

The Hyphens

Daryl K. Herer

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



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Editor's Column

Well, here we are again. The summer has flown by so fast, and it seems all I have been able to do is try to keep up. As I read what I wrote in the last issue, I find I still have the same goals in mind and have accomplished little with them.

This issue sees the conclusion of the Eric Edward article on the two rare Flanders he acquired. Thanks to Eric for providing this content. If you would like to write an article on your E-M-F related project, please let me know.

I am looking forward to walking the aisles at Hershey. It's always fun to search out treasures I didn't know I needed and to meet and talk with other enthusiasts. I'm also looking forward to the yearly E-M-F Registry gathering on Thursday afternoon. Hopefully I will see you there!

Although it has been a busy summer, I have been able to spend the time behind the steering wheel of both Model T's as well as the tiller of the Sears. We just got back from the Old Threshers Reunion in Mt. Pleasant, Iowa over the Labor Day weekend. It never ceases to amaze me how quickly five days can go by. But it is always so much fun talking with people, giving talks on the old cars, and just generally playing with vintage vehicles.

There is still plenty of time left in 2021 to get a car out and take a drive. God has given us a beautiful world to explore. It is always more fun to do that in an old car!!!

Happy Motoring!!!

John M. Daly

Don't Forget

Hershey E-M-F Registry
Meeting. Thurs. 10/07 @ 4:00
PM Hershey time.

Join us at Jim Gorel's space
CI 73-75



Flanders delivery showing a proud owner of what looks like a new vehicle. NOTE the tire chains.

A Tale of Two Flanders – The Plot Thickens!

Editors Note: This is a continuation of an article started in the February 2021 issue of the Hyphens.

By Eric Edwards

In 2008 we attended the Joint HCCA and Model T Club swap meet in Bakersfield California. As we entered the grounds, the first car we saw was an unrestored 1912 Flanders car sitting unattended on an open trailer. No Sign showing it was for sale. No price. No name or phone number.

It was a delivery truck on a 20Hp chassis, but the body had been trimmed neatly at the belt molding. Most likely the roof had deteriorated, and its previous owner decided that, to be more useful, they would cut the roof off and have a modified pickup.

The car was complete with its original fenders, but it was devoid of its headlamps, missing its sidelamps and brackets, and an ill-fitting and incorrect steering wheel sat atop the steering column. The rest was fairly complete. It's original hood sat precariously without the hood former mounted on the dashboard. No matter. We were a bit disappointed after waiting to see if it's owner would appear.

At the end of the day the car remained without any attendant ever to appear. The visit to Bakersfield however was wonderful. At every stall there were brass era cars and parts. We were in brass car heaven. I recommend Bakersfield to any early car enthusiast. I hope it doesn't change, even though nothing stays the same.

We drove back to LA where we caught our flight home, tired and exhausted, but satisfied that the trip was worthwhile. I can't remember much other than that we spent

a boat load of money on a 1915 Ford Couplet Body and a ton of other parts for other early cars. A Very successful and fun trip.

Six month later while browsing the HCCA Online website, we spotted an advert for an unrestored 1912 Flanders for Sale in Bakersfield. Well, isn't that a coincidence! There can't be many unrestored Flanders Delivery cars, especially in Bakersfield. I called the number listed and spoke with the owner Mike Stewart. I asked if that was the same car that we saw at Bakersfield, and he confirmed that it was. When I asked why he was parting with the project he said that it was too monumental of a project, so he decided to sell it in favor of a Model T Ford, which is easier to acquire parts for and easier to work on. We concluded our over-the-phone deal and awaited its arrival.

Between the time we saw it at Bakersfield and when we purchased the car, certain work had been performed. The curved sides of the body were removed and saved, and the rear door panel area was cut so that straight plywood sides could be attached. This was disappointing, but the fact that all the framework of the sides of the body were carefully dismantled and placed inside the body was heaven sent. The wood pieces could have easily been thrown into the fire to be lost for eternity.

Along with the truck came 2 thick binders of original sales literature, photos and related ephemera. This was wonderful. Now here's where it gets really interesting. While browsing through original images of E-M-F and Flanders, we came across a number of images of Flanders Coupes. Looking closely, we could see how identical the body was to our supposed 1912 Ford Coupe. The giveaway

The Plot Thickens
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The Plot Thickens

