACT INFO HIDDEN**

Summer 2020 – Our next E-M-F Company outing tour!!! Stay tuned! More next issue!

NOTE: If you have received this issue via US mail, and have an email address, can you please send me an email at John_Daly@EMFAuto.org (**NOTE: There is an Underscore, i.e _ , between “John” and “Daly”**) so I can save some money and start delivering *The Hyphens* by email?