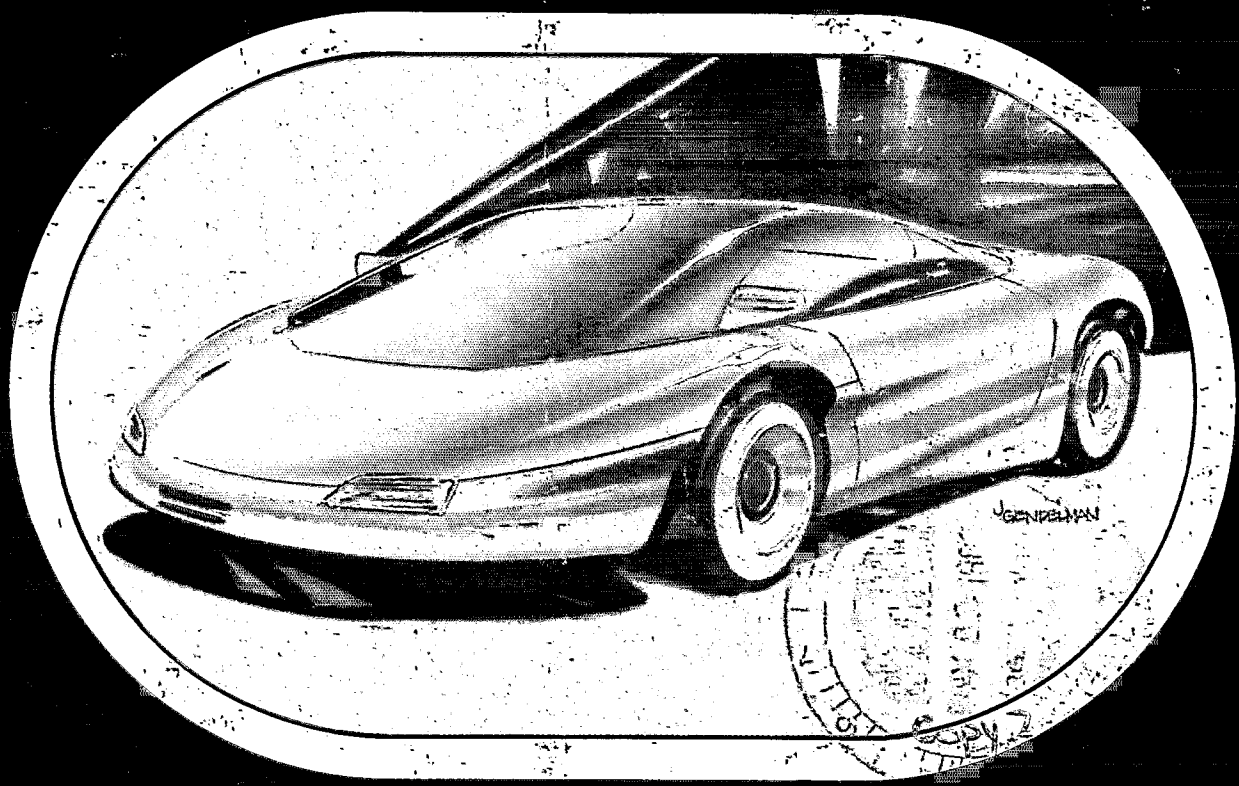
HERITAGE

A Journal of Grosse Pointe Life



vol. 3 no. 2 ♦ april-may 1986

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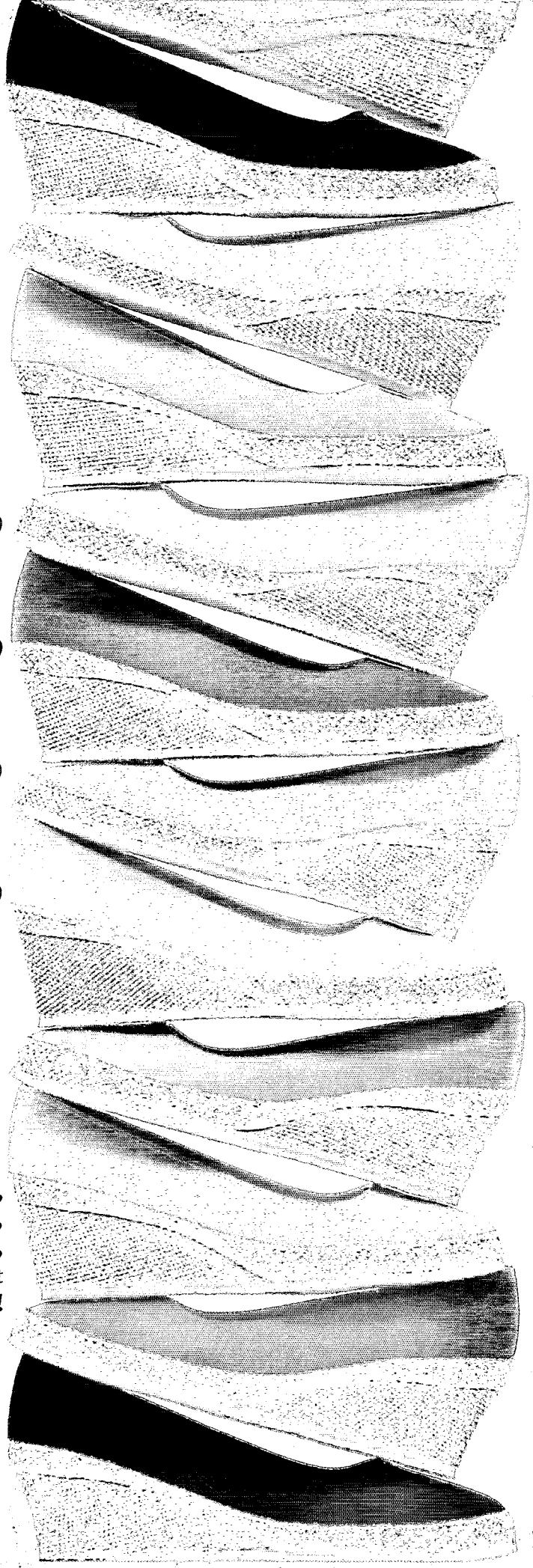

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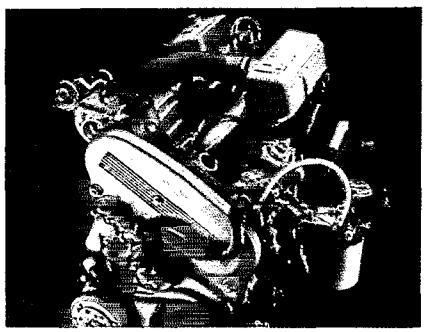

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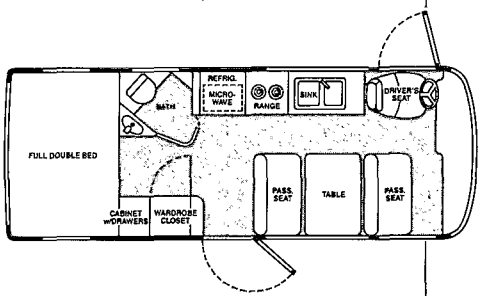

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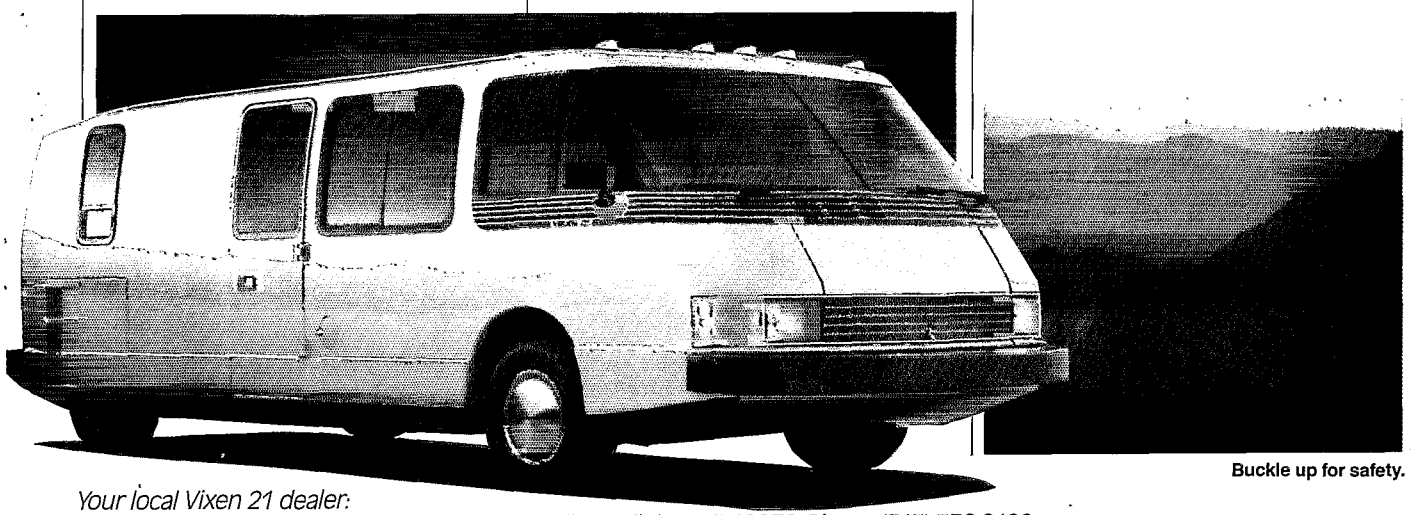

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In November of 1986, **HERITAGE: A Journal of Grosse Pointe Life** will publish its first annual issue featuring **Outstanding Grosse Pointers.** This issue will document the endeavours of Grosse Pointers from historical and current perspectives. Nominations for inclusion in this anthology will be accepted through September 1, 1986.

Prospective nominees include those persons whose success has benefitted their fellow man; those persons whose talent, ability, perseverance and discipline resulted in their personal success or the success of their projects; those individuals whose volunteer or philanthropic efforts have improved the quality of life for others.

We would like to hear about young Grosse Pointers who have moved away and found success in other regions of the nation or the world. We wish to include those men and women, perhaps now deceased, who contributed greatly to the growth of commerce, education, medical technology, science, the arts, law, and other fields diverse. We wish to document the value of individual effort.

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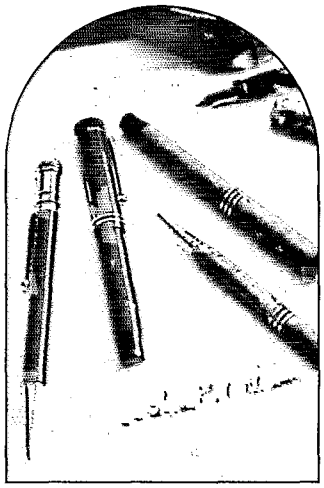
HERITAGE
A Journal of Grosse Pointe Life

Vol. 3, No. 2
April-May 1986

On the Cover:
A stylized car of the future, by art student Julie Gendelman.
Airbrushed chrome by Denise Zeidler.