Continued from page 1

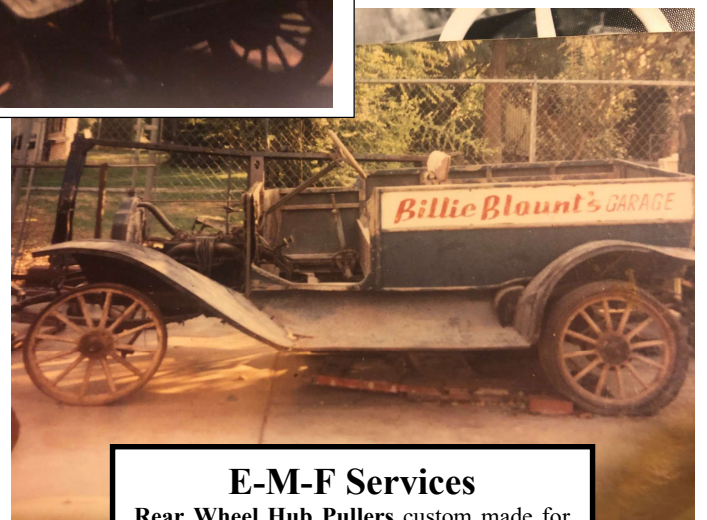
was the small, angled window panel Just behind the firewall and dash panel.

We were dumbfounded. We were both shocked and surprised. Not knowing if we were happy or not. After letting it sink in, we came to the conclusion that maybe this was a good thing. Two rare body styles, but we only have one Flanders chassis. Hmmm! But the early T chassis would be a blessing as it would be the basis for the restoration of another wonderful auto that would give pleasure to others.

Since the acquisition of our two Flanders cars, we now realize that each are extremely rare. As far as we know the delivery car is the only surviving example. We have progressed to the point that we have re-wooded the two front wheels and have had the two front fenders and hood reproduced. We were able to locate and acquire the correct sidelamps and brackets, correct steering wheel, correct Splidorf coil box, and we even purchased a restored car to be able to duplicate the missing aluminum hood-former. Since acquisition of the delivery, we have reassembled the wood framework that had been disassembled, re-wooded the rear floor area, and reconstructed the seat box.

We are presently preparing to restore the Coupe body so the interior can be restored to its original magnificence. We know of one other 1912 Flanders Coupe currently in California and owned by an HCCA member. If anyone knows of other Coupes or Delivery's, we'd love to know about them

So it seems that these two cars were meant to be together. It's Karma!



A Thought to Ponder

Doesn't "expecting the unexpected" make the unexpected expected?

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.

President's Message

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

Memories

I truly hope that this message finds you well and enjoying, as much as you are able, the blessings of life during these trying times in which we live. It seems to me we need to look for the good times each day throughout the year. When I married Kathy, I promised her many days of adventure. Permit me to reminisce and reflect on several memorable days of our E-M-F adventure.

Many decades ago, I dragged home from Ohio to Pennsylvania my 1912 E-M-F touring in a rental U-Haul. The lights kept blinking on and off during the rainstorm in the night time journey home (lights on the U-Haul, not the E-M-F!). During that night journey, the brightest thing around were my white knuckles gripping the steering wheel. So began many adventures with an E-M-F, although none as frightening a memory as bringing the car home.

After several years of tinkering with the half-restored E-M-F, I managed to achieve a bit of confidence in driving it, and took the advice of a fellow E-M-F owner to register for a tour in Canada. That was the beginning of a long and wonderful friendship with Stan Passfield who was in charge of the tour in Canada. Our first touring adventure. When we arrived, Stan was in his garage, hands on

helping to assemble the rear axle of another E-M-F owner's car on the tour. Stan looked at me and said "have a beer." What a great welcome! The adventurous days of this wonderful tour got both Kathy and me hooked on touring. Especially wonderful is the helpful camaraderie of fellow tourists.

Being a part of the 2008 Centennial Outing in Detroit provided us with many wonderful memories of the people and their cars, and visiting historical places. The tour made us more aware of the significance that the E-M-F Company had in the annals of automotive history. For me to drive our Flanders roadster from Chelsea to Walter Flanders estate at Green Lake was an unimaginable dream come true. And a decade later, in 2018, driving our restored 1911 E-M-F roadster from the back shop to the front of our garage was a wish come true after 28 years! Memories such as these are like intangible souvenirs of adventures down the road of life. May our affection for antique cars provide us all with an abundance of souvenirs!

Hope for the Future

Hershey – As it has been for a number of years, the E-M-F Registry meeting will take place at Jim Gorel's space **CI 73-75 (Chocolate Field) on Thursday, Oct. 7 at 4:00 pm.** I hope to see many familiar faces as well as new members. Feel free to bring any news, ideas, parts for sale, and enthusiasm. You might also bring something for show and tell.

E-M-F Automobiles – **E-M-F Automobiles** is the title of a Facebook group established and well-managed by a recent E-M-F owner, Ian Hayhurst of Ontario, Canada. Kathy and I watched Ian develop his brass-era car interest as we toured with the Hayhurst family years ago. Ian started with an Overland roadster and is now doing further restoration on his more recently acquired E-M-F touring. We welcome Ian's wonderful Facebook effort and suggest, if you haven't already done so, contact him and join the group.

