

The Hyphens

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



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Editor's Column

I reported in the last issue that my kitchen remodel job was still under way. Well I am happy to be able to report that the kitchen remodel is completed as of the first of February, and more importantly, "The Boss" (i.e. wife) is happy with the results. I told her that, as 2015 was to our kitchen, 2016 is going to be to our E-M-F. She was completely on board with that.

But you know how the best laid plans sometimes go. This last year, my 90 year old father has been saying he would really like to drive his 1909 Sears Motorbuggy with the top on it at least once before he dies. My father restored this car in the 1970s and, although he restored the metal and wood parts of the bows, they have always been in the down position with a boot on them to simulate the top in a down position.

So what is a son to do? I investigated having the work done, but the prices were more than my dad was willing to spend, and more than I was able to spend. So I decided I am going to do it myself. So I have been learning and collecting the materials and knowledge I will need to do the work in my garage. I have started on the project and hope to have it done by the 4th of July. Oh how I hope I do not have to report in the next issue that it is not done. Oh boy I hope I don't!!!

You will notice a slight format change in this issue. I eliminated the postal mailing address half sheet and expanded the content. I had so start mailing the US mail copies in envelopes due the high damage rate

Editors Column

Continued on page 4



Photo # 1 Micahel McRes's 1910 E-M-F. Could it be the oldest Canadian built E-M-F to survive?

The E-M-F Company of Canada

By John Smith

In the early 20th century, the Canadian automotive industry was in its infancy, with the vast majority of activity in southern Ontario, near the American border. Early on, the Canadian market was targeted by American manufacturers who ran up against high tariffs on automobiles entering Canada from the USA. In 1904, the Ford Motor Company solved this problem by establishing the Ford Motor Company of Canada in the village of Walkerville, just across the river from Detroit. In the beginning, mechanical components were imported from the parent company and, mated with locally-sourced bodies, they were assembled into cars and sold throughout Canada, and indeed, the British Empire.

On October 28th, 1909, *The Automobile*, a trade journal from the time, reported that E-M-F was opening a Canadian branch in Walkerville, to be known as the E-M-F Company of Canada. Walter Flanders was president and Frank Fisher plant manager, and although most investors were American, F.H. and J.H. Walker, pillars of the Canadian distillery industry, contributed significantly by providing a factory they owned. It had been occupied by the Globe Furniture Company and was exchanged by the Walkers for \$100,000 worth of shares in the fledgling E-M-F company. The announcement optimistically stated that machinery would be installed to enable the factory to produce 100 E-M-F "30" and Studebaker-Flanders "20" cars per day. It went on to say that the company would be entitled to a 99-percent rebate of the import tariffs, plus access to markets in India, New Zealand and Australia.

By 1910, E-M-Fs were rolling out the door into the hands of buyers. The lower-priced Flanders, intended to compete with Ford's Model T, appeared in 1911. In that same year, there were big changes for the parent company when Studebaker took over E-M-F's American operation and formed the Studebaker Corporation. In Canada, based on company literature and advertising, it would seem that the transfer of ownership to the Studebaker Corporation of Canada took place in the summer of 1912, perhaps in August.

As was the case in the USA, all Canadian production cars in the 1913 model year were badged as Studebakers, and designs were significantly updated, thus ending the successful run of E-M-F and Flanders. Canadian Studebaker literature from this period indicates the company had become much more than a rudimentary assembly plant, but we have no records of how many cars were produced in the E-M-F years. A further note about Frank Fisher, the first Walkerville plant manager: when the Tudhope Motor Company of Orillia, Ontario, fell on hard times in late 1913, he and other investors took it over and formed Fisher Motors, with sales headquarters in Walkerville. The cars, essentially re-badged Tudhopes using the Everitt design, were still built in the Orillia plant.

When we take a look at the cars themselves, the facts are less clear. I surmise that Flanders might have taken E-M-F's

Don't Forget
E-M-F Registry Meeting
@ Chickash Swap meet -
Thurs. 3/17 @ 1:30 PM -
Look for signs at show

Canadian E-M-Fs

Continued on page 2



Photo #2 - Western Development Museum's 1911 E-M-F Touring.

Canadian E-M-Fs

Continued from page 1

Walkerville operation down a path similar to that of the Ford Motor Company of Canada. At the start, probably most, if not all, mechanical components came from Detroit. However, I believe that bodies, fenders and sheet metal would have been built or sourced locally. Over time, more components might have been produced in the Walkerville plant or by other Canadian suppliers.

