

The Hyphens

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



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Editors Column

It is cold here in the Midwest as I put this issue of the Hyphens together. Last year at this time I told you that I was starting a new job. Well I am sad to report that I am back in the job market. The project at the new job was cancelled and all the people on the project were let go in early January. I must tell you, I am sick and tired of looking for a job.

As far as the E-M-F is concerned, I had just begun working on it again when I got laid off and have not been able to get back out to the garage since. I cannot justify paying the cost to heat the garage. Hopefully a new job will come along before I have to start selling cars to pay the bills. I can go a while before that will happen.

The main article in this issue, "The Canadian Connection" was written by Bob and Ann Meyer. Bob and Ann joined us on the E-M-F Centennial event in the Detroit area last year. I thank them so much or submitting this article as we look at things from the Canadian perspective. I found the information very interesting and I am sure you will also. It is always good to learn new information.

I have not received any donations since the last issue to help fund the publication and distribution of *The Hyphens*. This issue is funded from the donations previously received.

This newsletter is delivered at no cost thanks to kind donations of fellow E-M-F, Flanders and Everitt owners. I would like to keep the newsletter free for all as long as possible.

If you have articles you would like to submit for future issues, please send them in to me. I am always looking for new material and I am running out of ideas. If you have any topics you can write about, please send them to me. Email is preferred, but I (and by "I", I mean my wife) can transcribe something sent to me in the US mail as well.

Happy Motoring!

John M. Daly



This logo was used for the Tudhope Everitt.

The Canadian Connection

By Bob and Ann Meyer
Lumsden, Saskatchewan, Canada

For many years we have been very interested in the early history of automobiles, along with the people who built them. These are some of the things we have learned that are particularly interesting.

The influence of Charles Brady King affected much of the car industry. King sold his motor company to Ransom E. Olds and went to work for the Oldsmobile Company as an engineer. He, along with others, designed the curved Dash Olds and the Northern. Wayne had merged with Northern Manufacturing Co. of Detroit in 1904. B. F. "Barney" Everitt, William Metzger and Walter Flanders acquired the managing interest of the Northern Manufacturing Co. At the same time J. B. Tudhope was becoming interested in doing business with Everitt, Metzger and Flanders who had teamed up to build the E-M-F "30" and the Flanders "20". These vehicles were an instant success. The E-M-F Co. (1909 – 1912) was subsequently taken over by Studebaker. Everitt and Metzger worked to build the Everitt "30". Flanders had split off to build the Flanders "20"; he later joined the Everitt Co.

William Tudhope, a successful wheelwright and blacksmith, along with his son, James Brocket (JB) and other sons became the largest carriage makers in eastern Canada by 1880. He later expanded his business to include "highwheelers". The business expanded to include over one city block of factories, warehouses and delivered vehicles as far as Regina, Saskatchewan, and further west.

During the summer of 1908 Tudhope made a deal with W. H. McIntyre of Auburn, Indiana to import mechanical parts for the "highwheeler" and Tudhope added the wooden body parts. This collaboration became the Tudhope-McIntyre Co. producing

the Tudhope-McIntyre cars (1909-1913). This business venture was very successful until it abruptly ended on August 22, 1909 when a flash fire broke out. The fire was extinguished, but interest in the highwheelers was declining rapidly. The next morning after the fire the Tudhope family was planning a new factory. The Tudhopes decided to rebuild and in 79 short days, the roof was on their new factory.

Tudhope was interested in the Everitt car. Tudhope's idea was to sell an automobile in Canada that was of comparable American design and price. He felt that the only way this could be done was to build them in Canada, thereby avoiding the duties and taxes incurred by importing automobiles. The Tudhopes felt that by using their established network of dealers, the Everitt car design and machinery, along with lower Canadian wages, they could sell a high enough volume of vehicles in Canada to pay for the equipment and construction for their new factory. This building still exists in Orillia, Ontario and is currently partly being occupied as the City Hall. The chimney reads "Tudhope" and a 1912 Tudhope built Everitt automobile is located in the lobby of this building.

Meanwhile, in late 1909 the E-M-F Company bought the Globe Furniture Co. in Walkerville, Ontario as a branch plant for the E-M-F "30" and the Flanders "20". The first E-M-F's were built in 1910 and they, along with the Flanders were very well received. Back in the U.S. the American branch of E-M-F got into a bitter contract dispute with Studebaker. Studebaker took over E-M-F thereby acquiring the Canadian branch plant in Walkerville. Studebaker Corp. of Canada was formed and by 1912 the E-M-F and Flanders were renamed Studebaker "30" and Studebaker "20".

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Canada Connection
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To the best of our knowledge the first car in our area (Regina, Saskatchewan, Canada) was a 1902 Curved Dash Oldsmobile (CDO). By 1904 William Gibson of McLean, Saskatchewan was experimenting in early aircrafts. He built an engine that was influenced by the CDO. This engine is now in the National Air Museum in Ottawa, Canada.

