

The Hyphens

Daryl K. Herer

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



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Editor's Column

As I write this, we are on day 344 of the 14 days to flatten the curve of the COVID thingy. We have at least 19 inches of snow on a table on our deck, which reminds me of why my back is hurting as I remember all the snow removal. It is currently 8° F here at home, which may be warmer than it is in Texas, which is strange to think about. I have an oil change to do today on the cold ground which I am not looking forward to.

I am looking forward to warmer weather so I can get out and drive in an old car. I am also looking forward to the Chickasha swap meet and hoping it will happen. If you are planning on going to Chickasha, please join me for our E-M-F Registry meeting. I would love to meet you and talk old cars for a while. It will be on the Friday of Chickasha later in the afternoon in one of the meeting rooms at the show. Look for signs at the meet.

Thanks to Eric Edwards for providing the main article in this issue (and the next!). If you would like to author an article in the future, please contact me.

One of my goals for 2021 is to get back into the restoration of my E-M-F. For that to happen I need to finish a Ford Model T rear axle rebuild and squeeze in a new roof on our house. There never seems to be a lack for things to do.

If 2020 has taught us anything, it should be that we enjoy life and take advantage of every minute of it. Enjoy time with your cars, but more importantly, enjoy time with family and friends. Hopefully you can do both at the same time!

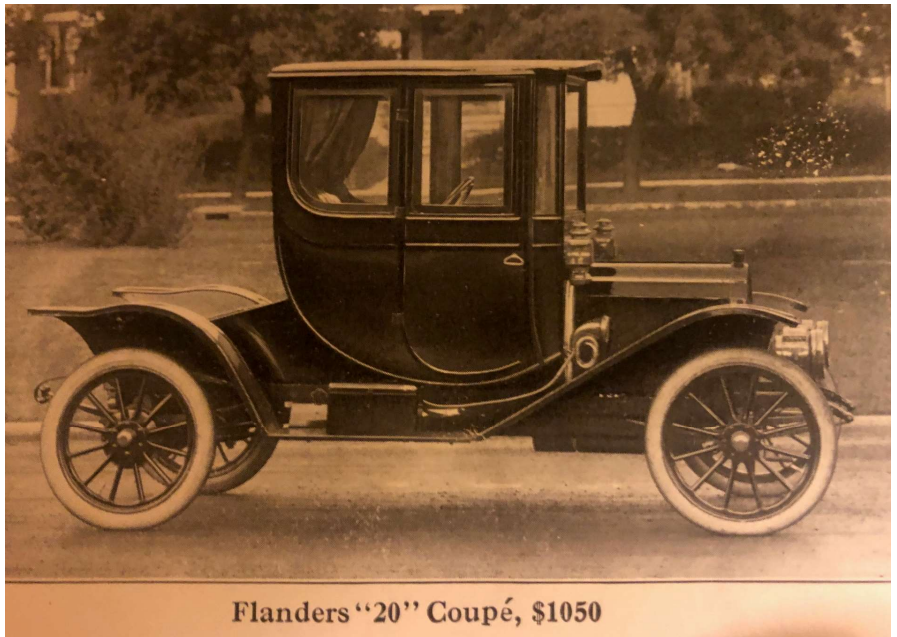
Happy Motoring!!!

John M. Daly

Don't Forget

Chickasha E-M-F Registry
Meeting. Fri. 3/19@ 4:00 PM
CDT ???

Look for signs at the show for
time and room location



Flanders Coupe Picture from Flanders Documentation

A Tale of Two Flanders!

By Eric Edwards

As a preamble, readers need to know that the story you are about to read is that of a 1912 Flanders Coupe and a 1912 Flanders Delivery. Just so that you don't lose interest reading about a supposed 1912 Ford Coupe. It is not written to mislead or convert one to being a "Fordofile".

When you've been in the hobby and the business of vintage and veteran cars for 50 years or more, getting a call about a dream vehicle can be a blessing or a wild goose chase. One Saturday afternoon about 20 years ago the phone rang and it was a mutual old car restorer - Bill McFarling, originally from Chicago. He restores vintage European sports cars. I don't usually get calls from Bill. It is usually me calling him for help on a "European car issue". This time was different. Although he lives not far from me in Ontario, he was calling from Illinois, his home state. He was there helping an antique dealer friend clean out a building and came across a car buried in one of the outbuildings.