Very few Canadian E-M-F or Flanders cars are known to exist, although the survivors provide interesting details. They each have a serial number plate indicating Walkerville, and the Canadian parts book shows a "Walkerville" medallion for the top radiator tank on the 1910-12 cars. Michael McRee of Doylestown, Pennsylvania, has the oldest Canadian E-M-F of which I'm aware (Photo #1). It is a lovely 1910 touring very similar to its American counterparts. However, it has a brass radiator with an embossed E-M-F logo on the top tank, as used on the American production cars in 1909. This suggests a phenomenon often observed in Canadian-built automobiles from those early days. Components deemed obsolete in American production lines sometimes turned up in Canada later. Henry Ford, ever thrifty, was well-known for this tactic, and it seems Walter Flanders followed in his footsteps.

There are two good examples of 1911 E-M-Fs, the first being a marvelous touring, all original except for one old repaint, in the collection of the Western Development Museum at its Moose Jaw, Saskatchewan, campus. The most obvious Canadian feature is its windshield, produced by Chadwick Bros of Hamilton, Ontario. Chadwicks supplied lights, carbide generators, windshields and even some carburetors to Ford, McLaughlin-Buick, E-M-F, Russell and, no doubt, other manufacturers. McLaughlin probably used Chadwick products the most consistently from about 1909 to 1912. With the others, it was a bit hit and miss. The Western Development car also has nickel plating on E&J lights. I haven't seen nickel plating used on any 1911 cars from the Detroit factory. A close examination of this car would probably determine whether or not



Photo #3 - John Smith's 1911 E-M-F Roadster

the dark blue body and grey wheels is a correct color combination, but I suspect it was.

My 1911 roadster (Photo #3) is another representative. It, too, features a Chadwick windshield, but also came from the factory with Chadwick lights (Photo #4). Otherwise, my car seems to be much the same as the American roadsters, although the turtle deck, or locker, as E-M-F advertising manager LeRoy Pelletier called it, may be constructed a little differently. There is no evidence of nickel plating on my car. My dad painted our E-M-F white, which is definitely not a factory color, but from bits of remaining original paint, we can tell it had a dark green, almost black, body and medium green wheels. American 1911 roadsters came off the line with dark-blue bodies and yellow chassis and wheels. Sadly, the unique radiator medallion is missing on both these 1911 cars.

The Antique Auto Museum of Elkhorn, Manitoba, has a wonderful 1912 E-M-F and a Flanders of the same year, both fine original cars. The E-M-F has some interesting details. The lights, windshield, steering-column mast, horn, and other small parts are nickel-plated. I have learned that nickel plating was an option on American 1912 E-M-Fs and Flanders, but I wonder if it was standard on the Walkerville E-M-Fs. The hubcaps are unplated brass, and the car also has a brass radiator with the logo embossed in the top tank, just like Michael McRee's car. If this was original equipment, it would have been



Photo #4 Chadwick Bros cowl lamp as used on Canadian built E-M-Fs

painted black, but it is remarkable to find a radiator deemed obsolete by the parent company three years previously. Another carryover is the use of the 1909-11 style wheels, which employ a system of three removable rings. All American 1912 E-M-Fs that I've seen have been equipped with demountable split rims. I have a Canadian 1912 sales folder. In one illustration it shows the ringed wheel system, and on the other, the demountable split rims.

As for the Flanders, I can't see any obvious differences from its Detroit counterparts. There seems to be no nickel plating. Neither of these examples has any Chadwick components.

In conclusion, the E-M-F Company of Canada and later the Studebaker Corporation of Canada were quite successful. They assembled and marketed cars that were almost identical to their American cousins with a sprinkling of unique Canadian details. It appears they led the way with nickel plating, yet conveniently used up some obsolete pieces.

I am indebted to a number of people who helped me document this article. First on the list is my good friend and mentor, Glenn Baechler, the dean of Canadian automotive historians. Cars of Canada, a book he co-authored with Hugh Durnford, remains the definitive source of information on automobiles built in this country before World War Two. In addition, Glenn copied everything in his E-M-F file for me, and helped with accuracy. Ruth Bitner, Collections Curator of the Western Development Museum, generously had a set of pictures taken of its 1911 E-M-F and was patient with my numerous questions. Similarly, Richard Hainer, Curator of the Antique Auto Museum of Elkhorn, provided pictures and details of the two cars in his care and Kathy and Daryl Kemerer have helped in countless ways. Recently, I was pleased to find that John Daly has a summary of Walkerville serial numbers on his excellent website at www.emfauto.org. My friend Phil Jackman, a retired newspaper editor, tidied up my writing. Finally, the late Walter Grove, who drove his 1910 touring many thousands of miles on tours over three decades, showed me what great cars E-M-Fs can be.

I know there have been other interpretations, but I think E-M-F stands for Ever More Fascinating. It seems there is always something further for me to learn about these wonderful cars.

**Get those E-M-Fs,
Flanders, and Everitts
ready. Spring is coming
Sunday, March 20th!!!**

President's Message

By Daryl Kemerer,
E-M-F Registry President

"E-M-F and Flanders on the West Coast in 1912"

It goes almost without saying that all early automobile manufacturers sought opportunities to promote their product through local and national events. Hill climbs, races, road testing, and route mapping from one location to another were well documented events in newspapers and publications during the early decades of the twentieth century.

