

The Hyphens

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



Volume 16, Issue 1 February 2018
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Editor's Column

Anyone else out there sick of winter yet? I measured 14 inches of snow out back today that we have received this last week. If anyone is looking for Snow-Man kits (some assembly required), come by my house and take all you want.

As I shoveled the drive today, I peeked in on the Model T, all tucked away in the trailer for its winter nap. Definitely feeling the need for a drive in the T. Been having dreams about it in fact. Last night's dreams appeared to be an E-M-F tour. Look for more info on this summer's E-M-F tour. Sounds like it is going to be great. I believe it is going to fall on the same week I will be in Mexico building a house with Amore Ministries. We will see. I would sure love to attend.

Big thanks to the following people who made donations to help cover the cost of both the E-M-F Homepage and the publication costs of The Hyphens: Peter Davie, George L. Fryer, Jerry Mandel, and donations received during the EMF Owners meeting at Hershey.

Since I started doing this over 15 years ago, I have attempted to keep the cost of inclusion in the E-M-F Registry at zero to be able to pull as many people together as possible. I am so very thankful for those who have seen value in this and have chosen to help over the years. It means that funds I may have spent out of my own pocket to publish this newsletter are available for me to work on my own E-M-F ©

If you are going to Chickasha, please plan to attend our registry meeting. I am planning to attend this year and I would love to meet you in person. Look for signs at the show for the location of the meeting.

Happy Motoring!!!

John M. Daly

Don't Forget
Chickasha E-M-F
Registry Meeting. Fri.
3/16 @ 2:30 PM - Look
for signs at the show!!!



Right rear fender of the editor's 1912 E-M-F Demi Tonneau before much restoration work started. Note that the back of the fender should be parallel to the ground.

Is it Too Bad to Restore?

By John M. Daly

I know it may come as a shock to many of you, but since the last newsletter, I have actually made some progress on my own E-M-F restoration project. I know what you are thinking: "Didn't you say the same thing about 5 issues ago?" Well, you know how life goes.

I was able to get the car out of the corner of the garage and turn it around. While I had it out, I made a little video and put it up on YouTube. If you have a computer, you can get to the video at the following URL: <https://www.youtube.com/watch?v=WYV8gASLAY>

Once I had the car turned around in the garage, and the rear-end was accessible, I decided to focus some attention on the rear fenders.

These fenders are unique to the Demi Tonneau, being different from both the 5-Passenger touring and Roadsters. I am not sure how different they are from the 1911 Demi Tonneau.

I have been looking for years for some replacements, but each lead turned out to be incorrect for the car. (NOTE: If you happen to have a set of rear fenders for a 1912 E-M-F Demi Tonneau you can part with, please let me know. I would still be interested).

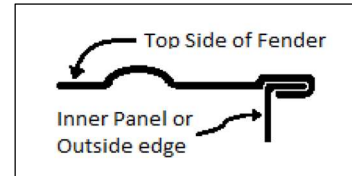
Of the two fenders, the left hand side was the worst one, so I started with the right hand side.

It appears that, at some point, someone backed this car into a wall and bent the back part of the fender down. The end of the left fender has been broken completely off, while the right side was bent down, bending the inner fender panel pretty severely in the process. The supporting edge around the outside of the fender was missing several inches around the point where the crease in the fender was.

I tried several times to straighten all the bends with a body hammer and dolly, but nothing I did resulted in a finished product which was going to be good enough for me... and believe me, my standards are not that high.

After a couple of weeks of agonizing about what to do, I decided my only hope was to separate the three pieces of the fender into their individual pieces, repair each piece, then reassemble them. The question now was, how could I do that?

When the fender was assembled in the factory in Detroit in 1912, the edges of the top side of the fender were folded around the edge of the inside panel and the edge of the outer supporting structure. This "joint" is formed into the top side of the fender in what is like a recess, that the inner panel fits into, and then the edge is folded over and crimped. See image below



In order to disassemble the fender, I would need to open up this bead all the way around the edge of the fender. I tried several methods before coming up with one that worked.

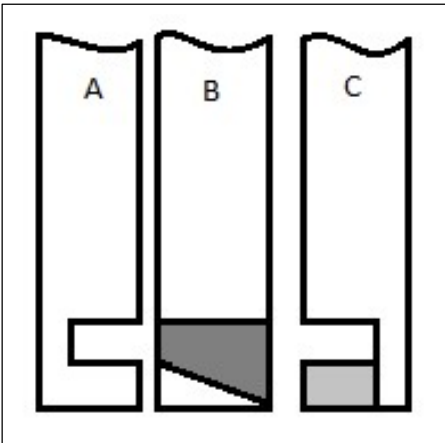
I ended up making a tool out of some key stock I had. The image on the next page shows three sides of the tool. I cut a wedge into one side of the key stock using my die grinder with a thin cut-off grinding wheel in it (See "B" below).