"Eric, I'm calling you as I know you're into brass cars. I thought you might be interested in this Model T brass front coupe." I was silent. Did he say brass front coupe? I didn't know what to say. So I listened further. He said the fellow he was helping was an Antique picker and he would give me his phone number if I was interested. "Absolutely" I immediately replied.

Later that night I called the antique picker to query him about the car. After introducing myself as Bill's Canadian friend, I started to ask about the mystery car. He says "it's not mine quite yet but when I conclude my deal I'll call you". I didn't get much of a description other than the car was buried under

all sorts of antique wooden kitchen chairs and stuff. Great. Now to wait.

Well the call never came, and a year or more passed. Being pretty connected to the old car fraternity and getting into the regularity of using the internet I headed to my desk to see what was happening.

There was a note from a club member that I was working with. He said there's an interesting ad for a Brass T hack on one of the car club sites. The ad vaguely described an enclosed Model T that purportedly had been custom built for the Pullman Carriage Company by Ford. I knew that was an odd description, probably nonsense, but nevertheless I needed to call and make contact with the advertiser.

When I made the call, the lady answered the phone and I identified myself as being a Ford collector (which I am) and asked for some sort of description so that I could verify what I was calling about. "If you could send me a photo looking through the window, Then I could probably identify what you have for my own understanding."

She said "it's a 1913 model and we are the custodians of the estate for Jo Mead". Over the last 20 years or so they had been taking care of Jo in her home in Galena Illinois where she had been living in an old brewery building. She taught art students the skills of painting carousel animals. Over the years Jo collected all sorts of antiquity and architectural artifacts that were going to be lost to the ravages of time and scrap drives of the 40's. She collected all sorts of stuff including the particular 1913 car.

I asked the normal questions: Is there a title? Did they know how much they wanted for it? It was evident that they were

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sincerely interested in finding the right home for this much cherished artifact. It wasn't just another car. It had been saved after its hard life delivering mail along the Mississippi River communities finishing its work life in 1930. Over the 70 years it had been stored as a courtesy by Jo's friends and never once did she have to pay any rent. They were amused by how frugal Jo was. I reassured the custodians we were sincere about our interest and we would be honored to be able to have an opportunity to view and possibly purchase the saved relic.

After getting some sketchy photos of the car it was determined that, yes, we did want to go and see it. Through the window we could see the leather diamond tufted upholstery. This told me that it was an early enclosed car and not something that was just conjured up. My son Chris and I made plans to visit in May 2002.

The trip from Baxter Ontario Canada, north of Toronto, to Galena Illinois is about 1500 miles. To make a 1500-mile trip on a possible goose chase had to be planned to coincide with something more economical. We had just completed a 1909 Ford restoration for a client in Michigan, so it was practical to deliver the car at the same time. We hooked up our 32-foot enclosed trailer to the back of our Ford Dually and headed out on this adventure, not really knowing what to expect. That's the mystery that intrigues. After a grueling drive through spring rains, we finally got to Galena in the morning. Directions were pretty good, and we got to the three-story building on a side street just as her directions had said. It was a century old building that stretched wider than your normal house, but then again it had been a brewery. We turned our rig around and parked in front of the building as there was nobody on the street. As it was still raining, I selected the right time to make my dash to the door. The occupant came to the door, a woman of about 60 years old pleasant and welcoming. "You've come to see the car, have you?" That's right" I said, "it's a long way from Canada."

After grabbing her coat, we headed to the garage to see what was in store for us. We walked into the building to find it was in complete disarray with furniture and chairs all sorts of stuff. But there it was, buried under many wooden kitchen chairs - exactly what we had driven so far to view. Then it struck me. This is the same car that I called about just a year earlier. The brass T coupe. This was karma.

Without showing that we were too eager, we lifted the disrespectful chairs off the back deck of the Coupe. We looked under the hood, opened the carriage style doors and inspected the leather interior. My goodness. It really is an early Coupe. We inspected under the car to see that indeed it was a 1911-13 Ford Model T from the style of frame. Over the

years, the Motor and running gear had been updated with lots of replacement parts to keep the working vehicle on the road. The wheels had been updated to 21-inch wood demountables with balloon tires giving better Control and comfort in the snow when delivering the mail. It all made sense, a delivery vehicle completely enclosed protecting its driver and valuable mail cargo. We were certain the frame was an early one having restored dozens of early T Fords Since the mid-sixties.

