

# The Hyphens

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



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## Editor's Column

I am sorry I am late with this issue of the Hyphens. 2020 has been a real challenge to be honest.

I have sure missed the usual antique car related activities. I have been able to attend a couple of local cruise nights which has helped refresh my spirits. But my usual activities, like the Chickasha and Hershey swap meets and the Old Threshers reunion did not happen. Those are the activities which really charge my batteries, and I have not had that this year.

With the absence of the Old Threshers Reunion in Mt Pleasant, IA, over the Labor Day weekend, my younger brother Jim, his son Gabriel, my oldest son Michael and I decided to have what Gabriel affectionately called "Old Car Weekend" at my parents house in Burlington, IA. The goal was to get a 1931 Ford Model A wide-bed pickup truck running and drive it around the block once, which we did accomplish. The last time this truck had run was when I was in High school in the 1980's and my other brother Joe and I spent some time on a summer break to get it running, but we never drove it then. In fact, I had never driven it until that day. It had not been out of the garage in over 40 years and in that time, many parts had been removed as my dad needed them for other cars.

In order to even get to the truck, we had to get three other cars running and out of the way, including a 1930 Model A Tudor which also has sat stationary most of the last 40 years. When we did get the Tudor running and out of the garage, we loaded my 94-year-old father into it and took him for a ride around the block, little did we know this would be his last old car ride.

My father passed away on September 26<sup>th</sup>. He had fallen over a week earlier and hit his head. A brain bleed caused him to slowly lose his ability to communicate. I will miss having him to talk to about car stuff. He was the closest person to me who understood my passion with these century old

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1909 G & S Tire Ad.

## Clincher Tire History

By Bob Coiro

When car-show spectators walk up and talk to me about my '15 Ford, one of the most frequent questions they ask, after, "How fast can it go?," is, "How do you get parts for a car like that?!" And I'm almost embarrassed to admit that by the simple expedient of picking up a telephone, I can have, by end of week, a brand new fender, an entire upholstery kit, a fresh, counter-weighted crankshaft or a new, rubber floor-mat (Now, watch this Marlin Perkins-style switcheroo). Not only can we get new rubber floor-mats, other rubber products are available as well... including spanking-new, Firestone, Universal, Excelsior or Montgomery Ward clincher tires.

Coker Tire, of Chattanooga, Tennessee, owns the molds and holds the exclusive rights to Firestone, Excelsior, Universal and other types of clincher tires (Universal Vintage Tire Co, of Hershey, Pennsylvania, is a subsidiary of Coker Tire). Where the original tire molds couldn't be obtained or were no longer usable to produce these tires, Coker had new molds created from the original blueprints. Coker's clinchers were once manufactured in Vietnam, but production was switched over to a factory of the Archson International Company, Ltd., in Taiwan, around 2009.

I spoke with 15-year Coker vice president, Jess Hoodenpyle, who said, "One of the ways our modern rubber compound differs from the original recipe is that it contains chemistry that resists ozone and UV radiation. Though the rubber is a bit tougher and longer wearing than what was used back in the day, it's still somewhat softer than the material that goes into modern steel-belted radials and this is mostly to facilitate hand mounting and dismounting. The same rubber compound is used for all black Firestone, Excelsior and

Universal clinchers, and that is also true of the recipe for all the white versions. All our replica clincher tires are built around a 4-ply, nylon cord rather than the original cotton, which, back in the day, was a lot less durable and had a tendency to rot."

The color of natural rubber, after old fashioned sulfur-vulcanization, was gray. Adding pyrogenic silica (a thickening agent) and zinc oxide (a reinforcing agent and vulcanization accelerant) lightened the color of the rubber and, depending on how much was used in the formula, could turn tires completely white. While few century-old tires survive to tell the tale first-hand—and these might have discolored through age—old photos do confirm that the original rubber formulas varied enough that some tires were almost pure white while others were definitely gray (because the uniform, medium-gray shade of the tires can be compared to the white clothing worn by people in the same photo).

Wikipedia tells us that in 1864, Joseph Binney founded the Peekskill Chemical Works in Upstate New York and there, produced the compound, "carbon black." In 1885, his son, Edwin would join up with C. Harold Smith to found Binney & Smith, which distributed carbon black internationally, mostly as a pigment (and yes, this would be the Binney & Smith of Crayola Crayons). In 1904, S.C. Mote, chief chemist of the India Rubber, Gutta Percha and Telegraph Works, in Silvertown, England, discovered that carbon black would increase the durability of rubber. In 1910, BF Goodrich started adding carbon black to its tire compounds and it

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## Clincher Tire History

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gradually replaced zinc oxide as the primary reinforcing agent in tire rubber.