The Glidden Tours were the most extensive and grueling tests to prove the worthiness of automobiles and the need for improved roadways. We are all familiar with the photographs of the E-M-F and Flanders path finding in the spring mud to map routes for the summer 1909 and 1910 Glidden Tours. These path finding efforts were significant achievements for the E-M-F Company and provided outstanding promotions for the sale of E-M-F Company cars. There were many other events including some on the west coast of the U. S. that E-M-F cars excelled in, proving the practicality of good roads and good automobiles.

The King's Highway

Tom Ruggles, a proud E-M-F owner in Wichita, KS, recently forwarded a photo of E-M-F cars mapping a route on the west coast in 1912. There were four E-M-F touring cars plus another E-M-F with what appears to be canvas sides that participated in the mapping adventure. The fifth E-M-F car was for the photographer who documented

the event on glass negatives. The tour was sponsored by the Inyo County Good Roads Club and followed what is now Highway 101 in California. Additional photos are in a book *El Camino Real - Highway 101 and the Route of Daylight* available at LARHF.org.

Studebaker/Flanders in Oregon

I obtained a small booklet a few years ago, published by the Lincoln County Historical Society in 1975 (599 S.W. 9th St., Newport, OR 97365). The booklet is *Pathfinder, the First Automobile Trip from Newport to Siletz Bay, Oregon July, 1912*. There are many photographs and excellent historical quotes from the original journal of the trip. The route followed the Oregon coast and I found the photos of the Flanders touring with fenders removed, conquering the eighteen inch deep sand fascinating. There are eighteen photos in this informative booklet documenting the Flanders' difficulties in this first successful drive along this part of the Oregon coast covering 47 miles in 22 hours and 40 minutes.

E-M-F 2016: an Outing in Lake Country

John Smith has mapped out "great roads" (definitely better than what the Flanders endured in Oregon in 1912) for our 2016 get-together in Canada. I'm certain that you will enjoy the lake country and countryside of Orillia, Ontario, Canada in addition to the camaraderie of other E-M-F enthusiasts this summer. I know that John has planned many pleasant surprises for us to experience and abundant opportunities for good photos. So get those registration forms sent in soon to help John in his tour preparation. Both Kathy and I look forward to touring with you in August!

Daryl Kemerer

Still Time for the 2016 E-M-F Company Outing Tour in Orillia, Ontario!!!

By John Smith

We would like to invite you to take part in *EMF 2016, an Outing in Lake Country* centered in lovely Orillia, a small city in Ontario, Canada. We'll meander through the countryside on quiet, paved roads, enjoying great scenery, and stopping at points of interest. As you might imagine, there is a "lake" theme woven through the tour's itinerary. We also promise lots of good food, including some unique Canadian treats.

You'll be staying at the Mariposa Inn Best Western which features very comfortable rooms, a restaurant, swimming pool for kids of all ages, and adequate parking for towing rigs.

In an effort to encourage people to bring their kids and/or grandkids, there will be no registration fees for anyone aged fifteen or younger. Kids also stay free at the hotel.

Registration information is included with this issue of the Hyphens. Also, please feel free to contact John Smith at the info below.

A complete synopsis of the tour, along with some supplementary information, is posted on the EMF Registry website at http://emfauto.org/EMF_events.php, but please do not hesitate to get in touch with us if you still have questions.

We sure hope to see you in Orillia next August!

John and Susan Smith
705-325-7107
johngsmith@rogers.com



Photo of E-M-F cars mapping a route on the west coast in 1912. I like the 1912 Demi!!!



Flanders Pathfinder crossing a creek for the First Automobile Trip from Newport to Siletz Bay, Oregon July, 1912.

Editors Column

Continued from page 1

on the folded and addressed copies. So I gain a half sheet of space.

No real need for donation at this, but if you feel led to help out, they are always welcome.

If you are looking for something fun to do next summer, you should think about joining other E-M-F Registry members on the 2016 E-M-F Outing tour in Orillia, a small city in Ontario, Canada. It sounds like John Smith has some fantastic things planned. See the article in this issue on Page 3.

If you enjoy getting *The Hyphens*, would you consider writing an article for an issue? I have exhausted my list of ideas for articles. So I need either articles to print or ideas which I can pursue for articles. Thanks to John Smith for providing the article for this issue. I found it very interesting. Always love it when I learn something I did not know before.

