

Lost Car Companies Of Detroit

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Detroit Becomes the Motor City - Alan Naldrett 2019-05-20

Detroit had a lot of competition to become THE Motor City. Ten years prior, Cleveland would undoubtedly have won the crown, with its many car and car parts makers in the city. Even before then, the East Coast of the U.S. were the first states with car companies--including steam and electric cars. Detroit had the first auto show and many other factors-Ransom Olds, Henry Ford, and the Milwaukee Junction--that helped it become the Motor City.

The Origins of the Urban Crisis - Thomas J. Sugrue 2014-04-27

The reasons behind Detroit's persistent racialized poverty after World War II. Once America's "arsenal of democracy," Detroit is now the symbol of the American urban crisis. In this reappraisal of America's racial and economic inequalities, Thomas Sugrue asks why Detroit and other industrial cities have become the sites of persistent racialized poverty. He challenges the conventional wisdom that urban decline is the product of the social programs and racial fissures of the 1960s. Weaving together the history of workplaces, unions, civil rights groups, political organizations, and real estate agencies, Sugrue finds the roots of today's urban poverty in a hidden history of racial violence, discrimination, and deindustrialization that reshaped the American urban landscape after World War II. This Princeton Classics edition includes a new preface by Sugrue, discussing the lasting impact of the postwar transformation on urban America and the chronic issues leading to Detroit's bankruptcy.

[The Franklin Automobile Company](#) - Sinclair

Powell 2014-01-28

The H. H. Franklin Manufacturing Company made significant contributions to the American automobile industry during the first half of the twentieth century. Franklin produced high-quality luxury cars, including America's only truly successful gasoline-powered motor car incorporating an air cooled engine.

Wheels - Arthur Hailey 2014-05-13

Master storyteller Arthur Hailey's #1 New York Times bestseller is a turbocharged thriller about America's automobile industry, from the bottom up Ford. Chrysler. General Motors. They were the Big Three, accused by critics of greed, monopoly, and abusing the public trust. In the shadows of these towering giants is American Motors, blazing its own path to greatness. Adam Trenton, the fiercely ambitious executive in charge of project development, wants to take the company into the future with the new, cutting-edge car he's developing, but his single-minded dedication has his neglected wife seeking dangerous thrills, making Adam vulnerable to a growing web of deceit, blackmail, and organized crime. From Detroit's inner city to its affluent suburbs, from the executive suites and secret design studios to the assembly line jungle and the maximum security testing grounds, *Wheels* is a breakneck ride full of human drama through one of America's most complex and competitive industries.

Once Upon a Car - Bill Vlasic 2011-10-04

Once Upon a Car is the fascinating epic story of the rise, fall, and rebirth of the Big Three U.S. automakers, General Motors, Ford, and Chrysler. Written by Bill Vlasic, the Detroit bureau chief for the New York Times and

acclaimed author of *Taken for a Ride*, this eye-opening, richly anecdotal work is more than a riveting and insightful business history. It offers a clear-eyed view of the present day automobile industry and of Detroit, the city that spawned it, going far beyond the corporate and federal maneuverings to explore the impact the car companies' failures have had on the overall economy, and more importantly what they have done to people's lives. Relevant and thought-provoking, *Once Upon a Car* is an unforgettable journey deep inside this quintessentially American industry.

Care Without Coverage - Institute of Medicine
2002-06-20

Many Americans believe that people who lack health insurance somehow get the care they really need. *Care Without Coverage* examines the real consequences for adults who lack health insurance. The study presents findings in the areas of prevention and screening, cancer, chronic illness, hospital-based care, and general health status. The committee looked at the consequences of being uninsured for people suffering from cancer, diabetes, HIV infection and AIDS, heart and kidney disease, mental illness, traumatic injuries, and heart attacks. It focused on the roughly 30 million-one in seven-working-age Americans without health insurance. This group does not include the population over 65 that is covered by Medicare or the nearly 10 million children who are uninsured in this country. The main findings of the report are that working-age Americans without health insurance are more likely to receive too little medical care and receive it too late; be sicker and die sooner; and receive poorer care when they are in the hospital, even for acute situations like a motor vehicle crash.