From our discussion with the lady it seemed that earlier in its life someone had attempted to start the restoration of the vehicle, and soon after realized how much of a monumental task it would've been. The paint had been stripped off the doors and exposed the lines of the naked wood coachwork. The lower panels of the doors have been covered with metal that had started to corrode at the bottom. But it was solidly built, and the doors clicked shut like new. The door coverings on the inside were plain but the diamond tufted leather seats were exceptional. We were getting excited. Never had we seen a Brass T Coupe of any year, restored or otherwise. This unrestored car was mainly an unmolested time capsule. We were eager to know more.

After our examination we headed to the house for tea and discussion. We were eager to know how this would play out. By this time, reinforcements came to join us. It was the second lady that had been caring for Jo in the later years of her life. They tried to summarize Jo's life story. It was mesmerizing.

Over the years Jo held her art classes on the top level of the residence creating an art studio there. In the background there were numerous carousel animals in their original splendid colors. I remember a large wooden camel with a saddle, and a majestic male lion with its flowing mane. It was really awe inspiring. Your eyes would be riveted to those remnants of old.

The girls went on to tell us that Jo Mead had replicas made of her carousel Animals (camels, elephants, lions, and horses) that would be the blank canvas for her to teach her students the art of painting carousel animals. She must have been a truly talented individual with a vision to preserving the past while being able to develop artistic talent for the future embracing a lost painting technique.

After some discussion around the reason for our visit, we came to the subject of the car's title, which they quickly produced for us. It was titled as a 1913 Ford. We had no reason to disbelieve the document or their story of Jo's passionate for the past. On the subject of price, there was no dispute, it was decided on by virtue of its imminent future. We knew we could have the car operational and back on the road for a September unveiling at the "Old Car Festival" at The Henry Ford Museum and Greenfield Village. We made the offer.

"If you two ladies would like to join us at the Old Car Festival, we'd love to take

you for a ride in Jo's Coupe." It was a deal. They would take the train to Dearborn from Chicago and meet us there for the historic reunion.

As we loaded the tiny car in the rear of the vacuous 32 ft enclosed trailer, a frail elderly woman came over to us from an adjacent home in tears. "Where are you taking Jo's car?" I immediately tried to calm her down and explained. "We are going to return the car to its former glory " I carefully helped the lady into the back of the trailer to show her the freshly restored 1909 Ford roadster. Once she saw the magnificence of newness, the sparkling brass trim and the Brewster green livery, she calmed down and became more receptive to my explanation. She told me she and Jo were close friends over their lifetime and she knew how much the car meant to her. I respected that and told her so. All was well and we closed the gate of the trailer and headed back to Michigan to deliver the 09 Ford.

By mid-summer we had the Coupe back on the road and got registered for the Old Car Festival. Early in September we arrived at the grounds of the Village and got our cars on the village green. Out front of the car we placed a framed dedication of the car telling of "Jo Mead", the custodian since the 1930's.

We had two tickets waiting at the gate for the two lady travelers anxious to see their previous charge. When they saw the car, they were in tears. That was the reason they came. To realize a dream that Jo had subconsciously held. To put rubber back to the road. To save history!

After each took their anticipated drive, they thanked us over and over. The crowd around the car was thick. Even Bob Casey, the then curator of the auto collections, came to view the unrestored Coupe. All in all, it was a wonderful day for all concerned. Dreams can come true.

At the 2002 Hershey car show, we took both our restored 1910 Ford that garnered its 1st Junior award, and the Special Award for Best Ford of the year. But the unrestored Coupe got the most attention, always drawing a crowd that would overwhelm us with questions and complements. Very exciting.

The next touring season saw the Coupe in action with the Michigan Brass and Gas group chapter of HCCA. Again, the car got so much attention as an unrestored closed early car. However, driving in an enclosed car in the summer isn't as nice as delivering mail in the winter in Galena!