Automotive ♦ 69



Treasures ♦ 38

Travel ♦ 33

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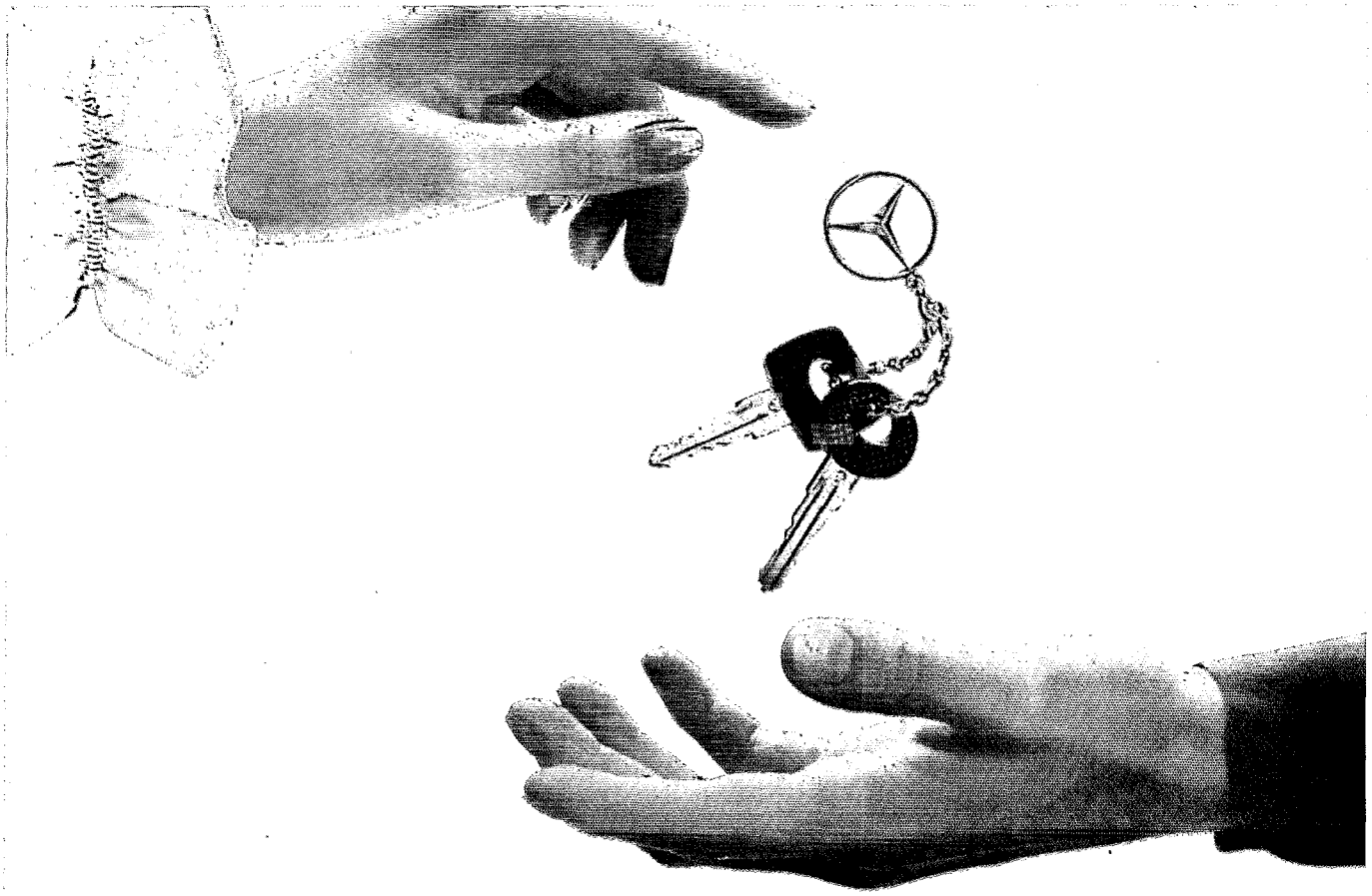

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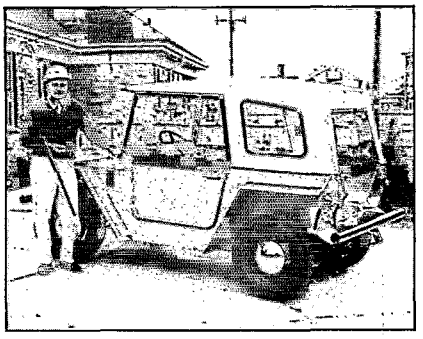
The Best-laid Plans . . .

A Once-in-a-Lifetime Opportunity

In a pale imitation of the comet parties described by Lynne Guitar elsewhere in this issue, members of the HERITAGE staff laid plans to gather at Metro Beach, March 22, at 4 a.m., to view Halley's comet. Invitations were issued, a picnic breakfast organized, and good times frivolously promised to all. When alarms went off at 3 a.m. to awaken would-be revelers, it was a different story, however. One member of the subscription staff, charged with providing hash browns, maintains she rose, dressed and prepared her dish; then, stricken with a sudden chill, went back to bed for a few minutes to warm up. She never appeared. The Art Director supposedly diagnosed cloud cover from the safety of her bedroom, just as she was about to leave. She too never appeared. A third staffer claimed car trouble—a shockingly uncreative excuse for someone in advertising. The Associate Editor, after rousting three grumpy children and a stunned house guest from their various beds, left the sausage in the refrigerator. The five brave HERITAGE souls who actually showed up underestimated the early morning darkness and missed each other completely.

In the bitter cold and wind of that March morning, approximately one thousand spectators assembled at Metro Beach to view the comet. Telescopes of varying shapes and sizes lined the boardwalk, while their owners milled about in the warmth of the concession stand, waiting for the 5 a.m. viewing time. Finally the bad news was apparent; cloudy skies would obliterate all traces of the comet. A park ranger attempted to mitigate the crowd's disappointment by showing slides of what we were, in fact, missing. Still, few people left. It seemed enough simply to be there, acknowledging the celestial phenomenon we knew to be passing us by, realizing that, for most of us, Halley's comet will not come again. Besides, we had all gotten up very, very early. We were not about to admit we should have stayed in bed.

Dreamers and Dreams



A call from a former Grosse Pointer, now living in Harbor Springs, reminded us that automotive inventors are alive and well and, in some cases, living up north. Arnold Saviano, who operated his own tool and die company in Warren, introduced the *Saviano Scat* to the world in 1960. Developed as a low-cost, rugged, off-the-road vehicle, the Scat was built on a fiberglass-and-steel frame, which also served as the vehicle's exhaust system. The vehicle was designed to be built from a kit, with the packing box converting to a garage after construction was completed.

Saviano envisioned the car's major market to be third world countries, requiring cheap, dependable, rugged transportation. Negotiations for a plant to be built in Belize (then British Honduras) were underway when political upheaval squelched the deal. In the meantime, the Scat could be seen ferrying Hunt Club members at riding events.

Saviano eventually sold the Scat to Tuffkote, which never marketed the vehicle. "I should have manufactured it myself," Saviano sighs. "Its only problem was that it was years ahead of its time."

Missed Bylines

In the February issue of HERITAGE, the names of two writers were inadvertently omitted from their articles. Michele Martin wrote "Engagements," and Andee Seeger wrote "Improving with Age," including the poem at the end of that story. Our apologies to both authors.

HERITAGE
A Journal of Grosse Pointe Life

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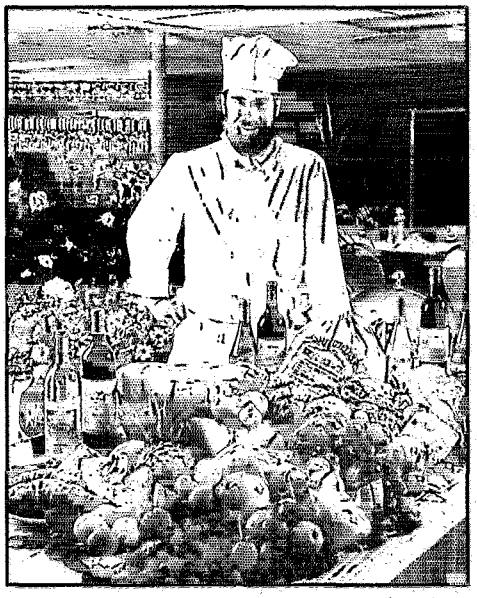
STAR OF DETROIT

Cruise/Dining



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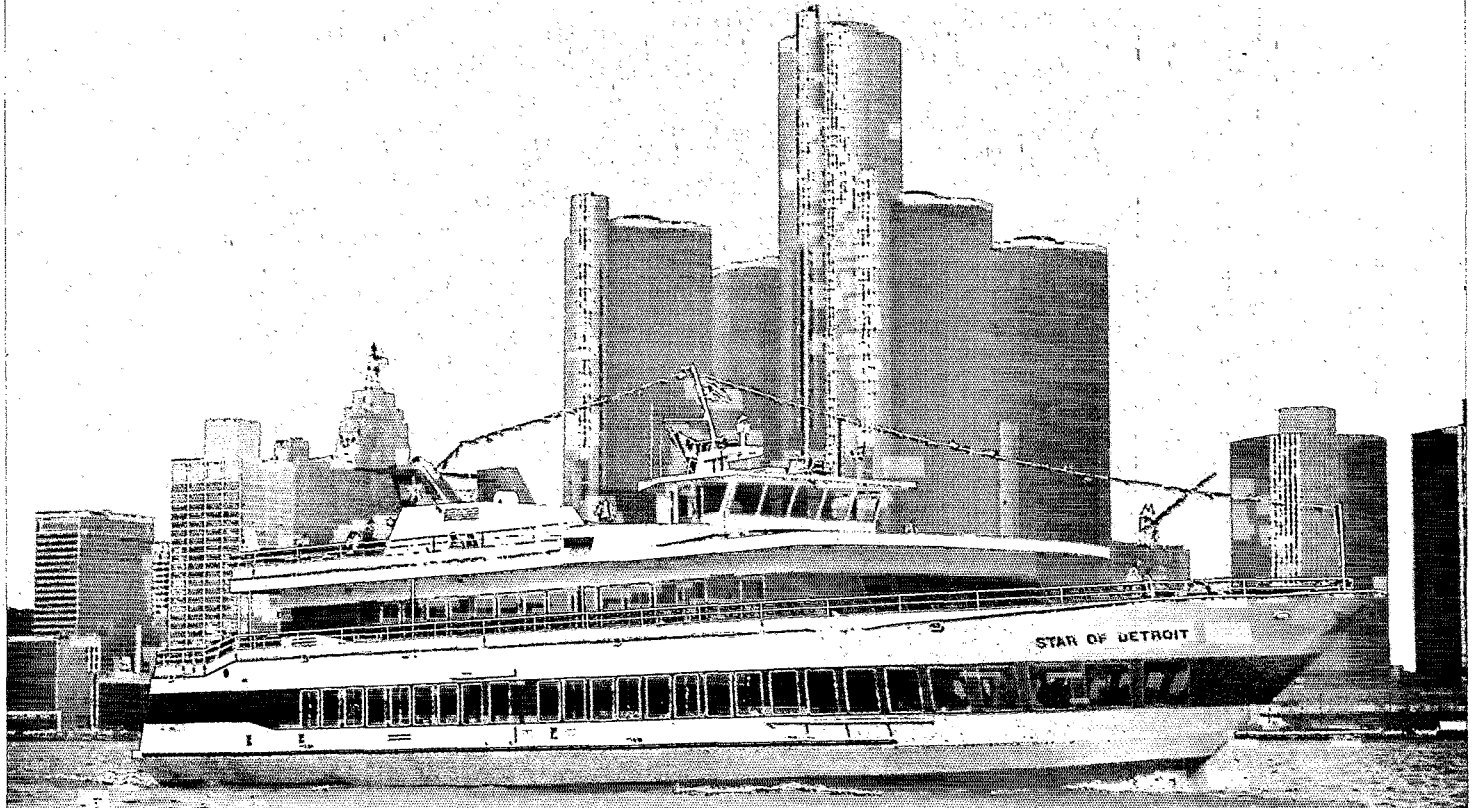