Forging Global Fordism - Stefan J. Link
2020-09-29

"This book traces the emergence of mass production and Fordism, its accompanying ideology, first in the United States and then in Nazi Germany and the Soviet Union"--

Preston Tucker and His Battle to Build the Car of Tomorrow - Steve Lehto 2016-07-01

In the wake of World War II, the U.S. automobile industry was fully unprepared to meet the growing demands of the public, for whom they had not made any cars for years. In stepped

Preston Tucker, a salesman extraordinaire who announced the building of a revolutionary new car: the Tucker '48, the first car in almost a decade to be built fresh from the ground up. Tucker's car, which would include ingenious advances in design and engineering that other car companies could not match, captured the interest of the public, and automakers in Detroit took notice. Here, author Steve Lehto tackles Tucker's amazing story, relying on a huge trove of documents that has been used by no other writer to date. It is the first comprehensive, authoritative account of Tucker's magnificent car and his battles with the government. And in this book, Lehto finally answers the question automobile aficionados have wondered about for decades: exactly how and why the production of such an innovative car was killed.

Unsafe at Any Speed - Ralph Nader 1965

The Dodge Brothers - Charles K. Hyde 2005
At the start of the Ford Motor Company in 1903, the Dodge Brothers supplied nearly every car part needed by the up-and-coming auto giant. After fifteen years of operating a successful automotive supplier company, much to Ford's advantage, John and Horace Dodge again changed the face of the automotive market in 1914 by introducing their own car. The Dodge Brothers automobile carried on their names even after their untimely deaths in 1920, with the company then remaining in the hands of their widows until its sale in 1925 to New York bankers and subsequent purchase in 1928 by Walter Chrysler. The Dodge nameplate has endured, but despite their achievements and their critical role in the early success of Henry Ford, John and Horace Dodge are usually overlooked in histories of the early automotive industry. Charles K. Hyde's book *The Dodge Brothers: The Men, the Motor Cars, and the Legacy* is the first scholarly study of the Dodge brothers and their company, chronicling their lives—from their childhood in Niles, Michigan, to their long years of learning the machinist's trade in Battle Creek, Port Huron, Detroit, and Windsor, Ontario—and examining their influence on automotive manufacturing and marketing trends in the early part of the twentieth century. Hyde details the brothers' civic contributions to Detroit, their hiring of minorities and women,

and their often anonymous charitable contributions to local organizations. Hyde puts the Dodge brothers' lives and accomplishments in perspective by indicating their long-term influence, which has continued long after their deaths. The most complete and accurate resource on John and Horace Dodge available, *The Dodge Brothers* uses sources that have never before been examined. Its scholarly approach and personal tone make this book appealing for automotive historians as well as car enthusiasts and those interested in Detroit's early development.

The Decline and Fall of the American Automobile Industry - Brock W. Yates 1983

Analyzes the reasons for the failures of the American auto industry to compete with foreign imports and to make use of modern technology and styling

Design and Destiny - Philip S. Egan 1989

Lost Car Legends - Patrick R. Foster 2020-09

Lost Car Legends is an entertaining look at nearly 50 shuttered independent automakers from the past 75 years. From Allstate to Zimmer, noted automotive historian Pat Foster covers an incredible array of makers and their cars... and what variety there was! There were tiny cars, electric cars, retro cars, luxury cars, commuter cars, sports cars. There were well-established companies with thousands of employees to sham companies with nothing but a good story. Automakers covered include Allstate, Argonaut, AMC, Autoette, Avanti, Bricklin, Checker Motors, Citicar, Commutacar, Colt, Cord Automobile Company, Crosley Motors, Dale, Davis Motorcar Company, Excalibur, Fascination, Frazer, Freeway, Glassic, Henry J, Hudson, International Harvester, Kaiser, King Midget, Markette, Mobs, Muntz Jet, Nash Motors, Packard, Playboy, Powell, Quantum, Rambler, Shay, Shelby, Stuart, Studebaker, Trivan, Tucker, Willys, Woodhill Wildfire, and Zimmer.

