

The Hyphens

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



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Editor's Column

In the last issue I said "One of the nice things about publishing the spring issue of The Hyphens is that it means that spring is just around the corner." Well the Fall issue means winter is around the corner and that does not sit as well with me.

But it also means that the Hershey swap meet is right around the corner. Most years this is not meaningful to me, but this year I plan to attend again after about a 15-year absence. I am really looking forward to walking the rows of treasures looking for things I cannot leave without. I also look forward to meeting up with other E-M-F owners at the E-M-F Registry meeting. Please plan on attending on the Thursday @ 3:00 PM (Hershey time) in Jim Gorel's swap space at CI 73 - 75, and please introduce yourself. I look forward to meeting you!!!

In the last issue, I mentioned working toward receiving some of my dad's cars. Part of that work included some remodeling in our basement family room in order to put the 1909 Sears Motorbuggy in that space. Well about half-way into that project, my wife redirected my efforts onto three different projects.

The first project was a basic remodel of our spare bedroom so that we could set it up with furniture being received from a family she worked for. This minor remodel involves new drywall on the ceiling, new drywall on one wall, removal of carpet and the installation of new LVP flooring. It was about half-way into this project (noticing a pattern yet?) that I was asked by my wife to work on project two of three: helping out the family she works for

*Editors Column
Continued on page 4*

Don't Forget
Hershey E-M-F Registry
Meeting. Thu. 10/10@
3:00 PM Hershey Time -
Jim Gorel's spaces CI 73
- 75 on the Chocolate



The Handley's Flanders Project. You have to start someplace.

How we got started restoring the Flanders 20 car

By Peter Handley

My father has always had a passion for vintage and veteran cars. When he was 16, he swapped a 1910 Model T engine and £20 for a vintage Wolseley. So in the mid-1960s when he noticed a couple of old rusty Buick's on a fossicking trip near Kookabookra in central New South Wales (Australia) he had to stop and have a look. An elderly gentleman named Ernie Cave owned the few old cars and some various odds and ends on the site of an old tin mine. When asked if he had any older cars, he informed dad that he had the remains of a Flanders. He took dad to his nearby mine and showed him the motor he had been using to pump water from his mine. Dad said he was definitely interested and a couple of weeks later, he dragged out the remains of the car. Ernie had bought the car second hand in the early 1920s as part of a deceased estate. The original owner had bought the car new, gone off to the great war and never came home. His remaining family were selling the car as it was

not used and was considered outdated compared to the newer cars of the time. Ernie used the car extensively for the next few years until he had problems with the transaxle. He claimed it was a fast car and used to give the multitude of Model T's a good run for their money. Once it broke down, however, the cost to repair was not worth it when he could buy multiple other cars for the same price. Ernie found a use for the car though as he required a pump for his mine to stop the influx of water into the underground workings, so he repurposed the engine and flywheel. Unfortunately, to house the motor, he had to cut up the chassis. A 4-ten shotgun barrel was used as a makeshift clutch handle to engage/disengage the pump drive. Ernie used the motor until the mine was exhausted and there it stood. Dad bought the motor and while

*A Handley Restoration
Continued on page 2*



The purchased Flanders car the Handleys added to their collection.

A Handley Restoration

Continued from page 1

looking around Ernie's dump found a few guards and parts of the tourer tub.

Over the next 30 years, dad looked out for more parts and through swap meets and advertising in various car magazines, found some of the other missing parts. The most promising was a bulk sale which included various other motors, a propeller shaft and transaxle box, levers and, fortunately, a good chassis. I was just learning to drive at the time (mid-1990's) when we went to pick up the parts. I still remember driving 100's of kilometers across the country with the chassis strapped to the roof racks and pulling a trailer full of parts, all while on my learners permit. Around this time my dad retired from teaching at a technical college, and his focus shifted to setting up a veteran car restoration business. As well as this I had started a family and was settling into a career of my own. I wasn't until around the early 2010s I gained interest in veteran cars again and asked dad if he would like to work on a car project together. When asked which car he would like to restore (as he has a collection of a few), he mentioned he always wanted to get the Flanders going.

We started by repairing and riveted the chassis together and dry fitted all the parts we had to determine what was missing. We

advertised throughout Australia again for any parts, and through the EMF registry throughout the US, but we still did not have a complete car yet, apart from the basics; chassis, motor, transaxle, running gear, fuel tank, steering box and levers.

A chance for another car!