Fender Work
Continued on page 2

Fender Work

Continued from page 1

I had to cut enough to give the clearances I needed and no more. This would open the seam only enough to separate the pieces of metal.



To use the tool, I gripped it with a pair of Vise-Grips and used a small ball-peen hammer to strike the tool and move it along. I would strike in on the "A" side of the tool to drive the wedge into the seam and open it up.

To get it started, I had to open up the starting end of the seam with a small screwdriver. I was able to open it up just enough to get this tool started.

I also ended up grinding the same cuts in the other end of the key stock only with the angle reversed, so I could come from the other direction. I had to come from both sides on one of the fenders because the backing piece (inner fender or outer edge) were so bad, there was not enough left to keep the tool in place.

Once the three pieces were apart, I was able to do the body work quickly. I did take a spare 5-Passenger touring fender apart the same way so that I could use part of the



Right rear fender disassembled and its parts laid out on the garage floor. Notice I had started reshaping the fender and welding up cracks.

outer edge support to fill in the gaps in what was left of the original one from this fender.

Once I had welded up and ground down the cracks, and did some bodywork like dent removal and metal shrinking, I was ready to reassemble the parts.

The reassembly required the assistance of my son Michael to help hold the inner fender panel in place as I closed up the seam with a pair of Vise-Grip pliers. Before assembling the joints, I painted them inside and out with POR-15 paint, and assembled the joint with the paint wet. I do not believe those seams will ever come apart again.

I also had to fabricate the end of the fender that bolts onto the running board. I luckily had enough of one of the ends to see how it was constructed. I ended up making a tool to put both beads into the patch panel I made. Then it was just a matter of cutting out the old metal far enough to get into good metal, and welding in the patch.

It will need additional bodywork before being ready for primer, but I must admit, I am happy with how it has turned out so far.

I have been updating the Restoration Log on the E-M-F Homepage with recent accomplishments. Check out this URL and go to the most recent entries for additional details and pictures: <http://emfauto.org/fenders.php>

I have begun work on the Right Rear fender now. It is in much worse condition and will require a significant chunk of one of the donor 5-Passenger touring fenders. Luckily, the beads line up at the point I need them too!

I decided I am going to do the best I can with these fenders and not worry about it. If another set of fenders comes along, I would try to acquire them, but I am doubtful that is going to happen. Please let me know if you have any!!!



Right rear fender reassembled checking for fit on the car

Help Spread the Word

Please help spread the word about the E-M-F Registry to other E-M-F, Flanders and Everitt owners you meet. Let them know about the website at <http://EMFAuto.org>. Let them know about the Newsletter.

It has been my hope since I started doing this over 15 years ago to have a way to connect Owners together in a community to share experiences and expertise.

Along the way I have met so many great people and I look forward to meeting many more. I even hope to do it in my own E-M-F someday.

So please help me out by spreading the word. If you sell your car, please let the new owner know about all of this so we can bring them into the fold.

Thanks to all who sent updated after the last issue. Your help is appreciated!!!

President's Message

By Daryl Kemerer,
E-M-F Registry President

Announced 110 Years Ago: Still Celebrated Today

Here I sit on a balmy winter's day in western Pennsylvania, February 14, Valentine's Day, enjoying an evening re-examining Anthony J. Yanik's definitive book *The E-M-F Company*. The early automobile industry created a certain helter-skelter yet fascinating atmosphere in the industrial complex of Detroit and surrounding cities. Known then as the big three, Everitt, Metzger, and Flanders, were deeply involved in the automotive industry before, during, and after the existence of the E-M-F Company.

Barney Everitt, born in Ridgeway, Ontario, Canada, became a carriage maker in Detroit and supplied bodies for R. E. Olds and later Henry Ford. Subsequently, Everitt became involved with the Wayne Automobile Company, ultimately as President.

William Metzger, born in Peru, Illinois, was the consummate salesman first selling bicycles in Detroit and later building a large automobile salesroom. Autos displayed included Autocar, Columbia, Pope, Packard, and Cadillac. Metzger became the first sales manager for Cadillac and also a major stockholder in the Northern Motor Car Company.

Walter Flanders, born in Rutland, Vermont, had extensive knowledge of machinery, installation and how to position machines for optimum production. Flanders began to work for Henry Ford in 1906 and in 1907 he installed the machines in Ford's Piquette Street plant increasing Ford's production significantly.