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Taking Pen In Hand. . .

A friend sent a copy of HERITAGE — enjoyed it so much. Brought back fond memories and a bit of homesickness for the place where I grew up.

Has there been a pictorial story on the Grosse Pointe War Memorial/Alger House or on Grosse Pointe High (the original, old South)? If so, how may I obtain pertinent copies?

Cathie Mahoney
Comstock Park, MI

Editor's Note: A story on the Grosse Pointe War Memorial appeared in the October/November 1985 issue of HERITAGE; an article on Grosse Pointe South appeared in the February/March 1986 issue.

With each issue I have had the desire to sit down and pen a thank you for your fine publication and for your positive reflection of the many-faceted community in which we live.

As a teacher and parent of three sons, I wish to congratulate you on your creative and warmly focused issue on education in Grosse Pointe (February/March 1986).

Your articles from the Valentines, to the students, teachers and the impressive architecture of Grosse Pointe South were well done and well presented.

Thank you. And a warm hello to those I know or have met who helped — Kathy Roberts, Bob Button, and Katie Elsila.

You're doing a great job.

Cynthia Brooks
Grosse Pointe

I enjoyed reading the December issue which you distributed at Christmas time.

My maternal grandfather, Emeric Boone, was very much a part of the early Grosse Pointe era. Although my mother, Emma Boone Vandenheede, passed away two years ago, she still has sisters (my aunts) who continue to live in the area (on Balfour and Mack in Detroit). I know the Louwers family was acquainted with the Boone family.

HERITAGE is a beautiful magazine, and I'm sorry I've already missed so many issues. Keep up the good work.

Jeanne Vandenheede Suminski
Grosse Pointe Park

I do want to tell you how much I have enjoyed each issue of HERITAGE. You are to be complemented on the fine writing and the information provided on all areas pertaining to life in Grosse Pointe, particularly its history. I have been a resident of Grosse Pointe for almost fifty-four years and from my earliest years have been interested in the history of Grosse Pointe. I was fortunate in hearing the late Kenneth L. Moore talk about it when I first became a resident.

With best wishes for your efforts to keep our residents informed concerning our heritage.

Lydia P. Lampman
Grosse Pointe Farms

In reading the February edition of HERITAGE, I was impressed by the content on education. The attention given to the schools, teachers and educational alternatives within the Grosse Pointe and metropolitan Detroit area was a resuscitative effort to community education. The directory of both private and public schools summarized the extensiveness of our educational options.

Despite the fact that this list was not intended to be "exhaustive," I was most disappointed to find that Dominican High School was not mentioned nor was it included in the directory of schools.

Dominican has been and continues to be an educational alternative to the area. Dominican boasts alumnae, faculty, students and friends from the area as well. As a fifteen-year teaching veteran and parent of children attending the Grosse Pointe Public Schools, I feel that Dominican is a fine educational institution.

This year Dominican celebrates its forty-fifth year and strives to maintain its good name and efficacy within the community. Omitting Dominican from the February HERITAGE was an oversight that should be corrected, since this school has been such a viable and important part of Detroit's and Grosse Pointe's past, present and future.

Mary Kathleen Weinert
Dominican High School
Detroit

letters

I would like to offer my thanks and congratulations for the February 1986 issue. Your coverage of education in this community was excellent. It gave a true sense of how fortunate this community is in the total scope of its educational offerings, private, parochial and public.

I particularly appreciated your articles about and by teachers. They are the true heart of any successful system. Those you highlighted are but a few of the many who could be so recognized.

Thanks again for your comprehensive and sensitive reporting to the community.

John A. Whritner
Superintendent
Grosse Pointe Public Schools

DON'T FORGET TO WRITE

The publishers of HERITAGE welcome your comments, suggestions, and general input to this journal. If HERITAGE is to be a true reflection of the community, then our material must come from the community. Please pass along your story ideas to us. If you are a writer, send us your resume and writing samples; if you are a photographer of the Grosse Pointe scene, drop by to show us your work. Our address is:

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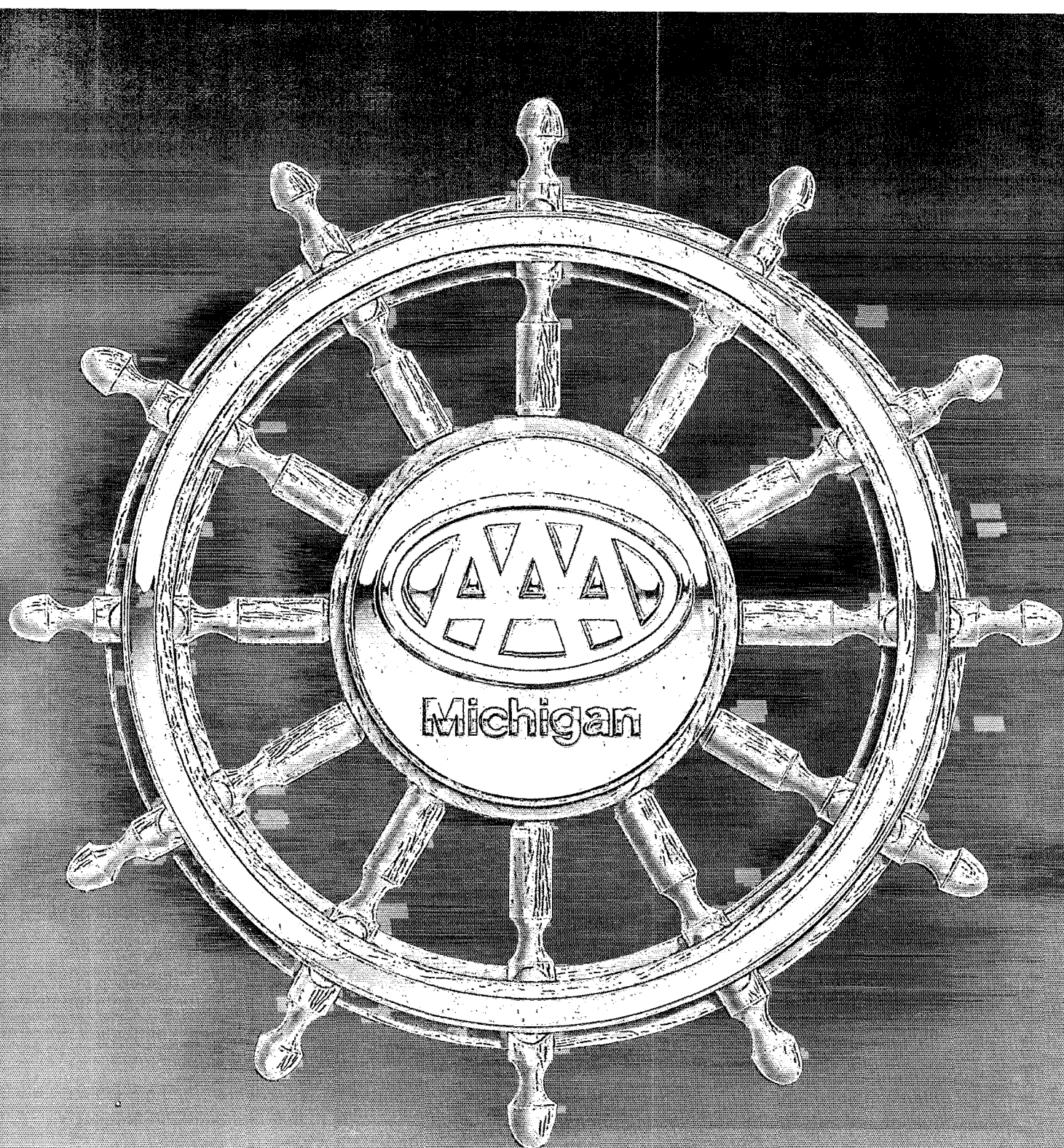
We look forward to hearing from you.



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On Mercury's Wings

I remember, as a toddler, riding in the car beside my father. It was a Hudson Hornet, built the year I was born and traded in a few years down the road; a coppery brown colour, with woven, piped upholstery. Near the end of its life with our family, the Hornet developed a small rusty hole in the floor on the passenger side of the front seat. Whenever Dad drove, I could see the ground screaming away beneath us with incredible speed. In my child's eye I saw, with great clarity, my entire being falling through that hole (in truth the size of a quarter) and being sucked into The World Beyond My Family, left behind on the roadway, forever lost. And so I moved as far away from that gaping vacuum as possible, snuggling close to my Dad as he drove along the streets of Grosse Pointe, puffing away on his Lucky Strike.

A sleek, baby blue Dodge with prominent fins (and solid floor) chauffeured me to my First Communion; and our subsequent car was a Pontiac Bonneville convertible. Sky blue it was, metallic; and, as though it was today, I can recall raking leaves on our front lawn one day in Indian summer and looking up from the pleasurable task at hand to see a white-haired gentleman idling at the curb, convertible top down, a mischievous smile on his face. Slowly, it dawned — *Holy Cow, that's my Dad!* The excitement that followed the arrival of that car, and the puffed-up pride we all felt sitting on the pearlescent blue leather seats, are simple emotions to recall.