Rumors -- There seems to be a rumor that the baby E-M-F has found her mother! Bob Atkinson has hinted that Lee Wolff purchased an E-M-F to go with his baby E-M-F. There is also a rumor that both cars will be at the 2022 E-M-F Company Outing!! 2022

E-M-F Company Outing -- The 2020 Outing was a covid casualty and for safety not rescheduled in 2021. Jim and Linda Gorel have graciously offered to reschedule the tour in Connecticut for some time in July of 2022. I hope that many of you will be able to attend. These Outings are great memory souvenirs. I am certain the Gorels will have more to say about the tour at the Hershey meeting. Keep tinkering and touring!

Keep safe, optimistic, and persevere!

Daryl Kemerer

How to Insert E-M-F Valves in Five Easy Steps

By Daryl Kemerer

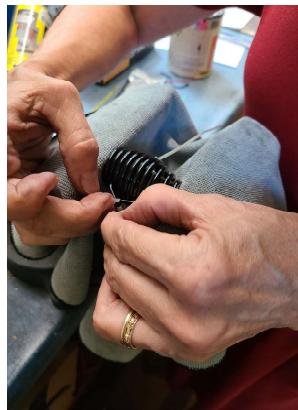
Here are some simple steps which may help with installing the valve springs in your E-M-F engine (see pictures to the right):

1. Compress each spring in a vise and use two zip ties at opposite sides to maintain the compression.
2. Place spring and spring retainer on the valve guide of the jug.
3. Drop in lubed (oiled) valve and be certain that the valve pin hole is turned at an angle (in other words, out of the way of the arms of the spring lifter) to allow easy insertion of the retainer pin.
4. Raise spring further (compress) with valve lifter tool, making sure the valve is fully seated (wiggling the valve as necessary while compressing the spring to get it through the retainer) and insert valve retainer pin.
5. Remove spring lifter and cut zip ties.

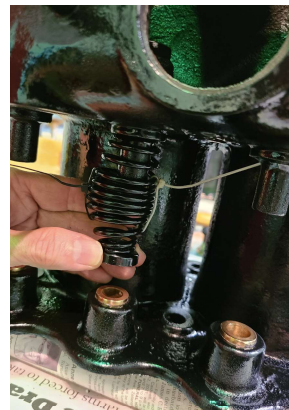
Recommendations

Do the second and third valves in each jug (inner valves) first, and follow by doing the first and fourth (outer) valves.

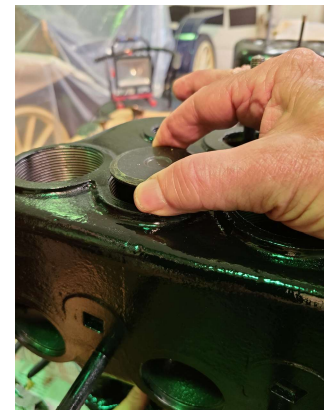
ALL DONE!!!



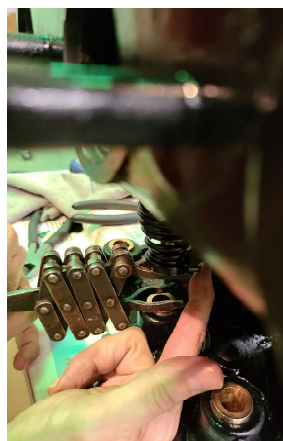
Step 1



Step 2



Step 3



Step 4



Step 5



All Done!

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

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

I have three extra **EMF wrenches** that I would like to sell cheaply as a set. They are A1308, A1309, and A1310. Price for all three is \$30.00, which includes USPS Priority flat rate shipping. Payment via Paypal to my email is preferred, but a check is fine too. **Mark Strange** CONTACT INFO HIDDEN

E-M-F Parts for sale at Hershey. Spaces RJW 27-30 CONTACT INFO HIDDEN

E-M-F Parts Wanted

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**, 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 brake 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

Looking for a **Distributor Cap** for the Splitdorf Magneto on my 1912 EMF. **Jerry Huffman** CONTACT INFO HIDDEN

I am looking for a **float and the float bowl mechanism** for a 1909/1910 EMF carburetor or information allowing me to have same made. **Jerry Mandel** 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** - Visit us online at <http://EMFAuto.org>

Upcoming E-M-F "30" Events

October 7th, 2021 4:00 PM Hershey Time - E-M-F Registry Owners Meeting at 2021 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

March 18th, 2022 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

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 (**NOTE: There is an Underscore, i.e _ , between "John" and "Daly"**) so I can save some money and start delivering **The Hyphens** by email?