At about this time, a car came up for auction in New Zealand from a museum sale. It was in a very rough state and only appeared to be half a car. Importantly the half that was there; the front; had a lot of the parts we were missing. It wasn't to be though, as we were outbid by a local Flanders enthusiast.

A couple months later, knowing that dad and I were looking at all opportunities to get some parts, a good friend informed me that a Flanders 20 was for sale on eBay in the US. He knew we were upset with missing out on the NZ car and saw the potential for us. It had a Studebaker emblem on the radiator, but it was definitely a Flanders. We can only assume it was re-badged as a Studebaker by a local dealership at around the time of the Studebaker takeover. Because of this, the Studebaker enthusiasts were not interested in the car (too early for them), and the Flanders buyers were not aware of the sale. So, after some healthy discussion with my wife and mum, Dad and I placed some bids and ended up winning the eBay auction.

A good friend of Dad's, Russell Holden, helped us in transporting and

importing the car to Australia. The horsehair upholstery had to be removed, and the car was pressure cleaned and cleared without too much damage, it seemed!

The purchased car

There are a couple of interesting extras/modifications that were added to the original-condition car; a ring gear and starter motor, a generator and, interestingly, a rudimentary distributor and coil setup. After a bit of tinkering; changing the oil, testing compression, cleaning the carburetor and resetting the distributor (it was 180 degrees out); we started the car up.

We recorded the feat on YouTube <https://youtu.be/bfC82OiXAkA>

After starting I climbed underneath to check the drive train to see what needed to be done before we could drive it and noticed I could see inside the transaxle through a big hole.

Evidently, the wharfie's used a forklift to unload and move the car around the docks and inadvertently cracked the transaxle box. This quelled our grand plans for driving the car at the time.

In the next issue I will go through the current restoration efforts my father and I are undertaking. For spoilers, here are a couple of images of the restoration to Ernie's engine that we are in the middle of.



Broken transaxle case.



Bottom side of engine,



New valve guides.



Rods modified and ready to go.

President's Message

By Daryl Kemerer,
E-M-F Registry President

The Eye of the Beholder

I never saw a brass era automobile that I didn't admire— close up or from afar. While I have always liked all automobiles, in my youth the brass trimmed style started my lifelong love affair for early cars. In fact, at age 15 my father and I restored a 1914 Model T Ford, and recently (sixty years later) Kathy and I reinstalled the refurbished motor making it once again ready for back road touring. I'm certain that Dad would be happy.

Touring this summer, Kathy and I saw about 150 brass era cars. Some cars were familiar, others we had not seen for some time, and there were even numerous new delights for our eyes. Such a barrage of brass era autos piqued my interest in assessing the features and desirability of the various makes. I looked for style, features and artistic attractiveness of the autos. Some cars were powerful, impressive, large and fast, elegant and sporty or a combination of various interesting features.

Rather than denigrate other makes, suffice it to say that all have admirable attributes. However, I am convinced, after serious consideration this summer, that the E-M-F and Flanders automobiles offer the auto owner a value and style, serviceability, desirability, flexibility, equal to or better than other makes of the time.

Take a Good Look

Throughout E-M-F and Flanders production years, artistic proportion and detail are evident. The earliest E-M-F models show a beautiful balance of body, fenders, and hood. The concave rear doors with the rectangular door handles compliment the overall artistic effect. Throughout production the E-M-F radiator design is a perfect balance of straight and curved shapes (not too tall nor narrow) and the termination of the side panels at the bottom of the radiator is quite a nice detail.

The E-M-F hood design of course follows the radiator shape. I noticed this

summer when observing other makes that many side hinges of the hoods, even on high priced cars, are not blind hinges. Below the curve of the top portion of the hood the hinge for the side panel is hidden, resulting in a smooth and pleasing sight.

LeRoy Pelletier in his advertising copy mentions the incorporation of the latest French design in both E-M-F and Flanders models. As an example, this is quite evident in the use of the fleur-de-lis pattern in the floor mats of both cars. The fleur-de-lis design was also used in the 1911 E-M-F running board covers.

I could go on and on citing the beautiful balance and artistic flair of fenders, cowls, roadster gas tanks, rear body design, and many other details. But I must throttle myself for the sake of brevity. Thus, I will limit my praise to one final feature – wheels.