Happy Motoring!
John M. Daly

E-M-F Parts For Sale

I have a restorable **1910-12 EMF front axle** with spindles, drag link (bent) and the cross that attaches to the pitman arm on the steering box. I have it crated and would like to receive \$200 for the parts with the buyer paying the freight. **Jim Warjone**
CONTACT INFO HIDDEN

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 Services

Restoration: Presently repairing and doing complete restorations on the Splitdorf Model D Magnetos and Coil boxes used on E-M-F automobiles. I also have a small number of excellent **NEW E-M-F Magneto Caps**. For price, please inquire to **The Brass Magneto** P.O. Box 3955, Concord, NH 03302 (603) 225-9266 brassmag@comcast.net **Registry**
Member Gordon Matson

E-M-F Parts Wanted

Wanted correct **E & J head lights** for a 1911 EMF, if they are correct for the EMF, they need not be perfect. These are for an un-restored car that I plan to maintain as original. Also the **EMF 30 radiator badge** (either the large one or the small one) that goes on the shell. Pair of **original headlight posts** for the same EMF or equivalent to fit the head gas lights. Information on installing a starter on same. Also looking for a **water pump** to rebuild. Anyone have one? **Frank Castella Sr.** **CONTACT INFO HIDDEN**

Looking for **2 rear outer roller bearings & sleeves** for E-M-F Transaxle. Also looking for 2 side lamp brackets that bolt to the firewall.

Siobhan Malone **CONTACT INFO HIDDEN** or **John Malone** **CONTACT INFO HIDDEN**

Need two **Cylinder Jugs** for the E-M-F Engine. Any leads greatly appreciated.
Joe Swann **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>

A Thought to Ponder

Why is it called "after dark" when it really is "after light"?

Upcoming E-M-F "30" Events

March 17th, 2016 @ 1:30 PM - E-M-F "30" Owners Meeting at Chickasha Pre-WWII Meet on the Thursday of the show. It will likely be in a meeting room in one of the buildings. This will basically 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. We will have the latest on the 2016 EMF Outing tour as well. If you are going to Chickasha, please plan on attending. **For more information contact: John Daly** **CONTACT INFO HIDDEN**

Wednesday, August 10th - Tuesday, August 16th, 2016 - E-M-F Company Outing Tour - John Smith and team are well underway in planning the Outing and has outlined an interesting week of touring in **Orillia, Ontario, Canada** for **July, 2016**. The tour will be slightly different from past tours by beginning and ending mid-week. More information at the E-M-F Registry meeting at Chickasha, and in the article on **page 3**. Plan now and don't miss this opportunity to tour in Canada! This will be a great event for kids and grandkids! For more information, contact **John Smith** (**CONTACT INFO HIDDEN**)

October 7th, 2016 - E-M-F/Flanders/Everitt Owners Meeting at 2016 Hershey AACA Fall Meet- Friday October 7th, 3:30PM Hershey Time – The meeting usually happens in Jim Gorel's spaces CI 73-75 on the Chocolate field. This will basically 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 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** (**NOTE: There is an Underscore between "John" and "Daly"**) so I can save some money and start delivering *The Hyphens* by email? Thanks! Thank you to the three new email addresses as of last issue!!! \$3.00 saved!!!

EMF 2016

An Outing in Lake Country

On behalf of the organizing committee, I would like to invite you to be part of EMF 2016, An Outing In Lake Country. Centred in **Orillia, Ontario Canada**, a small city north of Toronto, the tour will feature five days of touring on roads well suited to our cars, interesting stops, great food and comfortable accommodations. You'll arrive in Orillia on Wednesday, August 10th in time to enjoy an evening ice cream social served lakeside, and depart the following Tuesday morning, August 16th.

When you look at the registration form, you'll notice a couple of important points. First of all, we've put together a package that includes a kick-off breakfast, three lunches, two dinners and two special socials in addition to the usual daily refreshment stops, admissions to attractions, tour banner and book, nice momentos of the occasion, and a lot more. Secondly, there will be no charge for the package for young people ages 15 and under.

Highlights of the week include a luncheon cruise aboard a wonderful steamship on the world-famous Muskoka lakes, a visit to a unique marine railroad, rides in locally made antique boats, participation in a huge car show, an upbeat concert by, among other people, our own Kathy and Daryl Kemerer, a supper in an idyllic rural setting, and, to wrap up the tour, a lakeside barbecue supper. A complete description of the tour as well as important information about travelling to Canada may be found on the website at http://emfauto.org/EMF_events.php.

You'll be staying at the **Mariposa Inn Best Western Plus** which features comfortable rooms, indoor pool and adequate parking for our tow rigs. The rate is **\$ 129.95 CDN plus tax** per night for two adults, and once again, kids 15 and under are free.

The deadline for registration is June 1st, 2016, but space is limited and it's first money received, first served. If you need further information or clarification, contact John at **CONTACT INFO HIDDEN**. But the bottom line is, we look forward to showing you some great Canadian hospitality in Orillia next summer.

Sincerely,
John Smith
Tour Chair

PS: Like us on Facebook!