As reported in "India Rubber World," Firestone received Ford's initial order of 2,000 sets of tires in 1906 and for this vendition, Firestone was paid \$110,000 (which breaks down to \$55 per set of tires, or \$13.75 per tire—not a small price, considering the average worker only earned about \$15 per week). This was during a time when Firestone was going through the tire industry's version of the Selden Patent debacle. According to "The Firestone Story, a history of the Firestone Tire & Rubber Company," by Alfred Lief, the people who held the rights to the clincher tire design had founded the G&J Clincher Tire Association, which, like Selden, doled out manufacturing licenses to a handful of manufacturers and arbitrarily refused others. Among the unlucky outsiders was Harvey Firestone, who responded to the rebuff by creating and developing a rim-locking tire called the "Mechanically Fastened Pneumatic" (probably a better tire than the clincher design), which was presented to Henry Ford. Though he was favorably impressed, the buying public wanted clinchers and that, ultimately, was the way Ford decided to go. Firestone had to retool accordingly. Fearing that a defeat in court would dematerialize their existing licensing income, the G&J Clincher Tire Association never did file a lawsuit. Around 1916, Harvey Firestone became one of Henry Ford's camping buddies and the group, which included such luminaries as Thomas Edison and John Burroughs, was known as "The Vagabonds." Firestone would later become related to Ford through the marriage of their grandchildren. Henry bought lots and lots of tires from Harvey.

Though Firestone was not satisfied with his original, smooth, treadless tire, feeling it skidded too easily, one should remember this was back in the days when most road surfaces in America were of dirt (meaning mud). Historically and in the modern context, smooth tires are worst of all in the rain, even on modern asphalt, and will hydroplane at a lower speed than any other tire of equal size (and inflation pressure), but as any hot-rod enthusiast knows, soft slicks are pretty darned good on dry pavement. From a front-end alignment standpoint, less toe-in is required for smoothies and that means less tire scrub, which is as important now as it was then because their white rubber compound is softer than that of black tires and much more prone to wear (and because of their specialized rubber compound and lower production numbers, white clinchers are among the most expensive, today).

As Firestone's sales strategies went, the iconic, "NON-SKID" tire was right up there with "Gum-Dipped" cords and according to "The Firestone Story, a History

of the Firestone Rubber Company," forty-percent of the 105,000 tires sold in 1909 were NON-SKIDS, as were sixty-percent of the 168,000 tires sold the following year. Its unique tread did indeed take a firmer grip on soft dirt roads and, compared to smooth tires, made for improved traction on wet pavement. An advertisement in the Oct. 8, 1908 issue of "Motor Age" claimed, "Thus the name prevents the slip.... The letters of the words form more angles and points of contact than any other non-skid tread. The spaces in and between the letters cause just the right amount of suction to grip the slippery road and prevent the side slipping."

Coker Tire honestly discloses that their Firestone NON-SKID tire will wear out faster than just about any other tread design. While that's certainly true of even the black incarnation of this tire—two sets of which wore out for me in rapid succession—absolutely nothing will wear out faster than

white NON-SKIDS; not a good thing for a tire that commands a premium price—but when it comes to looking cool, they stand head and shoulders above all the rest (Well, sort of. Although the specification numbers indicate that NON-SKID and regular-tread Firestones are of the same diameter, when I measured them side by side, the regular-tread tire stood almost two inches taller). Being a man of blue collar and brown shoes, I switched over from the Firestone NON-SKID to their much meatier standard tread tire and now enjoy somewhat better handling and far better wear. My NON-SKIDS were an expensive, albeit gorgeous habit (and gorgeous always comes at a cost).

*Editors Note: This article was published on one of the Facebook Antique car groups I participate in and I found it interesting and informative, so I thought I would pass it along to all of you. Thanks to Bob Coiro for authoring it and allowing me to reproduce it here.*



1907 ad for the Pennsylvania Clincher Tire company. I love the artwork.



## President's Message

By Daryl Kemerer,  
E-M-F Registry President

### 2020

20/20 vision is good, (seeing clearly at 20 feet distance with both eyes), however the year 2020 was not so good. I need not dwell on the not-so-good portion, but rather note a few uplifting moments that Kathy and I have experienced so far this year.

The weather this year in western Pennsylvania has been nearly perfect, with an abundance of beautiful spring and summer days for driving 100+ year-old cars! In the spring as people enthusiastically began outdoor activities like mowing grass, planting flowers, and planting fields as a respite from the Corona virus, Kathy and I decided to drive our 2 Flanders and the Model T on short drives through the local countryside. As we drove by, we exchanged a distant wave of friendship and smiles of joy with folks along the way.

On July 4 we had both Flanders in a small display outside the county courthouse at Diamond Park, along with one of the first jeeps (and other cars) that were built in Butler. There were several other small gatherings of antique cars which, although not greatly publicized, gave us an opportunity to promote and share our hobby with others in the community. All in all it was a nice summer despite the disappointment of not having our EMF Outing in Connecticut. Perhaps next year?