One of the vehicles we are restoring is a 1911 Tudhope-Everitt. It is odd because it is a four-passenger vehicle and has a torpedo body. Most of the Everitts at this time were five passenger tourings. This vehicle was in Orillia, Ontario. The 1911 Tudhope-Everitt, along with a 1912 E-M-F "30" Roadster were acquired from the estate of the locally well-known collector, Isaac Clarkson of Elkhorn, Manitoba, Canada. We also have a 1904 Northern and two 1902 Curved Dash Oldsmobiles. The Tudhope's network of dealers included one in Regina, Saskatchewan.

The Brochure of the Tudhope Motor Company boasts that the Everitt was

"the only car made in Canada" ending with a quotation by Rudyard Kipling:

"An' I left 'em seating an' stealing a mile and a half behind."



1911 Everitt Touring

Centennial Commemoratives Still Available

The following items are still leftover after the E-M-F Centennial.

The Radiator badges have the Centennial logo and have two mounting loops which would fit between vertical radiator fins. These are **\$45.00** (**\$40.00** for badge plus **\$5.00** for shipping and handling). See Picture below. 11 badges remain.

The Pewabic tiles were designed

specifically for the E-M-F Centennial and only a limited amount of these tiles were produced. You can purchase one of these tiles for **\$45.00** (**\$40.00** for tile plus **\$5.00** for shipping and handling). See Picture below. 7 tiles are still available.

And finally, we have the Centennial DVD which turned out great. See the places we visited just like you were there, as well as an interview with Anthony Yanik, author of "The E-M-F Company". These DVD's are **\$25.00** (**\$20.00** for tile plus **\$5.00** for shipping and handling).

Make checks payable to John Daly. Thanks.



E-M-F Gray

By William Day

Anticipating the tour in Detroit this summer, I thought I'd try to get my 1912 E-M-F "30" Demi Tonneau into the best tour condition I could

When I got the car, it had not been run in over 10 years. While I had the transaxle off to get new ring and pinion gears put in, I stripped it to repaint it. I found original grey under the black.

The wheels needed to be revarnished too. When I took the brake drums off while stripping, I found this same grey on the drums behind the spokes.

I took a drum to:

"A&B Auto Body Supply Inc"
1307 Wenzel Road
Peru, IL 61354
Phone 815-224-2080

They used a computer camera and got me an exact mix for a 1912 E-M-F grey. *** The mix number is DLL 30093.

While preparing to start on the front wheels, I found traces of grey paint in all of the joints. It looks like the entire wheel, hubs, spokes, fellows, lug bolt assemblies, and steel fellow bands were all painted grey. Then pin-stripping and outside hub paint was applied.

According to the receipts I got with the car, it was restored in the 1950's by 1950's standards. A great job was done, but the wheels, being solid, were not stripped and prepared using the methods or standards we use today. Thus, the telltale paint in the joints on the wheels and on the transaxles tubes, backing plates, rods etc.

My car was painted Royal Blue in the 1950's. Probably not a factory color, but the grey is a factory color, for sure.

*****Editor Note:** *I have seen the paint applied to the car in this article as well as the original examples of the paint on the car and on my own car. It is my opinion that the paint formula referred to in the article has a bluish tint to it that I do not see in the original examples. The bluish hue seems to be more pronounced when the paint is in the direct sunlight, a color changing property I doubt the original paint had. That being said, this is a very close match for the E-M-F Grey.*

The article also mentions the grey paint on the rear transaxle. My 1912 E-M-F Demi Tonneu has the original paint and stripping on the rear end and my car originally had black axles with grey stripping. My parts chassis, which is also 1912, is the same color scheme (though the stripping on the springs is different between the two cars). I suppose it is possible that the 1912 E-M-F's could have come painted differently from the factory.

The Second Hundred Years

By Daryl Kemerer, E-M-F Registry President

In the afterglow of the E-M-F Centennial, those of us who were able to attend have many fond memories of cars, friends, and especially being in the historic places of the E-M-F Company. The E-M-F Registry and those of us preserving the automobiles will be the major force ensuring the E-M-F Company's legacy in future annals of history. Hopefully what we do will be both worthy and fun.

Looking to the future, T-Plex (the organization preserving Ford's Piquette Street plant) is interested in establishing an E-M-F Company exhibit. Dr. William Spencer is currently working on this project. It is worth noting that the E-M-F/Studebaker Company purchased and actually occupied this building longer than Ford. As a gesture, we may, as either individuals or as the Registry, finance the restoration of windows at T-Plex. If you have not visited T-Plex I urge you to do so on your next visit to Detroit. Further information on our involvement with T-Plex will be forthcoming as plans unfold.