The Announcement

The "big three" announced in New York City on June 2, 1908 the formation of the E-M-F Company and celebrated with an extravagant dinner. Leroy Pelletier, born in Houlton, Maine, became advertising manager for the company. Although women were not usually invited to business dinners, nevertheless at this celebration they were invited to attend because according to Pelletier "some men in New York really love their wives." LeRoy had such a way with words – a trait that greatly enhanced the prosperity of the newly formed E-M-F Company.

With Barney Everitt president of the Wayne Automobile Company and William Metzger a major stockholder of the Northern Motor Car Company, it is clear that the E-M-F Company had an inside track to acquire these two companies and facilities as a foundation for the newly formed company. It was easy for Walter Flanders to move his managerial expertise only a block away from Ford's Piquette Street plant to the Wayne factory. The Northern Company acquisition came shortly thereafter in September 1908. By the end of 1908 production of E-M-F automobiles had begun.

It seems to me likely that the E-M-F Company would make use of the employees of the former companies for the initial production of E-M-F cars. I suspect in an effort to keep morale high with the employees they planned an outing to Lake Orion, north of Detroit. Lake Orion provided for family picnics and boating on the lake and eventually an amusement park was developed there in the early twentieth century. Looking at

E-M-F factory photos, it is evident that many factory workers were quite young (child labor laws were just being enacted) and a day at Lake Orion would provide workers and families a respite from tiring factory work. I would love to see what LeRoy Pelletier wrote as a memo to workers concerning the outing!

Celebration 110 Years Later

Yes, 110 years later we will celebrate the founding of the E-M-F Company with another in the series of revival outings, this time in Walnut Creek, Ohio. If the founders, workers, and families of the E-M-F Company had a fun day at Lake Orion, we as keepers of the products of their labor should display and honor their achievements with a week of touring and camaraderie at least every two years. The 2018 E-M-F Company Outing is the third outing my wife Kathy and I have had the honor of hosting. From the first revival outing in Barkeyville, PA and the outings since, we have many fond memories and have experienced magical moments (road side repairs). Touring with other E-M-F owners, and the owners of related marques as well, gives us a greater sense of history as we share the fun of driving brass-era vehicles. Kathy and I look forward to being with you 110 years after the founding of the E-M-F Company as we keep alive the spirit of the E-M-F Company Outings motoring down the road this summer in Ohio.

See you in Walnut Creek!

Daryl Kemerer

P.S. Contact us for a registration form for the tour! **Also if you are interested in hosting a tour in 2020** please let us know.
CONTACT INFO HIDDEN

P.S.S. As I completed this message I realized that 107 years ago today the E-M-F Company formally became a division of the Studebaker Corporation. I am going to celebrate with a beverage and Valentine's Day dessert!

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**

E-M-F Outing 2018: A Plain and Fancy Tour

All E-M-F and Flanders automobiles and related vehicles such as Wayne, Northern, Everitt, Tudhope, and brass-era Studebakers are invited to join us in the lovely Amish country of Ohio for the E-M-F Registry's biennial tour.

Highlights of the tour will include:

- A visit to Canton's car museum and Palace Theater
- A day in Roscoe Village with stops at Stutzman's wheel shop and a visit to Woodlyn Coach
- A tour of the beautiful Seiberling mansion *Stan Hywet*
- Visits to several car collections and lovely small towns with unique shopping opportunities and more...

Of special interest:

- A mystery presentation Monday evening at the Carlisle Inn.
- Rumor has it that the miniature E-M-F will be attending the Outing!
- Show and Tell Wednesday evening at the Carlisle Inn (everyone has something to show and tell about). Bring something from your collections, your hobbies or special interests to share with the group.

If you're planning to attend, the most important steps are to make room reservations at the Carlisle Inn Walnut Creek and request and return a completed registration form*.

Contact the Carlisle Inn at Walnut Creek (330) 893-3636 and mention **E-M-F Outing** to reserve your room. Check In date is Sunday, July 15, (3:00 pm). Our group room rates (with a bountiful breakfast) **including taxes** are: single queen \$111.87 (Sun. – Wed.) and \$125.43 (Thurs. – Sat.) and double queen \$125.43 (Sun. – Wed.) and \$148.03 (Thurs. – Sat.). This Inn is very beautiful and all rooms have a balcony or porch with scenic views of the Amish countryside. It is Mennonite owned and operated, so no alcoholic beverages are allowed in public places on the property, and there is no smoking allowed in the Inn or on the balconies or porches. A \$200.00 per room smoke removal/cleaning fee will apply. In the evening fresh-baked cookies, popcorn, and beverage are provided by the Inn in the lovely, spacious breakfast area.