Creative Industries of Detroit - Leon Dixon 2017

Author Leon Dixon's comprehensive account chronicles the greatest automotive achievements constructed at Creative Industries of Detroit. The careers of the company's founder, Fred Johnson, and his successor, Rex Terry, are

examined to show how two former Chrysler employees led the most diverse automotive firm in all of Detroit. Dream cars examined in great detail include the Ford Atmos-FX, Mercury XM-800, Dodge Granada, Packard Balboa, Packard Panthers, Packard Request, Ford Mystere, Corvette Corvair, Dodge Daytona, Plymouth Superbird, Delorean, and many more. The amazing amount of hardware was constructed by one company, each make separate from the other, and with a high level of secrecy. *Creative Industries of Detroit: The Untold Story of Detroit's Secret Concept Car Builder* offers the most exhaustive and complete account of the 40-plus-year history of creating dream, prototype, concept, and one-off cars from Dwight D. Eisenhower's 1950 Presidential Lincoln Limousine to the 1993 Mustang Mach III concept cars. This is the first book on the subject, and features behind-the-scenes images and interviews never published before.

Detroit Muscle: Factory Lightweights and Purpose-Built Muscle Cars - Charles Morris 2017

Explore the evolution of the fastest, most powerful, and exciting American vehicles from the muscle car era with this historical volume. The muscle car era, and the era that immediately preceded it, are unique windows in time. Post-war USA was a place where people wanted to move on from the horrors of conflict, to embrace an era of peace, and to pursue, well, all sorts of things. A whole generation was entering a new prosperity with home ownership on the rise, gainful employment increasing, the building of suburbs, and a new interstate system connecting everyone. That all helped increase our dependence upon, and in turn, deepen our love affair with the automobile. It started in the 1950s, when automakers realized that if they made their cars more powerful than brand X and won races on the weekends as well, sales would follow those victories into the dealership. Not everyone was enamored with all this new-found performance, however, and throughout the late 1950s and early 1960s, a struggle developed between building faster automobiles and appearing responsible and promoting the cause of safety. This led to racing participation on an all-out corporate level, followed by voluntary self-imposed and publicized bans, backdoor

cheating on said bans, and then investing in performance again. A byproduct of all this activity was some really fascinating and exciting cars. It began with standard-chassis cars growing bigger with more powerful engines. Then they graduated to being lighter, putting big engines into midsize chassis (muscle cars), and building race cars that barely resembled anything on the street. From early Hudson Hornets to the birth of the Hemi, this book covers historical advancements and changes in the industry, making it a must-have item for any automotive enthusiast's shelf.

Detroit Divided - Reynolds Farley 2000-05-25
Unskilled workers once flocked to Detroit, attracted by manufacturing jobs paying union wages, but the passing of Detroit's manufacturing heyday has left many of those workers stranded. Manufacturing continues to employ high-skilled workers, and new work can be found in suburban service jobs, but the urban plants that used to employ legions of unskilled men are a thing of the past. The authors explain why white auto workers adjusted to these new conditions more easily than blacks. Taking advantage of better access to education and suburban home loans, white men migrated into skilled jobs on the city's outskirts, while blacks faced the twin barriers of higher skill demands and hostile suburban neighborhoods. Some blacks have prospered despite this racial divide: a black elite has emerged, and the shift in the city toward municipal and service jobs has allowed black women to approach parity of earnings with white women. But Detroit remains polarized racially, economically, and geographically to a degree seen in few other American cities. A Volume in the Multi-City Study of Urban Inequality

Midnight in Vehicle City - Edward McClelland 2021-02-02

Winner of the 2021 Midland Authors Book Award in History In a time of great inequality and a gutted middle class, the dramatic story of "the strike heard around the world" is a testament to what workers can gain when they stand up for their rights. The tumultuous Flint sit-down strike of 1936-1937 was the birth of the United Auto Workers, which set the standard for wages in every industry. *Midnight in Vehicle City* tells the gripping story of how workers

defeated General Motors, the largest industrial corporation in the world. Their victory ushered in the golden age of the American middle class and created a new kind of America, one in which every worker had a right to a share of the company's wealth. The causes for which the strikers sat down—collective bargaining, secure retirement, better wages—enjoyed a half century of success. But now, the middle class is disappearing and economic inequality is at its highest since before the New Deal. Journalist and historian Edward McClelland brings the action-packed events of the strike back to life—through the voices of those who lived it. In vivid play-by-plays, McClelland narrates the dramatic scenes including of the takeovers of GM plants; violent showdowns between picketers and the police; Michigan governor Frank Murphy's activation of the National Guard; the actions of the militaristic Women's Emergency Brigade who carried billy clubs and vowed to protect strikers from police; and tense negotiations between labor leader John L. Lewis, GM chairman Alfred P. Sloan, and labor secretary Frances Perkins. The epic tale of the strike and its lasting legacy shows why the middle class is one of the greatest inventions of the 20th century and will guide our understanding of what we will lose if we don't revive it.