All cars have wheels, however what makes them distinct are the hubcaps. Initially, E-M-F hubcaps were plain, and Flanders hubcaps were plain throughout production. Somewhere in my collection I have the documentation of the patent for the logo design using the ribbon and “30” below the E-M-F designation. In my humble opinion, the use of this design makes E-M-F hubcaps the most beautiful hubcaps on brass era cars. In addition, this logo on the E-M-F radiator and the similar Flanders 20 logo beckon all to view details of these beautiful cars. And as LeRoy reminds us, women make the decisions in the family and are attracted to the appearance of the automobile when making a purchase.

Take time to behold beautiful E-M-F and Flanders autos at John Daly's website (<http://EMFAuto.org>) and the H.C.C.A. website (look for E-M-F Outing under Events). An even better idea is to behold them at the 2020 E-M-F Outing in Connecticut! Kathy and I hope to behold you at the Hershey meeting and at the 2020 Outing.

Daryl Kemerer

2020 E-M-F Company Outing Tour.

Our Next E-M-F Company Outing will be by the Shore in New England July 12-18, 2020. Your Hosts will be Jim & Linda Gorel.

With arrivals on Sunday July 12th, and departing on Saturday the 18th. Lodging will be at the Hilton Garden Inn, in Preston CT.

We 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.

So, come join us in Connecticut for the next E-M-F Company Outing 2020, and enjoy the Scenic New England Coast and attractions we have to offer you.

In Connecticut during July, we have moderate temperatures 80's to low 90's, with rolling hills that are many, but not too large, which makes for easy driving. Since CT is a small state, our attractions are also close by so our driving distances will be shorter and easy going. During your driving there is an ample supply of Stone Walls to see and be amazed at. We grow them like Potatoes here in CT.

And if you are interested, our Hotel is 1 mile from Foxwoods Resort & Casino where there is a shuttle service to & from the Hotel. Our Hotel also offers an indoor pool and a Restaurant offering Breakfast, Lunch, & Dinner

For more information, please contact **Jim & Linda Gorel** at **CONTACT INFO HIDDEN**.

Registry DB Updates

If you are going to Hershey, please plan on attending the Registry meeting. It will be held in **Jim Gorel's space (CI 73-75)** on **Thursday afternoon at 3:00 PM**. I will be there with a paper copy or two of the E-M-F Registry so you can check your information and verify that it is correct or make any updates to it.

Of course, if you are not going to Hershey or miss the meeting, you can send me updates at any time via an email, or US mail if you like.

Keeping the registry data current has been the biggest challenge to my part of the E-M-F Registry. If things change in your life and/or the lives of your cars, please let me know! Your help is greatly appreciated!!!



The new wheels for the Handley's Flanders Restoration project.

Editors Column

Continued from page 1

with some drywall work in their basement to fix some flooding damage. So, efforts were redirected there. This proved to take longer than planned due to a wet basement and the drying time of drywall joint compound. Many hours later, this project did finally come to a conclusion.

That is when project three took over: putting a hot tub in the back yard. This story goes back many years to when my wife procured a free hot tub with the hopes of just hooking it up and enjoying it. Well, free is free for a reason most of the time. I ended up cutting that one up with a Sawzall in the spring and we purchased a slightly used one. I just finished the installation of that a couple weeks ago and am now back to the bedroom project.

So, you see, life tends to get in the way of my hobbies unfortunately. But the E-M-F never complains to me when I go into the garage and talk to it. It just waits patiently for my attention and I tell it “don’t worry buddy, I will get back to you!”

Thanks to Peter Handley for providing the write-up of his family’s Flanders adventures for the main article in this issue.

Thanks also to **Ed Leichter** who made a donation since the last issue to help with the cost of the Website and distribution of the Hyphens.

It is thanks to Ed, 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

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**
CONTACT INFO HIDDEN

Have for sale **EMF carb.** Appears complete and good shape. Asking \$485. **Layden Butler**
CONTACT INFO HIDDEN

EMF parts for sale. Hershey spot RJW 27-30. **Ken Campbell** - **CONTACT INFO HIDDEN**

A Thought to Ponder

Your fingers have fingertips but your toes don't have toetips, yet you can tiptoe but not tipfinger?!!?

E-M-F Parts Wanted

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.
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Upcoming E-M-F “30” Events

October 10th, 2019 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**

March 20th, 2020 - 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**

July 12th -18th, 2020 – Our next E-M-F Company outing tour!!! It will be by the Shore in New England July 12-18, 2020! **See more information in the article in this issue of The Hyphens.** 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?