For answers to questions and to request a registration form, please contact us by phone or email. We will send the registration form a.s.a.p. **The deadline for registering for the tour is June 15, 2018. We hope that you will join us for the camaraderie as we explore the gentle rolling hills of the Ohio Amish country.*

Daryl & Kathy Kemerer CONTACT INFO HIDDEN

E-M-F Parts For Sale

I have the following items for sale:

- 1) **E-M-F manufacturer's name/ID plate** -- excellent reproduction of original brass plate with holes drilled (not made in India) \$60.00 ea.
 - 2) **Flanders black rubber "bumpers"** (fits between rear springs), exact size of original. \$40.00/pr.
 - 3) **Flanders cast aluminum hood former** (mounts on firewall). \$250.00
- Daryl Kemerer**
CONTACT INFO HIDDEN

E-M-F wrench A-1309 (Hubcap). Good condition. \$50 with free shipment. **Gregory Wilson. CONTACT INFO HIDDEN**

1909-1912 EMF Model 30 rear Axle Halves, and Center, and Transaxle Case. Both sides of axle cases are nice and complete including brakes. One side has axle shaft. Center pumpkin case is cracked in 2 but a clean break that can be aluminum welded and absolutely used. No gears and differential for the pumpkin or transaxle. Nice transaxle case and one gear. Will Box or shrink-wrap all parts and UPS for \$200, or pickup. Each axle half weights around 50 lbs. Will ship in three packages. \$695. **George Albright**
CONTACT INFO HIDDEN

E-M-F Cars For Sale

1912 EMF Model 30 Touring Car. Engine rebuilt in 2010. Ignition system rebuilt in 2015. Drive and ride. \$35,000. **Bob Benton, CONTACT INFO HIDDEN** See *Pictures on E-M-F Homepage For Sale/Wanted Page.*

E-M-F 30 - I have a compilation of parts equaling approximately 80% of a complete car. Including engine, transaxle, frames, front ends with springs, new radiator core, correct magneto, body parts with irons, rims, lots of extra parts. etc. etc. Please email or call for details and pictures. Douglas Layport
CONTACT INFO HIDDEN

E-M-F Parts Wanted

Looking for an original **Radiator Cap** for an E-M-F 30. I need one for my 1912. Not sure if they are different for the different years. If you have one laying around that you do not need, please let me know. I would also like to find a **restore-able hood appropriate for a 1912 E-M-F**. I assume the hoods on the Demi-Tonneau are the same as a 5-Passenger touring or Roadster. I do not see a different part listed in the parts manual. Any **Rear Fenders for a 1912 Demi Tonneau** out there? I would be interested. **John Daly CONTACT INFO HIDDEN**

E-M-F Parts Wanted

Looking for the following parts for a **1911 E-M-F: Gas Lamp Bracket (R.H.) - A1699 Gas Lamp Bracket (L.H.) - A1700 Gas Lamp Tie Rod - A1755**
Thanks!!! **Jerry Mandel CONTACT INFO HIDDEN**

I have recently acquired a 1910 two-speed Flanders Suburban. I am looking for a **carburetor** and **headlight forks** (the headlight forks on the car are incorrect). I believe they are all the same for all years of Flanders.
Steven May CONTACT INFO HIDDEN

I am looking for a **complete top assembly** for a **1912 E-M-F touring car**, top bows that are restorable or possible pattern. **Michael Donovan, CONTACT INFO HIDDEN**

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**

I am looking for **brass steering wheel spiders** and one more 25" non-detachable Stanweld rim. I heard rumor someone at the EMF meeting before I arrived mentioned that they had a **set of wheels/rims**. Any help in providing leads would be most appreciated. **William Loewenthal, 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.
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Editor/Webmaster/Secretary/Treasurer: **John M. Daly - John_Daly@emfauto.org - CONTACT INFO HIDDEN** - Visit us online at <http://EMFAuto.org>

Upcoming E-M-F "30" Events

- March 16th, 2018 @ 2:30 PM - E-M-F Registry Meeting at Chickasha Pre-WWII Meet** on the Friday of the show. It will likely be in a meeting room in one of the buildings. 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**
- July 15 through 20, 2018 for the E-M-F Outing 2018: A Plain and Fancy Tour** – Plan to attend our next company outing tour! The Outing will be a relaxed tour of the Amish countryside with visits to several museums, Stutzman's Wheel Shop, Canton and Akron Ohio, and much more. See details in this issue. **Contact Daryl Kemerer with any questions or for more information. CONTACT INFO HIDDEN**
- October 11th, 2018 - E-M-F Registry Owners Meeting at 2018 Hershey AACA Fall Meet** – Further details next issue. If you are going to Hershey, please plan on attending. **For more information contact: Daryl Kemerer 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?