Of course missing the Hershey meet was like a withdrawal from car addiction. I became disgruntled about not visiting with our

far-flung old car friends. We both missed the Hershey week quite a bit because thirty-eight years ago Kathy and I were married on Oct. 8 and this year for the first time we celebrated our anniversary at home instead of at Hershey (Kathy insisted on the underline). Following breakfast we celebrated with coffee in front of the fireplace.

Throughout 2020 we have been in contact with Leif Holmberg in Sweden concerning his restoration of a Flanders touring for a friend. It was astonishing to watch on the internet his outstanding ability to resurrect the Flanders for his long-time friend, from the beginning all the way to a "drive down the road" video. Leif made fenders, did mechanical work, upholstery and top, as well as paint. It was a joy to be able to be a small part of his great success by offering suggestions and answering questions. I find it personally rewarding to provide help to EMF and Flanders owners far and wide, and welcome the opportunity to help.

I sincerely hope that your good vision of 2020, apart from the evil of the Corona virus, will remain vivid in your memory for many years to come. May the remainder of 2020 bring you blessings yet unseen.

### Daryl Kemerer

P.S. It is with sadness we note the passing of John Daly's father. As John has revealed his commitment and relationship to his father, it is abundantly clear that his father nurtured John's interest in old cars and the importance of family. Our condolences go out to the Daly family. May John's father rest in peace.

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machines, probably because I got it from him. He taught me to drive in his 1917 Model T Touring car which he had bought when he was 16 years old. We had many fun adventures to swap meets and auctions and club activities. We were able to tour together with the Model Ts several times. A particular highlight was when we took his 1909 Sears Motorbuggy to the Henry Ford/Greenfield Village car show when they featured the Sears. He spoke of that trip many times. My dad's 1909 Sears and his 1917 Ford Model T touring car are now under my care and I will think of him every time I drive them.

I have been spending more and more time in the Burlington area over the last couple years with my parents who still live in their house. I have been the one to repair things when they break down. My mother remains in the house there now. I do not know how long that will be possible because she suffers from dementia, so we are trying to determine the best path forward for her at this time. She is adamant about staying in the house, so my siblings and I are splitting time there for now, so that she is not alone. With COVID-19, I have been working from my home remotely since March anyway, so it is not a big deal for me to just work from Iowa instead. But the back and forth between Burlington and the Chicago area is tiring on me.

One good thing to come out of 2020 is the added time I have to work around the house. I gained 1.5 hours a day since I moved to a work-from-home model due to no commuting. This has allowed me to finish my basement remodel project and other honey-do projects around the house. I am hopeful to return to work on my E-M-F restoration project soon. I have a model T rear-axle rebuild and a Sears Motorbuggy coil project to finish up, but then it is back heavy and hard on the E-M-F.

Back to E-M-F related items. The 2020 tour re-planning is still in progress. It may happen in the summer of 2021. We are still not sure. Jim Gorel will make that decision based on the conditions as we move into 2021 and let us know.

I apologize to those who I may have missed an email response or been delayed in that response. I have been doing my best to keep up, but have admittedly been failing with all that has been happening. I am trying to catch up now. I figured that since Hershey did not happen this year, I could be a bit late with this issue and I hope that is ok.

Winter is quickly approaching and with it, the putting away of old cars. My least favorite time of the year. I hope to keep the Model Ts running till Thanksgiving before putting them to sleep for the winter.

As I go now, I encourage you to enjoy your cars with your family while you can. Make the memories which will last a lifetime.

Happy Motoring!!!

**John M. Daly**



Kathy And Daryl Kemerer out for a drive in their 1912 Flanders Roadster.

## 2020 E-M-F Company Outing Tour.

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. The restrictions which would have been necessary to comply with local conditions, along with venues not open for viewing, made it impossible to present a worthwhile experience.

Plans are still underway to re-schedule this tour. The COVID conditions over the next few months will dictate the direction that is taken with this tour.

When it does happen, 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.

We are still working to determine if this will happen in the summer of 2021 or be pushed out to 2022.

Those interested in taking the tour next summer 2021 contact Jim to let him know you are interested so he can determine how many people are up for touring, or if you would rather wait until summer 2022. **Jim & Linda Gorel CONTACT INFO HIDDEN**. *You will be able to find the registration packet on the Events page of the E-M-F Homepage website when it is available.*

## E-M-F Parts Wanted

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**

Looking for a **Flanders 20 brass radiator script** and a **brass Studebaker radiator script**. **Bob Lester, CONTACT INFO HIDDEN**

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

### A Thought to Ponder

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

## E-M-F Parts For Sale

**EMF Frame** for sale. **Carol Storms CONTACT INFO HIDDEN**

**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, 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 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**

## Upcoming E-M-F “30” Events

**March 19<sup>th</sup>, 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**

**Summer 2021 ????**– The possible 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**

**October 7<sup>th</sup>, 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**

**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?