The E-M-F Company was a major manufacturer in the early automobile industry, so it becomes our challenge to see that it continues to receive its due recognition in the second hundred years. As a first step -- take a kid for a ride!

Hope to see you down the road,
Daryl Kemerer

FLANDERS AUTOS & MOTORCYCLES

A Thought to Ponder

"Life is a series of experiences, each one of which makes us bigger, even though sometimes it is hard to realize this. For the world was built to develop character, and we must learn that the setbacks and grieves which we endure help us in our marching onward." - Henry Ford

"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.

President: **Daryl Kemerer** - CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE.

Vice President: **Floyd Jaehnert** - CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE.

Secretary /Treasurer: **Gordon Langenegger** - CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE.

Main Contact/Newsletter Editor/ Webmaster: **John M. Daly** - CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE. - Visit us online at <http://emfauto.org>

E-M-F Parts For Sale

1912 EMF right front fender (A3878), good solid condition. Will trade for pre-1916 ford parts - \$125. **Ben Popadak** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

We have a limited number of **Floor mats** and **spring bumpers** (Part Number A1117) and will not make another run when they are gone. Please take advantage of the opportunity to get them while they are still available. The spring bumpers are \$60.00 a pair and the floor mats are \$119.50. both items are plus shipping. (the mats fit E.M.F.s Flanders and right hand drive Studebakers.) I also have a list of E.M.F. parts to numerous to include write or e-mail for list. **New Manufacture:** Part number A-180, **Water outlet pipe.** Limited run of fully machined aluminum water pipes. \$ 260.00 postpaid. **Floyd Jaehnert** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

E-M-F Cars Wanted

EMF car, any year, in decent, original and drivable condition. Would prefer a touring body style but will be interested irrespective of body style. Being a resident in Denmark I do have contacts in the US who may assist as "local" point of contact, if so preferred. **Dan Vestergaard** - CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE.

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** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE.

Registry Member Gordon Matson

E-M-F Parts Wanted

I am still looking for rims for my 1912 E-M-F. I am looking for **25" demountable rims** for my Stanweld wheels, either with a split rim or the Continental type. I will take either. Please let me know if you can help. I only need one more split rim. **John Daly**, CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

Information, Postcards, Trophies, etc. on E-M-F Racing. **Gordon Matson** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

Need some **brake shoes** for my **1910 E-M-F Touring, Part number 558**, 4 off required. **Roger Egginton** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

Any interest in **cast aluminum reproduction hood formers** for **Flanders?** Contact **Daryl Kemerer** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

Need a **transaxle** for an **Everitt**. Please contact **Willard Schoellerman** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE.

Need a pair of **Cylinder Jugs** for an E-M-F Engine. **Ed Goetz**, CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE.

Need 4 matched **EMF connecting rods** A-135 1/2 and A-257 **carburetor support.** **Floyd Jaehnert** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE.

I need a **1912 E-M-F radiator shell** (black or brass). **Joe Swann** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE.

I need a **Water Pump** for an E-M-F. **Bruce Wright** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE.

Early two man top irons also known as "Headache" irons, these four irons bow out slightly as opposed to a straight rise, for 1909 E-M-F five passenger open touring (E-M-F part reference #1386). Could buy or will consider trade for my set of circa 1912-14 adjustable irons, in exceptional condition. Also Wanted: **Splitdorf Model "D" Magneto** or promising collection of parts for same. **R.S. "Chic" Gasparotti** (CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE.

Need round **radiator tank emblem** for an E-M-F radiator. **Stu Lyon** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE.

Upcoming E-M-F “30” Events

March 19th, 2008 @ 2:00 PM - E-M-F “30” Owners Meeting at Chickasha Pre-WWII Meet on the Thursday of the show. The location is not known at this time, so look for signs posted at the meet. It will likely be in the community center. 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 Chickasha, please plan on attending. **John Daly** will be the contact for the meeting this day so look for John. **I will have Centennial commemoratives and DVDs with me to sell.**

For more information contact: John M. Daly CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

October 8th, 2009 - E-M-F/Flanders/Everitt Owners Meeting at 2007 Hershey AACA Fall Meet- Thursday October 8th, 1:00PM Hershey Time - Meet at the Horseless Carriage Club of America tent – space RWO 30. - 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. **For more information contact: John M. Daly** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

Summer 2010 – E-M-F Registry Tour Wichita, KS. Start making your plans now for our next tour. We had a great time in Barkeyville, PA in 2004, South Bend, IN in 2006, and Chelsea, MI in 2008. Why don't you join us in Wichita, KS in 2010? Planning is in the initial stages and more info will be presented when it is known. **For more information contact: John M. Daly** CONTACT INFO IS BLOCKED FROM ONLINE ARCHIVE

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