Detroit - Scott Martelle 2012

Explains the history of Detroit from its beginnings as a French outpost, to its status as a major industrial city in the mid-20th century, to its recent economic collapse.

Lost Car Companies of Detroit - Alan Naldrett 2016

"Among more than two hundred auto companies that tried their luck in the Motor City, just three remain: Ford, General Motors and Chrysler. But many of those lost to history have colorful stories worth telling. For instance, J.J. Cole forgot to put brakes in his new auto, so on the first test run, he had to drive it in circles until it ran out of gas. Brothers John and Horace Dodge often trashed saloons during wild evenings but used their great personal wealth to pay for the damage the next day (if they could remember where they had been). David D. Buick went from being the founder of his own leading auto company to working the information desk at the

Detroit Board of Trade. Author Alan Naldrett explores these and more tales of automakers who ultimately failed but shaped the industry and designs putting wheels on the road today"-- Publisher website.

Chrysler's Turbine Car - Steve Lehto 2010-10-01
Offering a behind-the-scenes look into the world of automotive research and development in the 1960s, this engaging narrative traces the birth of Chrysler's alternative "jet" car and reveals the story behind its sudden and mysterious demise. Relying on extensive research and firsthand accounts from surviving members of the turbine car program—including the metallurgist who created the exotic metals for the engine and the test driver who drove it at Chrysler's proving grounds—this chronicle documents the bold development of an automobile with a jet turbine engine. In addition to running well on virtually any flammable liquid—including kerosene, vodka, heating oil, and Chanel N°5 perfume—the pioneering engines had one fifth the number of moving parts and required less maintenance than conventional engines. Despite the fleet's amazing performance over millions of miles by test drivers, Chrysler pulled the plug on the project and crushed almost all of the cars. The reasons behind the surprising end to the jet car fleet are finally explained here.

Lost Towns of Eastern Michigan - Alan Naldrett 2015

Eastern Michigan's vanished boomtowns and villages are uncovered and revisited in this fascinating look at the history of the lost settlements around Detroit and the Great Lakes. Many of eastern Michigan's old boomtowns and sleepy villages are faded memories. Nature reclaimed the ruins of some while progress paved over the rest. Discover the stories of lost communities hidden in plain sight or just off the beaten track. The vanished religious colony of Ora Labora fell into a state of near-constant inebriation when beer became the only safe liquid to drink. Lake St. Clair swallowed up the unique currency of Belvidere along with the place that issued it. Abandoned towns still crumble within Detroit's city limits. Alan Naldrett delves into the fascinating history of eastern Michigan's lost settlements.

Motor City Barn Finds - Tom Cotter 2017-06-01

Tom Cotter returns to troll through Detroit and discover long forgotten classics in Motor City Barn Finds. You won't believe some of the rides he finds. Detroit has been America's Motor City for decades. It's home to Ford, General Motors, and Chrysler, as well as numerous auto industry companies and specialty and speed shops. At the same time, it's the poster child for urban blight and dysfunction. It's truly a city of contrasts, which presented challenges and opportunities in equal measure to barn finder Tom Cotter. In Motor City Barn Finds, Cotter plies his trade in a locale rich with automotive history. Detroit's lost cars are abandoned in empty lots, resident in decrepit buildings, squirreled away in garages, and stashed in historic wrecking yards. Behind the wheel of his classic 1939 Ford Woodie, Cotter trolls the back streets and neighborhoods of this historic city looking for lost automotive gems accompanied by photographer Michael Alan Ross. As America's Motor City, Detroit is an emotional and historical mecca for car enthusiasts, capable of drawing hundreds of thousands of car people for events like Woodward Dream Cruise and attracting design-forward companies like Shinola. At the same time, it's intimidating to navigate, with numerous dodgy neighborhoods and risky abandoned factory sites. Add it all together and you have fascinating and intriguing opportunities to dig for barn-find gold.

