

Local Dealers Show 1964 Models

Henry Ford Born in Wake Of Civil War

Ask any historian what happened in the month of July, 1863, and he will tell you that Union forces won the battle of Gettysburg and General Grant took Vicksburg.

Chances are, however, that he will overlook another event that also had a significant impact on the course of history. It took place on July 30, 1863, on a small farm in Springwells Township, Mich., just a few miles outside Detroit. There the first of four boys and two girls was born to a Scotch-Irish farmer named William Ford and his wife Mary. They named their son Henry.

Young Henry got off to a rather inauspicious start, but before he was through he had done much to change the face of America from an agrarian to an urban society, and had revolutionized the economies of the civilized countries of the world. His name became a household word—as well known, perhaps, as those of most kings and presidents—and his remarks often got bigger newspaper play than State of the Union messages.

FROM THE beginning Henry Ford was a rebel, and until the day he died few people understood him. His father ran a successful, paying farm. But nothing William Ford could say or do could induce his oldest son to help out with the usual farming chores of plowing, planting, feeding and milking. The youngster was interested only in machinery. Wheels fascinated him.

He went to the Springwells school and led other boys away from their books to watch him build water wheels and steam turbines. He learned little in school except epigrams quoted in McGuffey's Readers. He never learned to spell correctly, to write a formed hand, to read freely or to express himself well in writing.

But from the beginning he was a master of mechanical logic. From a glance at a machine, he could understand the interdependence of its parts, follow a line of reasoning through gears, ratchets, spurs, cams and levers. Neighbors referred to him as a young man "with wheels in his head," and his father, speaking of Henry's younger brothers, remarked:

"John and William are all right but Henry worries me. He doesn't seem to settle down and I don't know what will become of him."

What did become of him is one of the fascinating personal stories of all time. He left the farm at 16 and hired on as an apprentice in a machine shop that made steam engines. He fixed watches and clocks at night, repaired Westinghouse steam equipment, became chief engineer of the Edison Illuminating Co., and then chucked it all to follow an improbable dream. He wanted to build a simple, low-cost automobile that any family with a decent salary could afford.

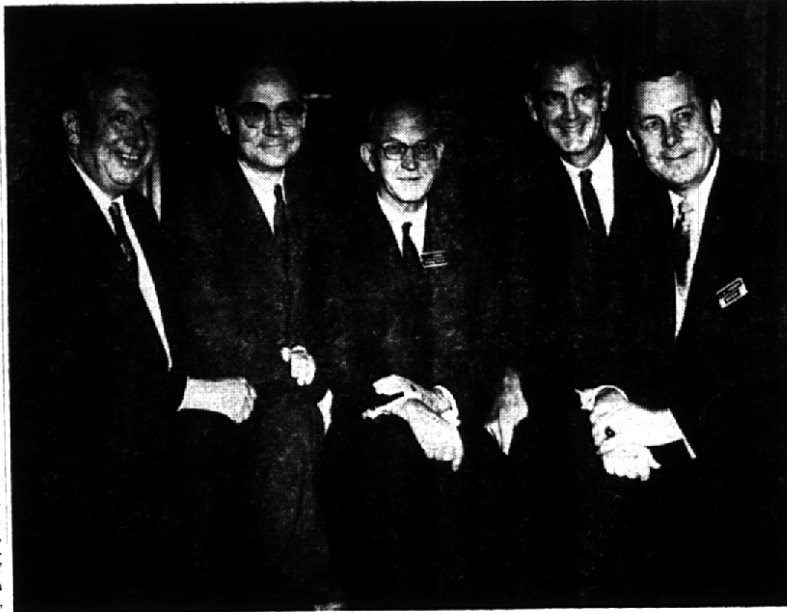
IN THE 1890's, when Henry Ford began tinkering with the tiny vehicle that would be driven by a two-cylinder four-cycle engine, any experimenting with "horseless carriages" made a man a social outcast. An elderly Detroit rememberer that Henry was regarded with

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Remote Control Outside Mirror

The side view mirror, long acknowledged as a safety and convenience feature, is adjusted by remote control on the new Dodge Dart.

The control lever is located at the driver's left on the door panel. Both horizontal and vertical adjustment is possible without opening the window.



The Big Five

Five of the United States' leading businessmen—the automobile company presidents—got together for this picture last year at the annual meeting of the members of the Automobile Manufacturers Association. From left are Roy Abernethy, American Motors; Arjay Miller, Ford Motor Co.; John F. Gordon, General Motors Corp.; Sherwood H. Egbert, Studebaker Corp.; and Lynn A. Townsend, Chrysler Corp. Abernethy, Gordon and Townsend all live in the Birmingham-Bloomfield area.

Famous Utah Salt Flats Have Colorful History

The smooth speedway of salt that has enticed men from all across the world to repeated attempts at the magic mile—the world's fastest—has been in the news of men and machines since August 12, 1914, when rough-tough Teddy Tetzlaff set a then-blazing mark of 147 m.p.h. aboard a spidery Blitzen Benz.

The current record assault with a fleet of 1964 passenger cars by coincidence, is directed by Studebaker, the American affiliate of the great German Benz concern—for Studebaker distributes Mercedes-Benz cars in America.