On a straight, empty stretch of northern highway, as my Dad and I were driving into town together, he bade me crouch down on the floor while he took her to her max. (We shared that same routine once when he raced his boat; today I am not certain whether I was positioned low for ballast or my own safety, but it doesn't matter — it was enough to feel the excitement and the power of the speed that we travelled.)

A Buick Wildcat followed. The boys from school were in awe and frequently got down on hands and knees to check out whatever it is men find appealing beneath cars. The scholars who copied my Latin and algebra homework gloried in their superior knowledge of all things mechanical, and worked overtime at looking cool. Cams and rods and exhaust systems paved their road to adulthood.

My sister Sue had a boyfriend then, now her husband, who arrived one day in a '57 Chevy and won her love. Clark is a man of many charms, not the least of which in the late Fifties was his choice of transportation. Our neighbors stood at their front doors, shaking their heads in despair of youth whenever the Chevy announced Clark's arrival, baffles removed to maximize the rumbling exhaust. Sue strolled proudly to the car in petticoats and Capezios, bouffant hair sprayed to perfection, a hint of Natalie Wood in her walk. My father viewed Clark with renewed suspicion; and, from the depths of his memories, an unacknowledged hint of envy.

Funny thing about cars: they become milestones in our lives, adding to our family histories, photo albums, and home movies. They take us on vacations, provide the setting for our first kiss, and bring home our first child from the hospital. A new car can make us feel like a million bucks. Each car is like a personal friend; and when it fails us, we become angry with it, yell at it, disparage its reputation. When finally we ship it off to that great parking lot in the sky, we grieve for our old friend with whom we covered so much ground. The dealership jockey drives her away, and we feel absolutely awful . . .

Until the new one arrives.

Patricia Louwers Serwach
Publisher

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Taxi!

Donald Landers imports the elegance of Britain's stodgy taxicabs and adapts them for American use.

by DAN ACOSTA

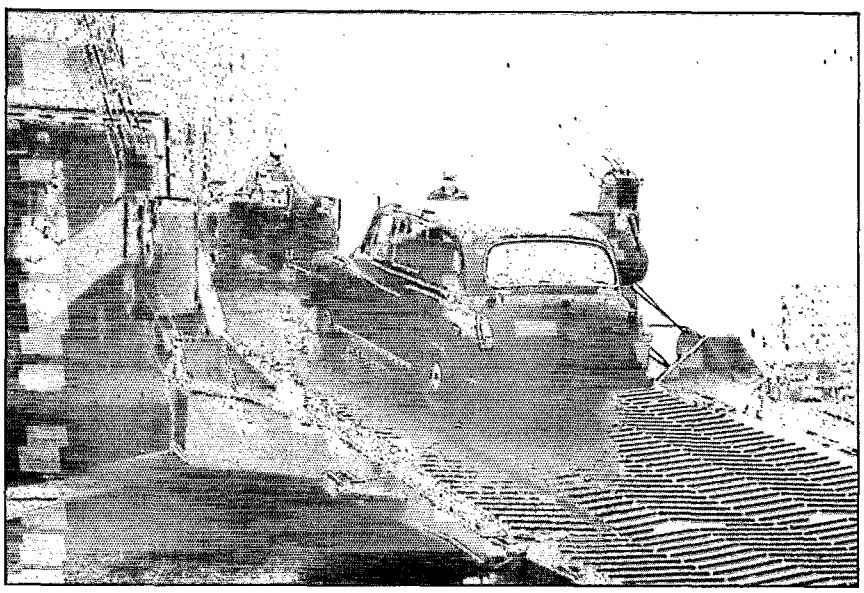
Donald Landers is in the driver's seat; feet close together, both planted flatly on the floor. His back is erect and away from the seat.

"This is the way the London cabbies drive," says Landers. He looks very proper — on his way to tea. "But our market research told us Americans don't want any part of it." Landers slouches back, extends his arms toward the imaginary steering wheel, and gives his best Detroit lean: "This is the way *we* drive."

From his Mount Clemens office, automotive entrepreneur Donald F. Landers has a vision of the all-American ride — a car that's easy to enter and exit, that can accommodate six passengers, with lots of legroom for stretch-out comfort. And, of course, it must be inexpensive to operate.

Landers found his apple-pie auto (more accurately, a slice of it) in the least likely of places — England. As president and sole stockholder of the LondonCoach Company, he imports London taxi car bodies, then assembles them here for sale to taxicab and limousine companies. London taxis are those proper, however portly, black behemoths that look like rolling bowlers. Built by Carbodies Ltd. in Coventry, England, the design has remained unchanged since 1958.

According to Landers, LondonCoach and Carbodies have a contractual agreement, "but in concept it's closer to a joint venture." Carbodies makes the London taxi "glider shell" — the body with axles, steering on the left side, and handbrake. The shells are ferried to West Germany where they are shipped aboard a Volkswagen overseas car carrier to Wilmington, Delaware, then trucked to the Mount Clemens assembly site.



A London taxi is towed aboard ship, beginning its month-long journey to the States.

The American portion of the venture turns a shell into a cab. The fifty LondonCoach assemblers basically begin with a big empty box; even the grille is absent. (Says Landers, "Our market research showed people despised the grille. And for good reason — it looked like chicken wire.") They then install a Ford 2.3-liter, four-cylinder engine, and a Ford C3 automatic transmission. The interior is finished off with fabric or custom upholstery, and whatever options are ordered by the customer. All the parts are subcontracted from local automotive suppliers, so the finished taxi has approximately a fifty-percent domestic content.

None of this constitutes an at-the-stroke-of-midnight transformation. After a month-long ocean cruise, the shells require about two weeks to complete. Landers' immediate target is to build one taxi per day. (The day he made this forecast, General Motors' weekly Michigan production was 25,349.)

Says Landers, "It's no easy task to take a taxi body, built 4,000 miles across the sea and land, add to it a completely redesigned power train and running gear, and put it on the road in the U.S.A."

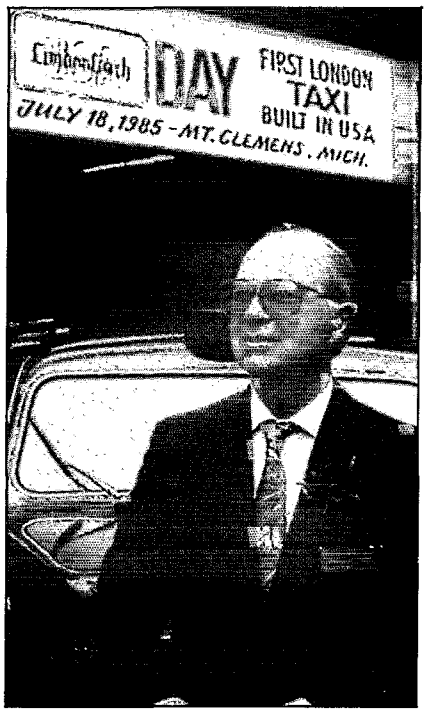
However venerable the London taxi, putting it on American roads meant it must first yield to the Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA). LondonCoach personnel completed all the research, design and engineering adaptations necessary for the car to meet federal safety and EPA regulations. But Landers, who also owns LondonCoach's sister company, PSI Mobile Products, is no newcomer to government regulations.

At first glance, the PSI manufacturing site blends in with its residential neighborhood — sculpted hedges, breeze-chimering poplars and bright red begonias. The company received the city of Mount Clemens' Beautification Award for 1984, and the office interior is rich with wide, solid mouldings, old English prints, and weighty, wooden antiques. A black wrought-iron staircase spirals up to the second floor.

So PSI is a carmaker without a belching smokestack, and just as out-of-character is its fourteen-acre lot: boxy, bonsaied vehicles of safety yellow, olive drab and desert beige are parked in tight rows like Tinker Toys in a sandbox. All will be shipped to different locations around the world, but to the same customer, the U.S. Department of Defense.

PSI builds an array of specialty vehicles such as aircraft tow tractors and ground support trucks for the Air Force. Most are modified production models — chopped-off jeeps and pick-up trucks. Others are vehicles designed by PSI, but still utilizing Big Three components. PSI has been bidding on government contracts since its inception in 1967, and Landers had dealt with the feds even prior as government sales manager for the International Harvester Company.

So how did the defense-oriented PSI acquire a gentle and urbane sister like LondonCoach?



Donald Landers is bringing a touch of England to America's street scene.

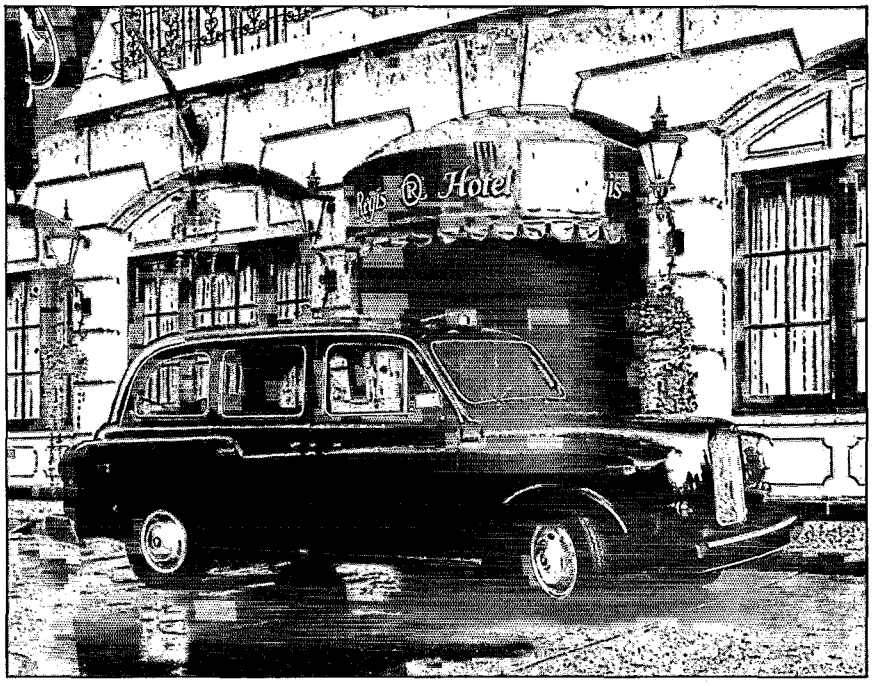
With his hand in the air tracing precipitous heights and rollercoaster dives, Landers says, "This is government contracting. PSI has a reputation for delivering a quality product on time and within budget, but that doesn't give us repeat business. Lowest bid is all that matters [with the federal government]. So we wanted a proprietary product for stability. The London taxi fit the bill."