The Reckoning - David Hamlet 2006-03
David Hamlet's *The Reckoning* examines and answers how a vile individual such as Hitler could thrive on mass murder while maintaining a large group of followers.

The Sack of Detroit - Kenneth Whyte 2021-06-01

"Vigorous, provocative... *The Sack of Detroit* is compelling, bold and stylishly written."
—Barbara Spindel, *The Wall Street Journal*
A provocative, revelatory history of the epic rise—and unnecessary fall—of the U.S. automotive industry, uncovering the vivid story of innovation, politics, and business that led to a sudden, seismic shift in American priorities that is still felt today, from the acclaimed author of *Hoover*. In the 1950s, America enjoyed massive growth and affluence, and no companies contributed more to its success than automakers. They were the biggest and best

businesses in the world, their leadership revered, their methods imitated, and their brands synonymous with the nation's aspirations. But by the end of the 1960s, Detroit's profits had evaporated and its famed executives had become symbols of greed, arrogance, and incompetence. And no company suffered this reversal more than General Motors, which found itself the main target of a Senate hearing on auto safety that publicly humiliated its leadership and shattered its reputation. In *The Sack of Detroit*, Kenneth Whyte recounts the epic rise and unnecessary fall of America's most important industry. At the center of his absorbing narrative are the titans of the automotive world but also the crusaders of safety, including Ralph Nader and a group of senators including Bobby Kennedy. Their collision left Detroit in a ditch, launched a new era of consumer advocacy and government regulation, and contributed significantly to the decline of American enterprise. This is a vivid story of politics, business, and a sudden, seismic shift in American priorities that is still felt today.

Lost Car Companies of Detroit - Alan Naldrett
2016-01-25

Among more than two hundred auto companies that tried their luck in the Motor City, just three remain: Ford, General Motors and Chrysler. But many of those lost to history have colorful stories worth telling. For instance, J.J. Cole forgot to put brakes in his new auto, so on the first test run, he had to drive it in circles until it ran out of gas. Brothers John and Horace Dodge often trashed saloons during wild evenings but used their great personal wealth to pay for the damage the next day (if they could remember where they had been). David D. Buick went from being the founder of his own leading auto company to working the information desk at the Detroit Board of Trade. Author Alan Naldrett explores these and more tales of automakers who ultimately failed but shaped the industry and designs putting wheels on the road today.

Chevrolet: 1911-1960 - Michael W.R. Davis
2012-08-06

The Chevrolet car and truck business traces its roots back to Michigan's lumber industry in the middle of the 19th century. Lumber mills gave way to carriage and wagon manufacturing and the claim, before motorcars burst on the scene,

that Flint was the "vehicle capital of the world." This is the story of how those wagon makers quickly converted to producing automobiles, overtaking automotive pioneer and archrival Ford in sales, and building the Chevrolet brand into the global powerhouse entity it is today. This volume traces the first half (1911-1960) of Chevrolet's 100-year history in photographic detail and provides an unparalleled spotter guide for long-forgotten (or never-known) Chevrolet cars and trucks.

Strengthening Forensic Science in the United States - National Research Council
2009-07-29

Scores of talented and dedicated people serve the forensic science community, performing vitally important work. However, they are often constrained by lack of adequate resources, sound policies, and national support. It is clear that change and advancements, both systematic and scientific, are needed in a number of forensic science disciplines to ensure the reliability of work, establish enforceable standards, and promote best practices with consistent application. *Strengthening Forensic Science in the United States: A Path Forward* provides a detailed plan for addressing these needs and suggests the creation of a new government entity, the National Institute of Forensic Science, to establish and enforce standards within the forensic science community. The benefits of improving and regulating the forensic science disciplines are clear: assisting law enforcement officials, enhancing homeland security, and reducing the risk of wrongful conviction and exoneration. *Strengthening Forensic Science in the United States* gives a full account of what is needed to advance the forensic science disciplines, including upgrading of systems and organizational structures, better training, widespread adoption of uniform and enforceable best practices, and mandatory certification and accreditation programs. While this book provides an essential call-to-action for congress and policy makers, it also serves as a vital tool for law enforcement agencies, criminal prosecutors and attorneys, and forensic science educators.