But the eerie antiquity of the Bonneville Salt Flats, 120 miles west of Salt Lake City, goes back thousands of years before the motor car. It is only a part of all that remains of a vast prehistoric lake now called Bonneville. It was once 350 miles long and 175 miles wide and 1,080 feet deep. Its shore line measured 2,500 miles. It then moved most of Western Utah and parts of adjoining states.

THE SALT FLATS famous for speed record trials is one small portion of this vast salt sink. With an altitude of just over 4,000 feet above sea level, it has virtually no altitude changes along its surface.

The salt crust (and it is just a crust over mud and brine) is porous and just a few inches below the surface, the salt is saturated with brine. It continues to support heavy weights, however, even when entirely covered with water.

The surface is marked by large sun cracks and to prepare both the shorter (about 10 miles) "hot rod" straightaway course, the longer (about 14 miles) land speed record straight and the variety of circular endurance courses (the present circle is 10 miles around) it is necessary to level these sun crack edges. This work is done by the Utah State Highway Department.

Maximum salt thickness is about five feet near the center portion where most endurance runs

are made. An important feature of the surface is coolness of salt, engendered by the moisture trapped in the surface.

TIRE BUILDERS get excellent traction and virtually no tire wear. Tire treads are thus able to be thinner than those used on comparable speed runs on rougher surfaces such as concrete, asphalt or bricks. It does not have the slowing, sticky effect of sand, which first brought record seekers here from Ormond Beach near Daytona and the famed Pendine Sands of Wales.

The racing calendar at Bonneville usually starts in mid July and seldom carries past October, when fall rains end the attempts. There have been fast times run as late

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Old Stanley Steamer Myth 'Evaporated'

The name Stanley Steamer conjures up visions of a bygone day when the automobile was a "space" vehicle piloted by astronauts as daring as the moon-bound explorers of today.

And like the pioneers of every age, these daredevils of the early Twentieth Century have become the protagonists of myths in which their vehicles are legendary chariots of great speed and beauty.

The Stanley Steamer has long occupied a hallowed spot in that nostalgic world. It might be fairly stated that a plethora of misconceptions about this early car has been mated to a mass of statistical falsehoods, with the result that a band of devotees are still convinced that steam is superior to the in-

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8 Dealerships Sell Compact, Luxury Autos

Birmingham has eight new car dealer showrooms within its city limits.

The dealerships sell all types of cars, ranging from the smallest American-made compact to the big-car luxury models.

With the exception of one showroom on N. Woodward Ave., all the dealers are located in a five-block strip along S. Woodward near the heart of the downtown shopping district.

Two brother combinations own three separate dealerships in Birmingham.

PATTERSON Chevrolet is run by brothers Chuck and Joe Patterson and the Buick and Oldsmobile franchises are operated by Carl and Dick Fischer, respectively.

One of the newest showrooms in Birmingham is the Chrysler-Plymouth dealership at 912 S. Woodward.

The company began operating in Birmingham Jan. 1, 1962, under the direction of Paul Herpolsheimer, Jr., its current president.

An employee of the Chrysler Corp. for more than 25 years, Herpolsheimer is a resident of Metamora, Mich.

The company features a complete line of Chyslers, Plymouths, Valiants and Imperials.

BOB BORST'S Lincoln-Mercury showroom at 479 S. Woodward is also a fairly recent addition to the Birmingham area.

Borst, a Grosse Pointe resident, took over operation of the dealership two and a half years ago from Bob Frost.

The Fischer brothers were partners in Suburban Motors, but in 1960 Carl Fischer took over the Buick dealership vacated by the Sunner Motor Co.

Carl F. Fischer, 3645 Lahser Road, Bloomfield Hills, has been in the automotive business since 1948. His showroom at 515 S. Woodward features all the 1964 Buick models.

Dick Fischer has had his Suburban Motor showroom for Oldsmobiles at the same location at 565 S. Woodward since it opened for business Nov. 10, 1949.

Dick Fischer, Suburban Motor president, lives at 4393 Lahser, Bloomfield Hills.

The Chevrolet dealership in Birmingham has carried the name Patterson since the family took over from North Chevrolet. The showroom is located at 1900 S. Woodward.

SINCE THE retirement of M. T. Patterson, the business affairs have been handled by brothers Chuck and Joe Patterson.

Chuck Patterson lives at 310 S. Williamsbury, Bloomfield Township and Joe lives in Royal Oak.

The dealership features a complete line of Chevrolets, Chevy II's, Chevilles, Corvairs, Corvettes and Chevy Trucks.

THE FORD dealer in Birmingham is Harold Turner Inc., 444 S. Woodward. Located in the same spot for 18 years the firm is headed by General Manager Dick Turner.

They carry the complete Ford line of Fairlans, Falcons and Thunderbirds. Turner lives at 932 Fairfax, Birmingham.

Located in Birmingham since 1955 is the American Motors

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J. PATTERSON



Herpolsheimer McALISTER D. FISCHER WEST



C. FISCHER BORST C. PATTERSON TURNER

Besides the three models offered in the regular 1964 Tempest series, the new Tempest Custom is available in a two-door sports coupe, a four-door sedan, a convertible and a four-door Safari station wagon. The LeMans line includes a sports coupe and a convertible.

An optional 326 cubic inch V-8 engine is offered on all Tempest and LeMans models. The regular fuel V-8 with a two-barrel carburetor delivers 250 horsepower and a high output, premium fuel version with a four-barrel carburetor produces 280 horsepower.