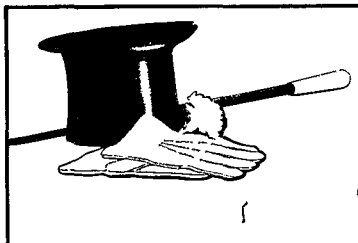
Landers first read about Carbodies of Coventry in a press report, and it was the topic of a casual, lunchtime conversation with a British-born acquaintance. That luncheon resulted in more conversations with other English automotive types and a half-dozen trips to the United Kingdom to discuss a possible joint venture. Carbodies recognized its weaknesses — no knowledge of the American market, no knowledge of EPA and NHTSA safety standards — Landers' strengths. Together, each could supplement the other.

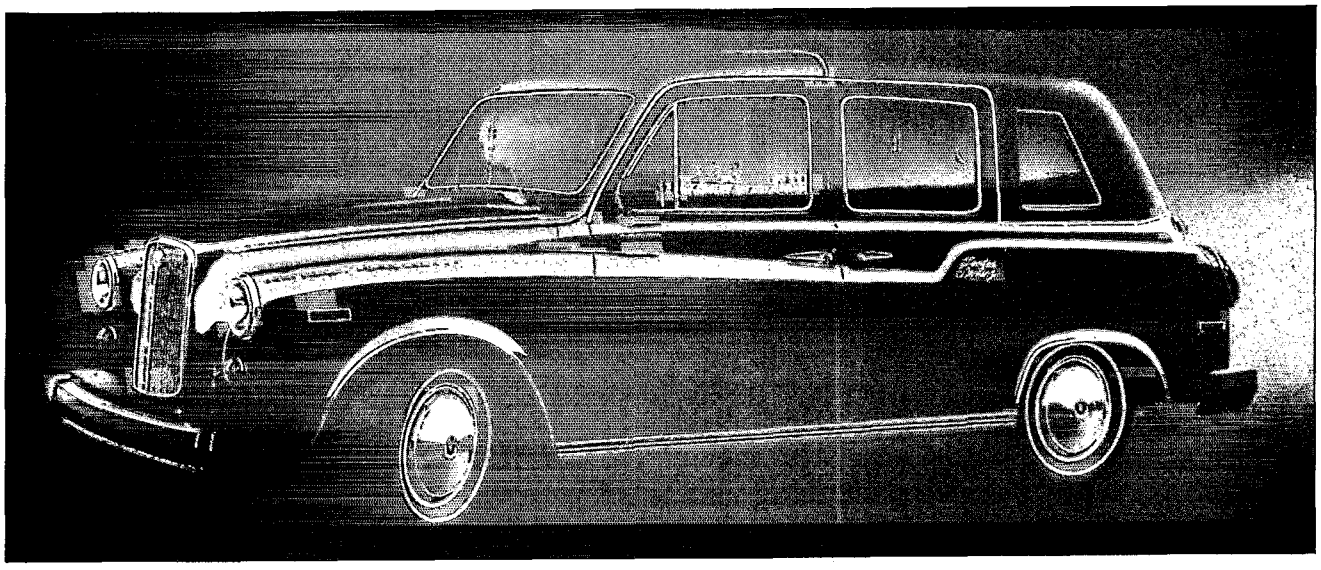
Compared to defense contracts, the taxi industry is relatively stable; some might say stagnant. In Detroit, there are 1,310 cabs on the road, and that number has remained fairly constant since the Fifties. With the population of the city decreasing by nearly twenty percent between the 1970 and 1980 census, it's clear there's been no buying boom among fleet owners.

Consider Checker Motors Corporation. The Kalamazoo-based company made roomy, tank-like cars that had been a favourite among taxi companies since 1922. But in 1982, after producing 3,000 vehicles annually and losing nearly a half-million dollars the previous year, Checker announced it was time to check out. The company said its biggest problem was the United Auto Workers' refusal to grant a concessions package similar to those for the Big Three automakers. Insiders also pointed to the unexpected death of Checker's chief executive officer, but some analysts felt the Kalamazoo carmaker's demise reflected the trend among taxi fleet owners of using domestic cars as cabs because of lower costs to own and operate.

Landers is aware of all that; however, his marketing studies lead him to say, "yeah, but...." Landers is very big on marketing and market research. (Born and raised near the Platte River in Nebraska, Landers earned his B.S. in marketing from the University of Iowa.) He and his staff of five marketing specialists learned that American hacks and individual drivers would go for the London taxi if a few changes were made — move the steering wheel to the "right side," relax the rigid seating and black interior, use a gas rather than a diesel engine. He also found taxi owners were in agreement with the official priorities set by the taxi







watchdog department in London (the Public Carriage Office): passenger comfort is of primary importance, followed by ease of maintenance and longevity.

As for the "bulky or beautiful styling" of the London taxi, Landers says, "No question — the American public is crazy about it."

That may or may not be the case, but even taxi users who feel the styling is stodgy appreciate the fifty-seven inches of legroom. Says one London taxi enthusiast after returning from England, "They're great. The back seat is so far back, you can ride without having to hear the cabbie's babble."

Landers hopes to sell five hundred London taxis in his first year. His selling points are comfort, economy of operation and upkeep, and longevity.

"A LondonCoach taxi will outlast anything built in the United States by two to three times," insists Landers. He also points to the lower depreciation of London taxis. According to *Car Collector* magazine, a 1967 British-built London taxi in good condition sells for $5,000 in the United States, $9,000 in mint condition. And with an EPA rating of 21.1 mpg, a LondonCoach taxi is twenty-five percent more fuel-efficient than its average American counterpart.

Landers' sales staff totes this kind of info, along with slick, four-colour brochures, plenty of graphs, and revenue and expense tables. They predict the London taxi will earn an extra $2,152 per year in profit over a "typical, ordinary new taxi."

There's a reason for dwelling on all the expenses and profits related to LondonCoach taxis. "They cost, that's one thing on the downside," says Mathew Rucker, owner of the Blue Eagle Taxicab Company, and purchaser of the first-off-the-line LondonCoach cabs. A 1986 LondonCoach taxi off the lot, without options like an FM stereo, goes for $18,690.

"The price is a problem," admits Landers, "but remember it's a purpose-built vehicle, built in low volume."

In spite of the up-front cost, Rucker has nothing but superlatives — "unique, wonderful, a new era for the

continued on page 124

Oliver Newberry

This New England Yankee laid the foundation for many of Grosse Pointe's family fortunes.

by TOM ARBAUGH

In 1820, Detroit was still an old, muddy frontier post with soldiers still stationed in its fort. Yet, despite its less than civilized appearance, its strategic location on the lower Great Lakes suggested excellent money-making opportunities to a newly arrived New England Yankee – Oliver Newberry. The predominant French *habitant* of those days probably called him another one of those money-hungry *"sacres cochons de Bastonnais* – damned Bostonian [i.e., New England] pigs."

His first place of residence was a room in a rough, French-built log cabin on Griswold Street, close by the river he would so profitably use. He died forty years later in a fine brick mansion on the corner of Fort and Shelby Streets, where old Fort Shelby once stood on a high bluff. He took no wife, claimed no children, and yet, the legacy of his business and industrial activities formed the basis for many of the great family fortunes of Grosse Pointe.

Born November 17, 1789, in East Windsor, Connecticut, Oliver moved with his family to western New York state when he was fifteen. Here he engaged in the only work in which he had any specific training – farming.

When the War of 1812 broke out, Lyman Day, his employer and a member of the New York state militia, was called up for active service. A provision in the law allowed militia members to hire substitutes; and, for a price, Newberry took Day's place. He saved that money, put it out at interest, and nursed other money he was paid; by war's end, he had six hundred dollars.

Upon his discharge, Newberry took his money, his ambition, and his brother Henry and started a store in Buffalo. There he sold just about everything, including produce from his sister's garden. In addition to his business hustle, Oliver also began to exhibit the eccentricities that made him a bit of a character.

He seldom joined other men in their off-hour amusements. Occasionally he would listen to a story with a smile on his face, but he was never known to tell one. In his later years, he enjoyed games of whist, but earlier he was never seen to play at anything.

From Buffalo, Newberry watched the stream of trade heading for the wilderness of the American Midwest, specifically Detroit. The French, the Indians, the few remaining British and the fast-growing number of Yankees there constituted a growing market.

Oliver had to see this place for himself. Leaving his brother to mind the store, he packed his old militia knapsack, put an ax in his belt, crossed the Niagara River into Ontario and started walking to Detroit. He followed a trail known as the Dundas trail, which crossed the wilds of Ontario to Sandwich (Windsor). The walk could not have been easy – brambles, interminable streams, roaming Indians from the defeated Tecumseh's band and frustrated *coureurs de bois* looking for easy pickings.

Upon reaching Sandwich, he looked across the river at a settlement still palisaded against Indian attack. He must have seen Wing's wharf extending into the river at the foot of Bates Street (where the Renaissance Center is now located) and, looking left and right, the canoes drawn up onto the shores of the French strip farms belonging to the Brushes, Morans, Rivards, Beaubiens, Campaus, Chenes, Macombs and the Livernois family.

He probably did not land at the wharf but pulled up under the bluffs which at that time lined the shore of Detroit. If it had been raining, the streets would have been ankle deep in mud. If the streets were passable, then two-wheeled French carts would have raced by, with their owners urging their shaggy French ponies on to even greater speeds. The French *habitants* loved any excuse to race or drive fast.

They did not seem to care much about trade. They farmed for their own needs, and any surplus was kept for the following year. On many occasions they did not grow enough even for themselves, and the army garrison had to distribute food.

Conditions in Detroit in 1816 were not promising. A person could not acquire legal title to land in Michigan outside of Detroit and Mackinac. There was no bank to issue money or make loans to finance trading trips. Prices were very high, with flour selling for twelve dollars a barrel.

To get to Detroit was not an easy task. A traveller could walk as Oliver had or could sail on Lake Erie, which had been likened by some sailors to a trip as bad as crossing the Atlantic. The schooners only sailed when they had a full hold, so no regular schedule existed.

And Detroit was still trying to recover from the war. Most of the French farms had suffered extensively

because of the inability of the occupying British to control the Indian bands of Tecumseh. Trade had come to a standstill, without any immediate prospects of it picking up. Somewhat discouraged, Oliver Newberry walked back to Buffalo.

His return coincided with some good news. With the passage of a law authorizing the construction of the Erie Canal and the successful inauguration of a regular steamboat link between Albany and New York, Oliver Newberry saw that the technology for opening up the Midwest was rearing its profitable head. In addition, some Buffalo entrepreneurs announced that they were going to establish steamboat service on Lake Erie to points west.