Lost Car Companies of Detroit - Alan Naldrett
2016-01-25

"Among more than two hundred auto companies that tried their luck in the Motor City, just three remain: Ford, General Motors and Chrysler. But many of those lost to history have colorful stories worth telling. For instance, J.J. Cole forgot to put brakes in his new auto, so on the first test run, he had to drive it in circles until it ran out of gas. Brothers John and Horace Dodge often trashed saloons during wild evenings but used their great personal wealth to pay for the damage the next day (if they could remember where they had been). David D. Buick went from being the founder of his own leading auto company to working the information desk at the Detroit Board of Trade. Author Alan Naldrett explores these and more tales of automakers who ultimately failed but shaped the industry and designs putting wheels on the road today"-- Publisher website.

Packard Motor Car Company - Evan P. Ide 2003

Founded in 1899, the Packard Motor Car Company grew into one of America's finest automobile companies, producing cars that exemplified American quality and innovation. Packards were the cars of presidents, movie stars, and those with an appreciation for high quality. The company is known for producing a variety of automobiles, as well as marine engines for PT boats. The Packard represents the classic era of automobile manufacturing and remains one of the most sought-after collector cars. The Packard Motor Car Company was in existence from 1899 to 1957, but the golden era of Packard cars came to a close in the late 1930s. The images featured in this book represent the early years at the Warren, Ohio and Detroit, Michigan factories. The first Packard was built in 1899, and the company then went on to build the fifth car to climb Mount Washington and some of the finest record-setting racecars in the history of automobile racing. Packard Motor Car Company contains rare images from the Larz Anderson Auto Museum that were saved from the Packard factory and the personal collection of James Ward Packard when the company closed.

U. S. Motor Vehicle Industry - Stephen Cooney 2011-01

This is a print on demand edition of a hard to find publication. In 12/08, Pres. George W. Bush

provided financial assistance to GM and Chrysler -- \$13.4 billion to GM and \$4 billion to Chrysler from the Troubled Assets Relief Program (TARP). Ford did not need such assistance immediately but might require a line of credit in 2009. A further \$6 billion was loaned to GM Acceptance Corp. (GMAC), and \$1.5 billion to Chrysler Financial, the two manufacturers' respective credit affiliates. Contents of this report: Intro.; Auto Industry Loan Develop. in 12/08; Impact on the National Economy; The Domestic Motor Vehicle Market; Financial Issues in the Auto Industry; Financial Solutions: Bridge Loans and Restructuring; Pension and Health Care Issues; Stipulations and Conditions on TARP Loans to the Auto Industry.

The End of Detroit - Micheline Maynard 2003-09-23

An in-depth, hard-hitting account of the mistakes, miscalculations and myopia that have doomed America's automobile industry. In the 1990s, Detroit's Big Three automobile companies were riding high. The introduction of the minivan and the SUV had revitalized the industry, and it was widely believed that Detroit had miraculously overcome the threat of foreign imports and regained its ascendant position. As Micheline Maynard makes brilliantly clear in THE END OF DETROIT, however, the traditional American car industry was, in fact, headed for disaster. Maynard argues that by focusing on high-profit trucks and SUVs, the Big Three missed a golden opportunity to win back the American car-buyer. Foreign companies like Toyota and Honda solidified their dominance in family and economy cars, gained market share in high-margin luxury cars, and, in an ironic twist, soon stormed in with their own sophisticatedly engineered and marketed SUVs, pickups and minivans. Detroit, suffering from a "good enough" syndrome and wedded to ineffective marketing gimmicks like rebates and zero-percent financing, failed to give consumers what they really wanted—reliability, the latest technology and good design at a reasonable cost. Drawing on a wide range of interviews with industry leaders, including Toyota's Fujio Cho, Nissan's Carlos Ghosn, Chrysler's Dieter Zetsche, BMW's Helmut Panke, and GM's Robert Lutz, as well as car designers, engineers, test

drivers and owners, Maynard presents a stark picture of the culture of arrogance and insularity that led American car manufacturers astray. Maynard predicts that, by the end of the decade, one of the American car makers will no longer exist in its present form.