Editors Note: So, what does this have to do with a Flanders Coupe? You will have to wait and see. We will finish up this story in the next issue of the Hyphens. Until then, enjoy some pictures that Eric provided on the next page. Thanks to Eric for authoring this story.

President's Message

By Daryl Kemerer,
E-M-F Registry President

A Vaccine for New Life!

The years of 2020-2021 will long be remembered as a time for transformation in our everyday lives and our beloved hobby. Being in the second level of those who could receive the Covid vaccine, I went to the hospital at the appropriate time. When I approached the ladies at the reception desk, I announced my name and said, "I am scheduled to be shot at 4:45." Apparently, my one-liner was well received, for both receptionists and others in line chuckled. Just two days ago I received my "second shot." As I looked around and saw many seasoned citizens, I remarked to the young lady giving me the shot that she probably didn't know that there were so many older citizens. She replied: "I didn't think so many would want the shot." I quipped: "Senior citizens will do anything to get out of the house." My answer was well-received by those within earshot.

Hopefully the Covid vaccine will help us return to a new normal. My wish for you remains one that finds you enjoying our hobby by touring, preserving your prized vehicles, and attending swap meets and other gatherings. Kathy has already sent in a

registration for our swap meet space at Hershey. I expect that John Daly and Tom Ruggles will host a registry meeting at Chickasaw in March. Regarding our E-M-F Company Outings, Jim and Linda Gorel have decided that it would perhaps be better to have our next Outing in 2022. This will allow for more planning and hopefully more participation. I have enjoyed the Outings not only for touring new parts of the country but also for the opportunity to know more intimately fellow E-M-F and Flanders aficionados.

That being said, we have come to realize many changes in our hobby. The corona virus has made this realization much more intense. Yet I feel more optimistic today than I have in a number of years. Over the past two years I have had the opportunity to assist at least six E-M-F and Flanders owners. I was able to provide some assistance and information for the restoration or repair of their automobiles. Often John Daly has referred them to me, and I am honored and delighted to be a part of their journey. Other E-M-F owners shared their wisdom with me when I first began my love affair with E-M-Fs and Flanders, and touring in brass era automobiles. If we all reach out to new owners and welcome them to our registry and gatherings at E-M-F Company Outings, the future of the hobby will become stronger and

will remain a symbol of the preservation of the past.

In addition, Ian Hayhurst has established a group in Canada welcoming E-M-F and Flanders owners to share photos and comments on Facebook. The site is "E-M-F automobiles". Ian is a young family man with youngsters (requiring a touring-size automobile) which has resulted in his restoration of an E-M-F touring. Kathy and I have toured with Ian and his father, Ray, for years, and I applaud his effort and enthusiasm in promoting this group for the benefit of all.

We are stewards of an important part of our past, that is, acquiring, restoring, enjoying and preserving automobiles for those yet to come. Even in this difficult time Kathy and I have enjoyed immensely short drives in a brass-era automobile through the countryside, bringing smiles to our unknown neighbors in our life's journey. As stewards we each will pass the automobile we so love and enjoy to others. Whomever that may be, I am certain there will be someone somewhere who welcomes our effort.

The future of our hobby looks good as the dark days of winter and snow are waning and the promise of joy in an E-M-F or Flanders lies ahead. The uncertainty of 2020-2021 will be a vaccine to allow our hobby to flourish in 2022.

Keep safe, optimistic, and persevere!

Daryl Kemerer

A Thought to Ponder

The 1912 E-M-F Demi Tonneau that I am restoring is not as cool as this coupe
- John M. Daly



FLANDERS "20" COUPE, \$1050

CHASSIS—Same specifications throughout as for touring car.
BODY—Brazed and laminated body of selected maple and poplar. Built by skilled workmen in our own shops.
DOORS—Designed for utmost comfort of passengers in entering and leaving car. Doors are wide and ample in height.
WINDOWS—Very best plate glass; easily opened or closed as passenger desires.
UPHOLSTERY—Best quality tufted black leather, and English broadcloth. Roof interior, quilted broadcloth.
INTERIOR HARDWARE—Steering column and levers enameled black; the other hardware furnishings are nickel.
LAMPS—Dome electric light in car. Two brass headlights and two sidelights set high as coupe usage requires. Tail light in rear. All lights are electric, from current which is generated by a battery in locker under rear deck. Supply on one charging for 100 hours. Side and tail lights equipped with duplicate kerosene system. Switch within car controls all lights.
EQUIPMENT—Complete with leather and cut-glass toilet case, cut-glass bouquet holder and vanity watch.
GUARANTEE—One year complete. Same as on all Flanders and E-M-F cars.
PRICE—(f. o. b. Detroit) \$1050.