A new Detroit newspaper, the *Detroit Gazette*, arrived in Buffalo, carrying stories that a federal land office and a bank had opened in Detroit. William Astor, the son of John Jacob Astor, who founded the American Fur Company, had opened an office in the city, in addition to his extensive facilities on Mackinac Island. And there was news that Lewis Cass was going to negotiate a treaty with the Indians for more land in Michigan. That would mean more settlers, and more business.

But it was going to be the success of the steamboat being built at Black Rock that would make Newberry move to Detroit. Named *Walk-in-the-Water*, after a Wyandot Indian chief, she steamed from Buffalo on August 23, 1818, with a full cargo hold and every cabin occupied.

Oliver Newberry understood the significance of that event. In 1820 he sold his Buffalo business, bought merchandise and booked passage to Detroit for himself, his brother, and his cargo.

This time Newberry found a different Detroit. Although still palisaded, it was now second nationally in registered shipping tonnage, and the terminus for western-bound goods. Wing's wharf was still only 140 feet long, but on it now were goods destined for some of Detroit's future elite: Marshall Chapin, Felix Hinchman, Stephen Mack, Shubael Conant, and the Virginia-born Benjamin Kercheval.

Walking off the wharf, the stocky, five-foot, eleven-inch Newberry made sure his tall beaver hat sat securely on his head. That hat for many years was his trademark; he usually kept all his papers and records stashed in its crown.

At Griswold he turned back toward the river, crossed to the west side and entered the two-story log building of Shubael Conant. He quickly came to terms with the thirty-seven-year-old owner, and rented his first floor for a store and warehouse.

Continuing his puritanical habits and following Ben Franklin's dictum of early to bed and early to rise, Newberry often startled early morning revelers at four a.m., walking to his store to wash and shave, hurrying home for breakfast, and then dashing back to work. This strict regimen made him so successful that, within a few months, he was forced to rent additional quarters further up Griswold, in the building of the old French *habitant*, Joseph Campau.

Always seeking opportunities for expansion, he succeeded in acquiring the fur agency position from the

Astors, and began acting as forwarding and commission agent for other merchants. In addition, he built his first warehouse at the foot of Wayne Street (the present location of Cobo Hall), close by the public wharf.

Newberry also expanded into the shipping business, building the schooner, *The Pilot*, with captain Sam Ward as his partner. With this ship he inaugurated the first shipping schedule upon which merchants could depend; others sailed only when assured of a full cargo hold. The immediate success of that early innovation necessitated the building of the *La Grange* in 1826 and the *Marshal Ney* in 1827, which also marked the beginning of his practice of christening vessels with names associated with Napoleon Bonaparte.

There was no doubt that bulk cargo could be shipped cheaply by sailing schooner, but the real money was made in transporting people — and steamboats had the advantage there. The Erie Canal was open, and the Canadians had begun construction of the Welland Canal to bypass Niagara Falls. Newberry recognized the importance of that canal.

Employing his shipyard at the foot of Wayne Street, he began construction of his first steamboat, the luxurious *Michigan*. She was followed by the *Illinois* in 1837 and the *Nile* in 1843, all built at his Detroit yard. Eventually they were joined by the *Oliver Newberry*, built in Ohio, another *Michigan* and another *Illinois*.

Spurred by news of successful applications of the steam engine to railroads, Oliver Newberry, with Edmund A. Brush, Charles Trowbridge, and others, secured a charter for the Detroit and St. Joseph Railroad to span the entire state of Michigan. In 1835 they got underway with financing of $100,000 pledged by the City of Detroit. Newberry being an alderman at one time no doubt helped secure the pledge.

In 1837 the Michigan legislature passed a law allowing the state to sell bonds in order to buy those railroads already being built and to begin construction of new ones. Newberry's Detroit and St. Joseph was purchased from the stockholders for more than $100,000. The new railroad was called the Michigan Central, and Newberry, along with Brush, Kercheval, and John Biddle, was made a member of the Board of Directors.

The rapid growth of Detroit also made real estate a lucrative investment. The military reservation that contained Fort Shelby blocked the extension of Shelby, Wayne and Washington north and south and of Congress and Fort east and west. What's more, it was on a high bluff, part natural and part man-made.

In 1826 the government announced that it was vacating the fort and giving the military reservation to the city. Once the rotting palisades were torn down and the buildings inside sold, the land could be platted and the lots sold. There was only one problem, and that was all the dirt in the bluff.

Again, Newberry met the problem with action. In addition to buying as many of the lots as he could, he also bought the dirt. He owned some frontage on the river at Wayne Street.

continued on page 93

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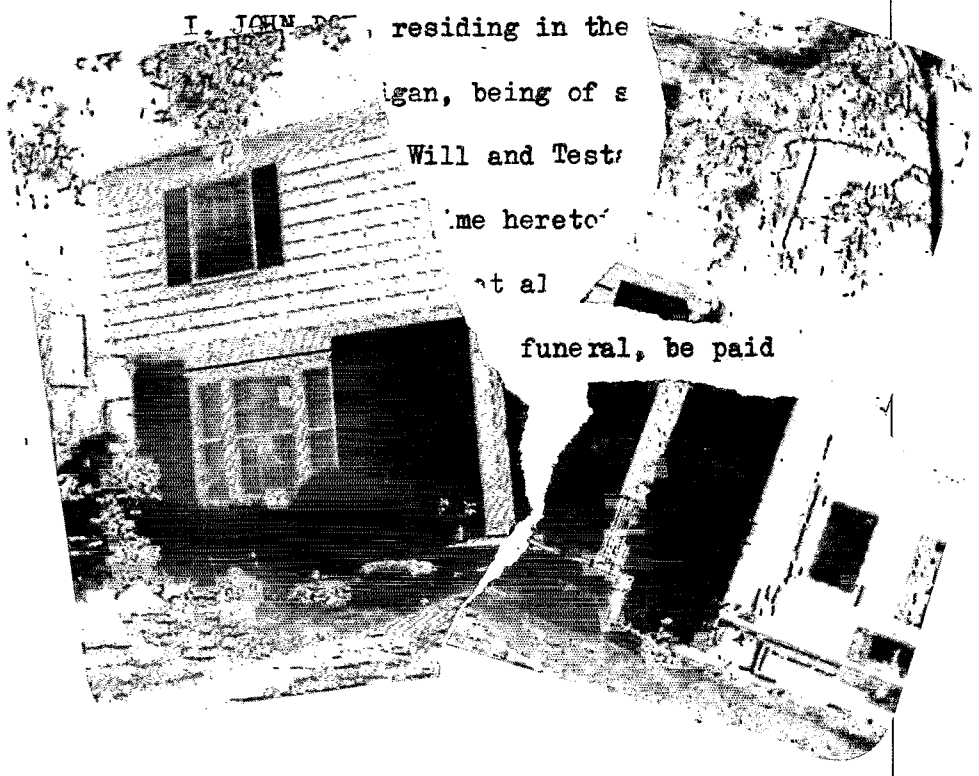
Protecting Your Estate

Make certain your home remains your family's castle.

by MICHAEL J. CONNOLLY



The recent Masterpiece Theatre broadcast of Charles Dickens' classic, *Bleak House*, brought back recollections of my carefree matriculation at Austin High School and, in particular, my first-year English class. This was a time when one breezed through Salinger's *Catcher in the Rye* and laboured over *Bleak House's* similes, metaphors, alliterations and assonances.

In my youth, Dickens' descriptive evocation of the seminal lawsuit of Jarndyce & Jarndyce in England's High Court of Chancery left me with some doubts as to the adequacy and efficiency of the common law legal system. Nevertheless, it did nothing to deter me from following the time-honoured family tradition of the practice of law. Since becoming a member of the bar, the sociological side of Dickens' brilliance has come back to haunt with all too much frequency.

A client from Texas recently retained our law firm because his wife had passed away and the marital home was in both of their names. He had received a very lucrative offer to relocate in Michigan. The Texas Probate Court informed him that the proceeds from the sale of his home must be shared with his children, and their share must be placed in trust until the children reached the age of majority. The client is now faced with the problem of having insufficient funds for a down payment on a new home.

Unfortunately, this is not an uncommon phenomenon. Indeed, we all can recite similar tales of horror which have affected friends and acquaintances because of inadequate estate planning. There are a number of cases involving Grosse Pointe families that have lingered in the probate and county courts for years without resolution. As Dickens stated: "The little plaintiff, or defendant, who was promised a new rocking horse when Jarndyce & Jarndyce should be settled has grown up, possessed himself of a real horse, and trotted away into the other world."

Contrary to the belief of some people, the writing of a will and the planning of your affairs in contemplation of an eventual death does not guarantee that you will soon pass on to your just reward. Rather, the thoughtful planning and execution of an estate plan will provide for your current needs and, at your death, the needs of your loved ones.

The primary goal of estate planning is to transfer property at death to the beneficiaries of your choice with

as little emotional distress and financial cost as possible. In order to accomplish this goal, both the property accumulated and the needs, both present and future, of your intended beneficiaries must be analyzed. Provisions must be made for your surviving spouse and children, such as instituting a guardianship if both parents die before all of the children come of age, and providing for college educations.

For those misguided individuals who neglect their estate planning, the state of Michigan (or whatever state you reside in) has written a will for you, which may not dispose of your property as you intended. This is referred to as the laws of intestacy, the legal term for death without a valid will.

In Michigan, if you die without a valid will, your property will be distributed in the following manner:

* The surviving spouse will take one hundred percent of the estate if there are no living children or parents of the decedent.
* If there are children, the spouse will take the first $60,000 of the estate and one-half of the balance of the estate. The children will take the remaining one-half.
* If there are no children, but at least one living parent of the decedent, then the surviving spouse will take the same share as above, and the parent(s) will take the remaining one-half.
* If there are surviving children, one of whom is not the child of the surviving spouse, then the spouse will take one-half of the estate and the children will receive the remaining half.
* If there is no surviving spouse, the living children of the decedent will take equal shares of the estate, and the children of a deceased child will share equally in their parent's share.

This progression goes on to more and more distant relatives until the decedent's property passes to the State of Michigan, if some distant relative cannot be located.

This method of disposing of property at death has a number of disadvantages. The decedent is not able to pass property to a person who is not related to him or her. Beneficiaries of the decedent take their share regardless of whether they are minors or whether they are able to manage the property. In the case of minor children, a court must appoint a guardian to manage the property, increasing costs to the estate. Finally, when approximately one-half of the estate goes automatically to the children, the surviving spouse's share may not be sufficient for his or her needs.

If this is not how you wish to have your assets distributed upon your death, consider some alternatives that will accomplish the goal of distributing your property as you choose, rather than as the state directs.

A will is the starting point in an estate plan. A well-drafted and up-to-date will that reflects your needs and the needs of your family should ensure the effective, orderly and appropriate distribution of assets to your desired beneficiaries. A valid will also avoids the application of the laws of intestacy. In addition, a will, in conjunction with a well-planned estate, can achieve other benefits, such as a reduction in taxes, both prior to and after death.