Sixty to Zero - Alex Taylor 2010

An award-winning journalist's insights into the auto industry, the decline of once-great companies, and the failures of management. The collapse of General Motors captured headlines in early 2009, but as Alex Taylor III writes in this in-depth dissection of the automaker's undoing, GM's was a meltdown forty years in the making. Drawing on more than thirty years of experience and insight as an automotive industry reporter, as well as personal relationships with many of the leading players, Taylor reveals the many missteps of GM and its competitors: a refusal to follow market cues and consumer trends; a lack of follow-through on major initiatives; and a history of hesitance, inaction, and failure to learn from mistakes. In the process, he provides lasting lessons for every executive who confronts the challenges of a changing marketplace and global competition. Yet Taylor resists condemning GM's leadership from the privileged view of hindsight. Instead, his account enables the reader to see GM's decline through the eyes of an insider, with the understanding that corporate decision-making at a company as large as General Motors isn't as simple as it may seem. Taylor's book serves as a marvelous case study of one of the United States' premier companies, of which every American quite literally now holds a share.

The Negro Motorist Green Book - Victor H. Green

The idea of "The Green Book" is to give the Motorist and Tourist a Guide not only of the Hotels and Tourist Homes in all of the large cities, but other classifications that will be found useful wherever he may be. Also facts and information that the Negro Motorist can use and depend upon. There are thousands of places that the public doesn't know about and aren't listed. Perhaps you know of some? If so send in their names and addresses and the kind of business, so that we might pass it along to the rest of your fellow Motorists. You will find it handy on your travels, whether at home or in some other state,

and is up to date. Each year we are compiling new lists as some of these places move, or go out of business and new business places are started giving added employment to members of our race.

Michigan's C. Harold Wills - Alan Naldrett 2017-11-06

One of the unsung heroes of the auto world, C. Harold Wills designed the Model T when he worked as Henry Ford's right-hand man. Later, he founded his own company to produce the legendary Wills Sainte Claire. Every endeavor displayed his trademark inventiveness, from the development of the overhead cam engine to the toboggan run on the roof of his house. He used his money to create one of the first worker model cities at Marysville, Michigan. In this long-overdue biography, Alan and Lynn Lyon Naldrett preserve the legacy of an automotive icon.

Beer Money - Frances Stroh 2016-05-03

In the tradition of Rich Cohen's Sweet and Low and Sean Wilsey's Oh the Glory of it All, a memoir of a city, an industry, and a dynasty in decline, and the story of a young artist's struggle to find her way out of the ruins. Frances Stroh's earliest memories are ones of great privilege: shopping trips to London and New York, lunches served by black-tied waiters at the Regency Hotel, and a house filled with precious antiques, which she was forbidden to touch. Established in Detroit in 1850, by 1984 the Stroh Brewing Company had become the largest private beer fortune in America and a brand emblematic of the American dream itself; while Stroh was coming of age, the Stroh family fortune was estimated to be worth \$700 million. But behind the beautiful façade lay a crumbling foundation. Detroit's economy collapsed with the retreat of the automotive industry to the suburbs and abroad and likewise the Stroh family found their wealth and legacy disappearing. As their fortune dissolved in little over a decade, the family was torn apart internally by divorce and one family member's drug bust; disagreements over the management of the business; and disputes over the remaining money they possessed. Even as they turned against one another, looking for a scapegoat on whom to blame the unraveling of their family, they could not anticipate that even far greater tragedy lay in store. Featuring

beautiful evocative photos throughout, Stroh's memoir is elegantly spare in structure and mercilessly clear-eyed in its self-appraisal—at once a universally relatable family drama and a great American story.

Punching Out - Paul Clemens 2012-01-17

An elegy—angry, funny, and powerfully detailed—about the slow death of a Detroit auto plant and an American way of life. How does a country dismantle a century's worth of its industrial heritage? To answer that question, Paul Clemens investigates the 2006 closing of one of America's most potent symbols: a Detroit auto plant. Prior to its closing, the Budd Company stamping plant on Detroit's East Side, built in 1919, was one of the oldest active auto plants in America's foremost industrial city—one whose history includes the nation's proudest moments and those of its working class. Its closing also reflects the character of the country in a new era—the sad, brutal process of picking it apart and sending it, piece by piece, to the countries that now have use for its machines. *Punching Out* is an up-close report, at once tender and angry, from the meanest, sharpest edge of America's deindustrialization, and a lament for a working-class culture that once defined a prosperous America—and that is now on the verge of economic extinction.