FLANDERS
20

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

Next E-M-F Company Outing Tour.

As mentioned in the last issue, COVID-19 threw a wrench into many of our vintage automobile related activities, and our 2020 E-M-F Company Outing tour was no exception.

It has been decided to push the tour out to the summer of 2022 to allow for proper planning and for venues to be opened (hopefully).

When it does happen, we will have many attractions to visit during the week including:

- William Gillette's Castle home.
- The Navy Sub Base, where we can board a real Submarine.
- A visit to the Mystic Maritime Village including a New England Clam Bake, River Cruise, and more.
- A visit to an up / down Saw Mill, an Indian Museum, a Steam Museum, and more.

More info will be forthcoming in future issues, but if you have questions at this time, please contact **Jim & Linda Gorel** CONTACT INFO HIDDEN .

E-M-F Parts For Sale

Two E-M-F wrenches – Part number A-1301. Tough shape. \$15 domestic post paid. Don't really want to scrap them! ALSO have an **E-M-F Splitdorf magneto** for sale. Pictures available on ads on the E-M-F Homepage For sale/Wanted page.

Layden Butler, Danville, CA CONTACT INFO HIDDEN

Chimney off an E&J Model 577 carbide headlight. These were used on the E-M-F in 1912. The E-M-F triangular badge is missing. Photos on EMF Website For sale/Wanted page or email for further pictures. \$80.00 US plus \$15.00 US shipping from Canada. **Ross Benedict** CONTACT INFO HIDDEN

E-M-F thick black rubber floor mats used on EMF cars. Exact reproductions with the fancy "Fleur de lis" designs and ribs. There is a blank area for the brake, clutch, gas pedals. I bought 2 of them from Floyd Jaehnert. I no longer have the car anymore. I want to sell both at once. Have a perfect one for judging your EMF, and use the other for touring. Price is \$250.00 for the pair plus shipping from St.Paul, MN. **Jim Fredrick** CONTACT INFO HIDDEN

E-M-F Parts Wanted

Looking for a **Fan assembly for a 1912 Everitt.** Please help!!! **Willard Schoellerman**, Auburn, CA CONTACT INFO HIDDEN

I need an **EMF fan bracket**, part no. A-228. **Tom Ruggles** CONTACT INFO HIDDEN

I'm looking for a **crown gear with 43 teeth** for a 1912 E-M-F Model 30 Touring. **Bob Nugent**, Torbay, NL, Canada CONTACT INFO HIDDEN

I am looking for a **driveshaft for a 1909 E-M-F.** Also looking for miscellaneous parts. I am building the car from ground up. I have most everything but if something is nicer than what I have I'm interested. **Ron Gardas** CONTACT INFO HIDDEN

I am looking for the following parts for an **EMF 30:** engine complete, a pair of cylinders, water pump, internal break shoe, one clincher rim with one retaining ring and one locking ring (whether or not as individual parts), a pair of break and clutch pedal
NOTE: I am in Germany and my English is not very good. **Swen Below** Phone: CONTACT INFO HIDDEN

I just purchased a **1911 Flanders 20 Touring project**, I am looking for a reproduction brass data plate, copy of a Engine manual, Ignition wood coil box switch assembly, Magneto advance lever linkage parts, throttle foot rest metal plate that goes into the floor board. Or if you have any extra parts of any kind for the Flanders 20 that you no longer need, I might be interested in purchasing them. **Al Locatelli** 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 19th, 2021 at 4:00 CDT - 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

October 7th, 2021 3:00 PM Hershey Time - 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 2022 – The re-schedule of our E-M-F Company outing tour!!! More information to follow. It will be by the Shore in New England. **Contact Jim & Linda Gorel for more information at** CONTACT INFO HIDDEN

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 HIDDEN so I can save some money and start delivering *The Hyphens* by email?