A will designates who should take various assets of the estate; provides an

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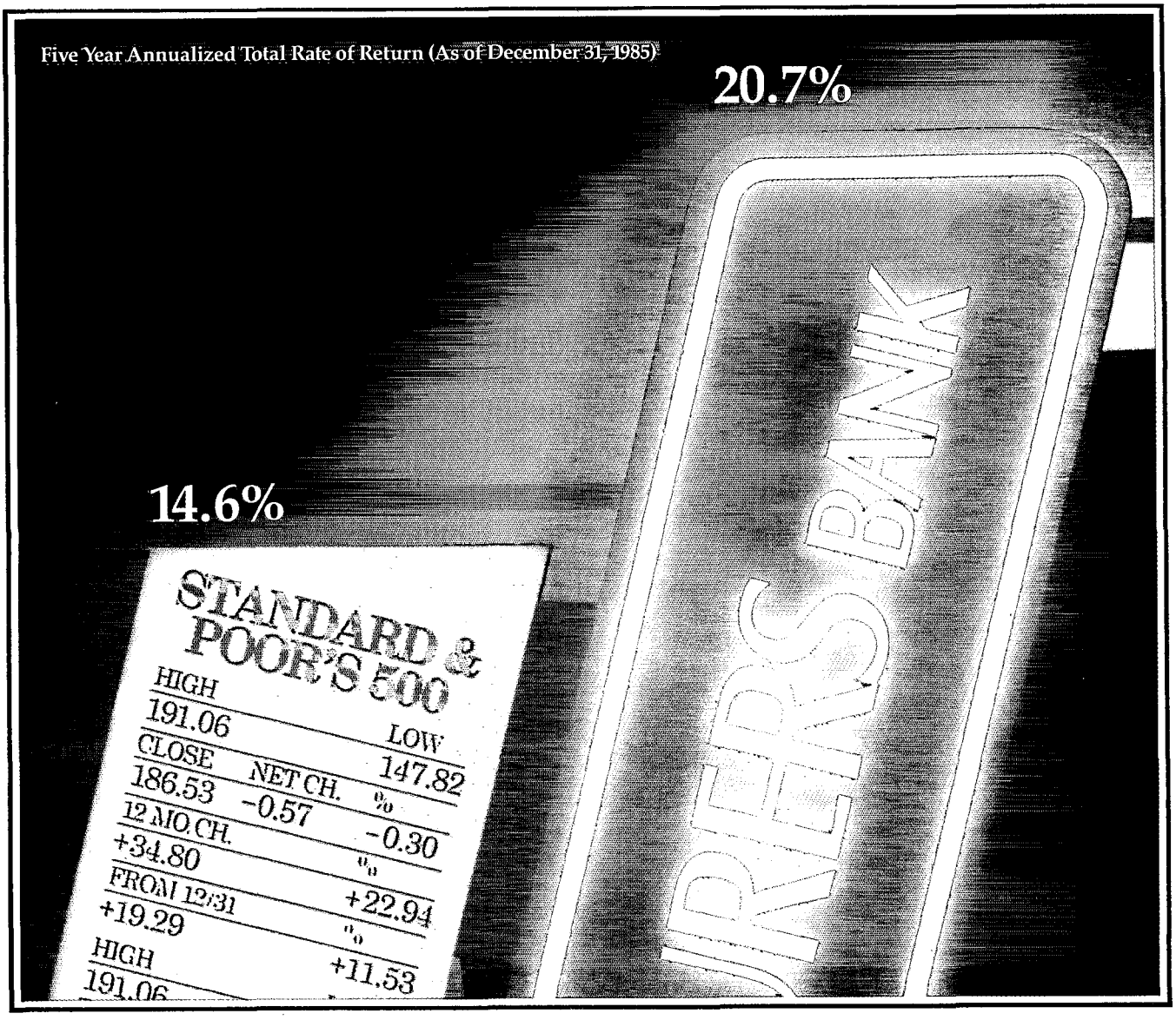

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alternative beneficiary if a designated beneficiary predeceases you; appoints conservators of the assets and guardians of minor children; and appoints competent personal representatives and provides them with adequate powers to administer the estate.

Another common element of an estate plan is a trust. There are two basic types of trusts, the *inter vivos trust*, which is created prior to death, and the *testamentary trust*, which is created after death by a will.

An *inter vivos trust* can be utilized to provide professional assets management. It can also result in savings of income and/or estate taxes. In establishing a trust, assets are transferred to a trustee, who then invests them and collects the income they generate. This type of trust is useful if the beneficiary of the trust does not have the time, physical health, or expertise needed to make sound investment decisions. When the grantor retains the beneficial interest or power to alter the trust, the income generated is includable in income tax returns and is subject to estate tax. No taxes are saved, but costs of probate can be avoided.

A *Clifford trust* is a form of inter vivos trust, which shifts income from a high-bracket taxpayer (parent) to a low-bracket taxpayer (child). This type of trust must be set up for a period greater than ten years or until the death of the beneficiary, and the grantor cannot have any interest in the income of the trust during its term. The income from a Clifford trust is reportable by the trust beneficiary, not by the grantor. This type of trust is often used to provide funds for a college education or care for an elderly parent in a lower tax bracket. At the end of the ten-year term or the earlier death of the beneficiary, the property in the trust reverts back to the grantor. This type of trust should be carefully planned, as there is a gift tax imposed if the initial assets contributed to the trust exceed $33,000 for a joint gift by husband-and-wife grantors. (The proposed tax reform package now pending in Congress contains provisions which will eliminate the Clifford trust as an income-shifting device.)

Still another form of inter vivos trust is the *irrevocable trust*, whereby the grantor gives up all present and future rights to the assets placed in the trust. This is similar to an outright gift but provides for professional management of the assets and prevents wasting of the assets by a beneficiary who may not be mature enough to handle significant amounts of money. This type of trust results in a savings of both income and estate taxes, as the grantor has relinquished any rights to the property or to the income generated therefrom.

The other type of trust is the *testamentary trust*. This form of trust is funded by a bequest in the decedent's will. Its primary purpose is to relieve the beneficiaries of the burden of managing the assets and to prevent squandering of the property. When there are a number of children to be provided for, some of whom are minors, the testamentary trust may allow the trustee the discretion to distribute income and principal to the child who needs it. The assets in the trust are often finally distributed when the children have completed their formal education, i.e., when the youngest reaches age twenty-three.

Another method which can be used to distribute property and accomplish the goals of an estate plan is an outright gift program. The disadvantage of gifts is that the donor, or the person making the gift, loses all control over the property, and the donee, or recipient, can do what he or she pleases with the gift. Making gifts results in a reduction of income tax to the donor, since any income generated by the property after the gift is made will be taxed at the donee's tax rate rather than the donor's. Gifts (other than life insurance) also result in a reduction of estate taxes, since the value of the gift (and any appreciation after the gift is made) will be excluded in the calculation of the donor's estate for federal estate tax purposes.

If gifts do not exceed $10,000 to any individual donee during each year, they are exempt from gift tax. Even gifts which exceed $10,000 per donee may be tax-free since they are subject to a unified credit, which permits aggregate gifts of $500,000 over the span of one's life. The aggregate credit is scheduled to be increased to $600,000 in 1987.

Another tool in a well-designed estate plan is life insurance. This is very important to a young family which

has not yet acquired a significant estate. It enables a person to "create an estate" and also provides funds which are often needed after death to pay debts and other expenses.

Updating estate plans is also an integral part of properly disposing of your property. In September, 1981, there were major changes in the tax code dealing with estate taxes. If your estate plan has not been reviewed since then, and if your estate (including life insurance death benefits) exceeds $500,000, and you have a spouse, your estate may be subject to needless tax by not taking advantage of the new unlimited estate marital deduction. If your plan has not been updated to reflect these changes, the Internal Revenue Service will presume you wanted the old *limited* marital deduction to apply and will not alter your plan to reflect the new law.

The completion of an efficient and workable estate plan is much more than writing a simple will. It is an extremely complicated task that should be undertaken with the assistance of trained professionals. Those individuals who boast that they had their wills drawn for $25 should remember the old adage, "you get what you pay for." Their boasting can be cut short with a reminder that the costs of an estate lawsuit far exceed the price of a well-thought-out and professionally executed estate plan, not to mention the bitterness that can result from family or friends fighting over what you "couldn't take with you."

Let me assure you that this article is not intended as a medium to generate business for my fellow brethren of the bar. Indeed, substantially more legal fees are generated for attorneys when decedents do not have sophisticated estate plans. Remember the sage words of Osborn, "What you leave at your death, let it be without controversy, else the lawyers will be your heirs." ◇

Michael J. Connolly is a senior partner in the Detroit law firm of Pepper, Hamilton & Scheetz.

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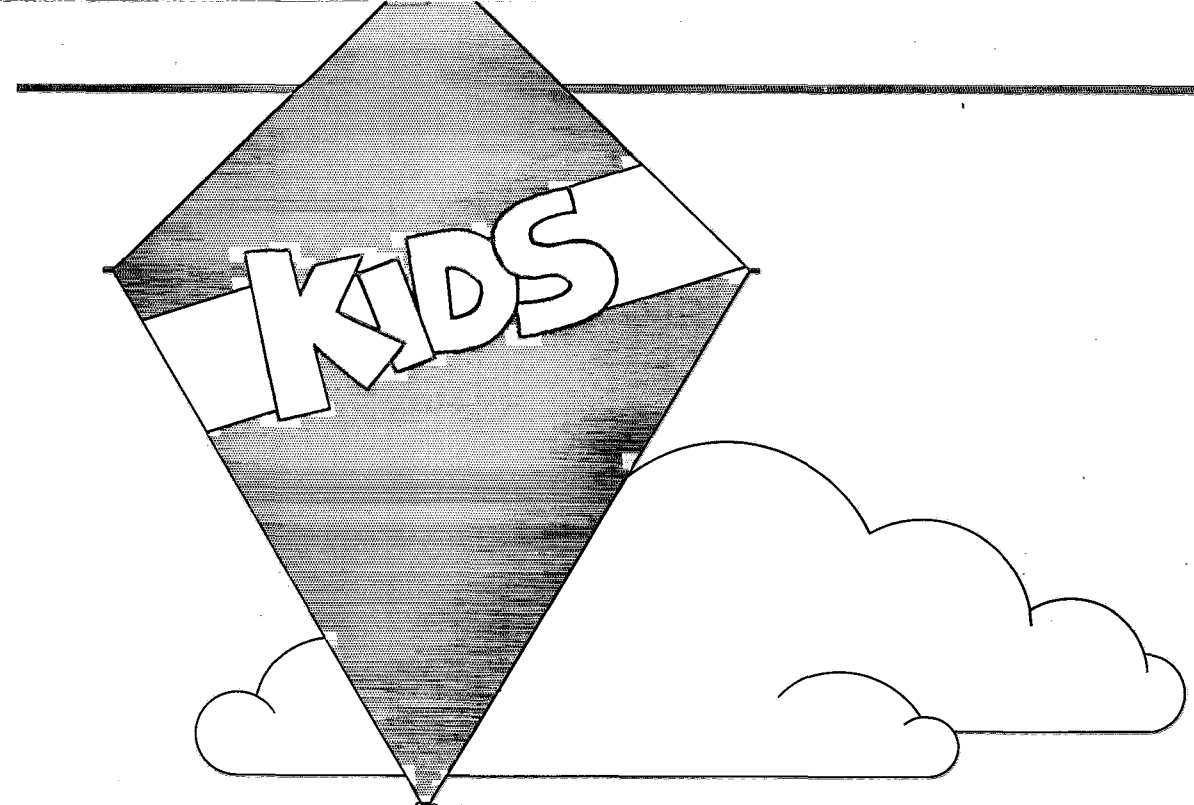


Up, Up and Away!