The End of Detroit - Micheline Maynard
2004-09-21

An in-depth, hard-hitting account of the mistakes, miscalculations and myopia that have doomed America's automobile industry. In the 1990s, Detroit's Big Three automobile companies were riding high. The introduction of the minivan and the SUV had revitalized the industry, and it was widely believed that Detroit had miraculously overcome the threat of foreign imports and regained its ascendant position. As Micheline Maynard makes brilliantly clear in *THE END OF DETROIT*, however, the traditional American car industry was, in fact, headed for disaster. Maynard argues that by focusing on high-profit trucks and SUVs, the Big Three missed a golden opportunity to win back the American car-buyer. Foreign companies like Toyota and Honda solidified their dominance in family and economy cars, gained market share in high-margin luxury cars, and, in an ironic twist, soon stormed in with their own sophisticatedly

engineered and marketed SUVs, pickups and minivans. Detroit, suffering from a "good enough" syndrome and wedded to ineffective marketing gimmicks like rebates and zero-percent financing, failed to give consumers what they really wanted—reliability, the latest technology and good design at a reasonable cost. Drawing on a wide range of interviews with industry leaders, including Toyota's Fujio Cho, Nissan's Carlos Ghosn, Chrysler's Dieter Zetsche, BMW's Helmut Panke, and GM's Robert Lutz, as well as car designers, engineers, test drivers and owners, Maynard presents a stark picture of the culture of arrogance and insularity that led American car manufacturers astray. Maynard predicts that, by the end of the decade, one of the American car makers will no longer exist in its present form.

Great Grilles of the '50s - Mark Misercola
2019

The 1950s was a "golden era" for Detroit, reflecting the endless optimism and futuristic view in America following World War II. Car designers and stylists were inspired by current day fighter jets, space age technology, and chrome. Their creations sported great chrome grilles, bullet-nosed bumpers, enormous tail fins, cockpit-styled dashboards, and frames as big as aircraft carriers. The allure and emotional appeal of these cars has been well document in countless books over the years. But without exception all of these titles look fabulous '50s vehicles as the sum of their parts. None focus specifically on what many consider to be the most distinguishing aspect of many of the cars from the fabulous '50s - their front grilles.

Arsenal of Democracy - Charles K. Hyde
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Throughout World War II, Detroit's automobile manufacturers accounted for one-fifth of the dollar value of the nation's total war production, and this amazing output from "the arsenal of democracy" directly contributed to the allied victory. In fact, automobile makers achieved such production miracles that many of their methods were adopted by other defense industries, particularly the aircraft industry. In *Arsenal of Democracy: The American Automobile Industry in World War II*, award-winning historian Charles K. Hyde details the industry's transition to a wartime production powerhouse

and some of its notable achievements along the way. Hyde examines several innovative cooperative relationships that developed between the executive branch of the federal government, U.S. military services, automobile industry leaders, auto industry suppliers, and the United Automobile Workers (UAW) union, which set up the industry to achieve production miracles. He goes on to examine the struggles and achievements of individual automakers during the war years in producing items like aircraft engines, aircraft components, and complete aircraft; tanks and other armored vehicles; jeeps, trucks, and amphibians; guns, shells, and bullets of all types; and a wide range of other weapons and war goods ranging from search lights to submarine nets and gyroscopes.

Hyde also considers the important role played by previously underused workers-namely African Americans and women-in the war effort and their experiences on the line. Arsenal of Democracy includes an analysis of wartime production nationally, on the automotive industry level, by individual automakers, and at the single plant level. For this thorough history, Hyde has consulted previously overlooked records collected by the Automobile Manufacturers Association that are now housed in the National Automotive History Collection of the Detroit Public Library. Automotive historians, World War II scholars, and American history buffs will welcome the compelling look at wartime industry in Arsenal of Democracy. Automobile Journal - 1913