God made spring days with sunny skies and balmy breezes especially for kids and kites. If you're a kite enthusiast, you'll know that it's a wonderful way to spend an hour or two. If you've never flown a kite before, you're starting at a good time.

In the ooooold days (ten years ago or more), kites were generally made out of paper. When the wind caught them, they snapped and rustled as you let out your string and they danced toward the sun. Sometimes, in a really strong wind, they would take a sudden dive toward the trees, and your paper kite would be in shreds before you could retrieve it.

Today's kites might be paper; but, more often, they're made of brightly coloured vinyl, or even cloth. The cloth kites require a little more wind to get them aloft, and a lot more tail to balance their flight; the vinyl kites are inexpensive (only $1 or $2), and usually come equipped with a self-tail. (Old paper kites required you to tie strips of rag on the lower point to create a tail. If you didn't have enough tail, the kite would nose-dive in crazy circles and crash to the ground. If the tail was too long, the kite never got off the ground!) We recommend the vinyl kites,

available locally at the Fischer Hallmark store on Kercheval in the Village; our favourite sundancer is the Tailley-Moe. Make certain you get a ball of string when you buy your kite – the lightweight kite string is your best bet. Buy two in case you get the first all knotted up (a very common occurrence).

When you have your kite and your kite string, look around the house for a short dowel – a pencil will do – to stick through the middle of the ball of string so that it can spin and let the kite move away from you easily as the wind pulls it.

Now, look for a nice open area to fly your kite. If you can find someplace with hardly any trees or wires, that's the best place for kite flying. The Neighborhood Club field is not a bad place to test your skill.

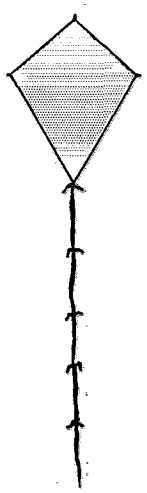
At home, assemble your kite. Follow the packaged instructions carefully for proper placement of the wooden supports and the correct way to tie your kite string to the kite. Don't force the wooden supports, or they will snap and your kite will never work. Be sure to follow the directions and tie your string to the kite correctly – an improperly tied kite string can doom your expedition. Keep the string rolled up on the ball, and remember your pencil to slide through the ball of string. Now, you're ready to send your kite aloft!

Once at the park, double-check for wires and trees. Stay away from both! Lay your kite on the ground, face down, and slowly let out your string until you get about ten feet away from the kite.

Now, run a little bit away from your kite, holding on to your ball of string, until the kite gets picked up by the wind. You may have to do this a few times, until you get the hang of it. Once you feel a bit of wind resistance, keep letting out the string to let the kite fly higher. Before you know it, your kite will be dancing in the sky, and you will feel it tugging at your string. Be sure that you don't let *all* of your string go, though – or your kite will fly away! Experienced kite flyers tie together two or three balls of kite string before they go to the park, so that their kites can go even higher!

One more word of caution: don't get so involved in your kite that you fail to look where you're going!

Good luck, and good flying!



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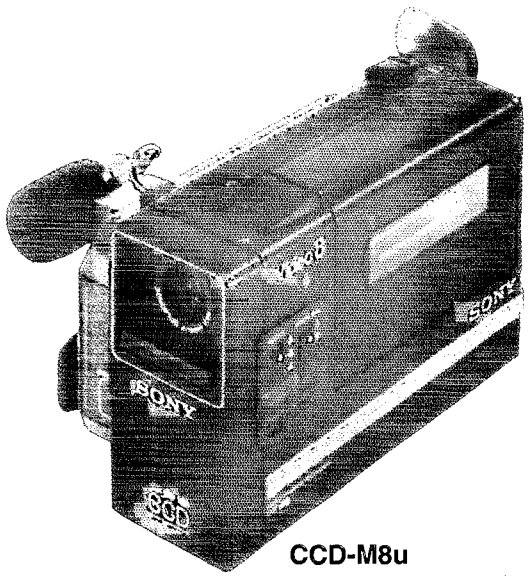

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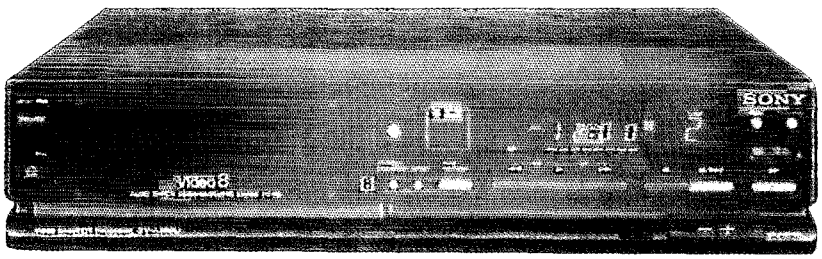

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Independence Country

Forsaking the beaches in pursuit of Mexico's history.

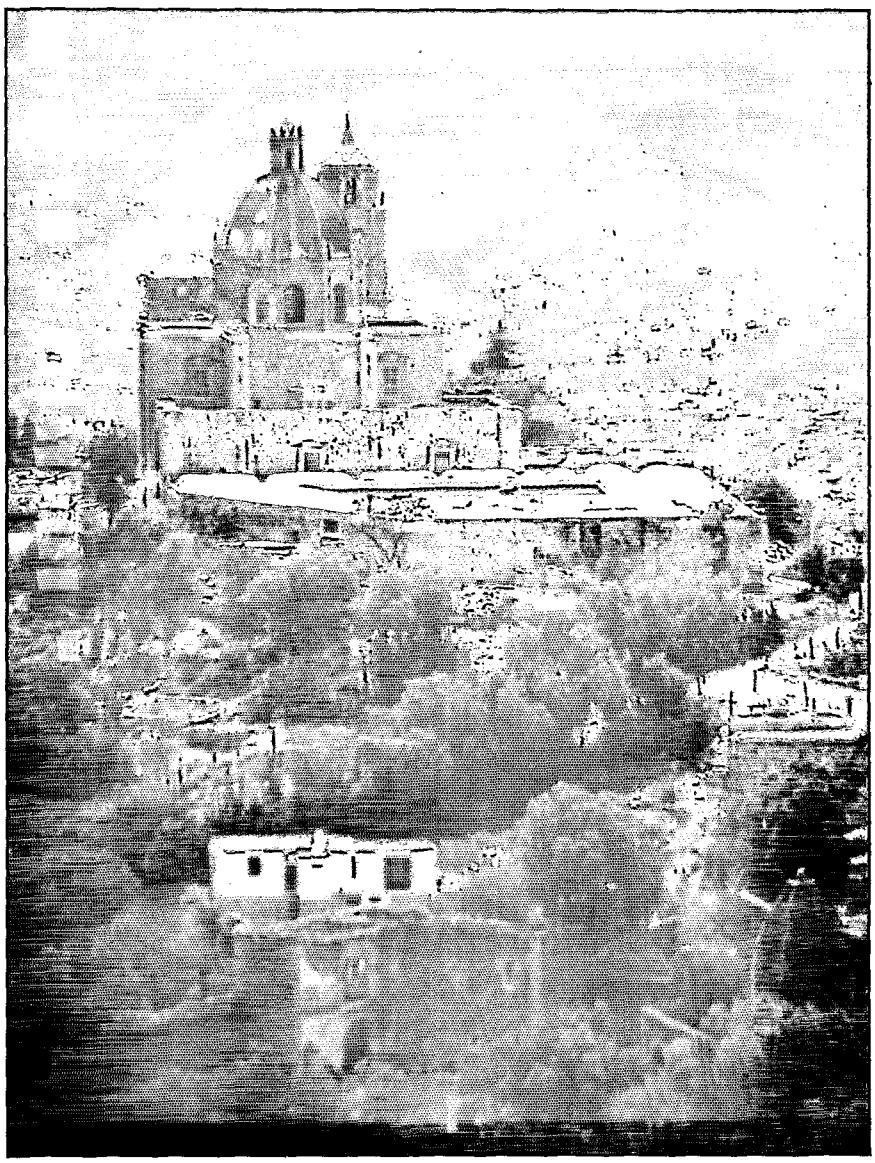
by IRIS SANDERSON JONES

The Sunday morning sounds begin when the firecrackers go off at five, reverberating up the steep hills of San Miguel de Allende. By six the church bells are ringing, and by the time you look sleepily out over the terrace and the pink-walled buildings of the town, the morning birds are cawing against a blue Mexican sky.

A man with two burros wanders down the narrow cobblestone street below, cut by the sun and the building shadows into rectangular lines of light and shade. A woman in an elegant suit and high-heeled shoes walks up the street, turning smartly into the doorway of the Casa de Sierra Nevada. The Casa, once the home of a rich Spanish mine owner, is now a small luxury hotel, with terraced apartments. The maid arrives soon with breakfast.

The view downhill into the town shows only the church spires of the Parroquia, the tops of the sculpted trees in the town square, and the bell towers of the convent and the Church of San Francisco beyond. To achieve a truly overall view, you must stand on the hill above the town, where Highway 57 comes in from Mexico City, 150 miles southwest.

They have all seen this site from there: the Otomi Indians, the Spanish missionaries, the conquistadores, the rich mine owners, the Mexican revolutionaries and, more recently, the artists and writers who put the town back on the tourist map after World War II. San Miguel was built by Spanish colonials as a market town four



San Cayetano Church near Guanajuato, Mexico.
PHOTOS BY MICKY JONES

hundred years ago. It is located in the heart of independence country, the five towns from which the Mexican revolutionaries overthrew the Spanish early in the nineteenth century.

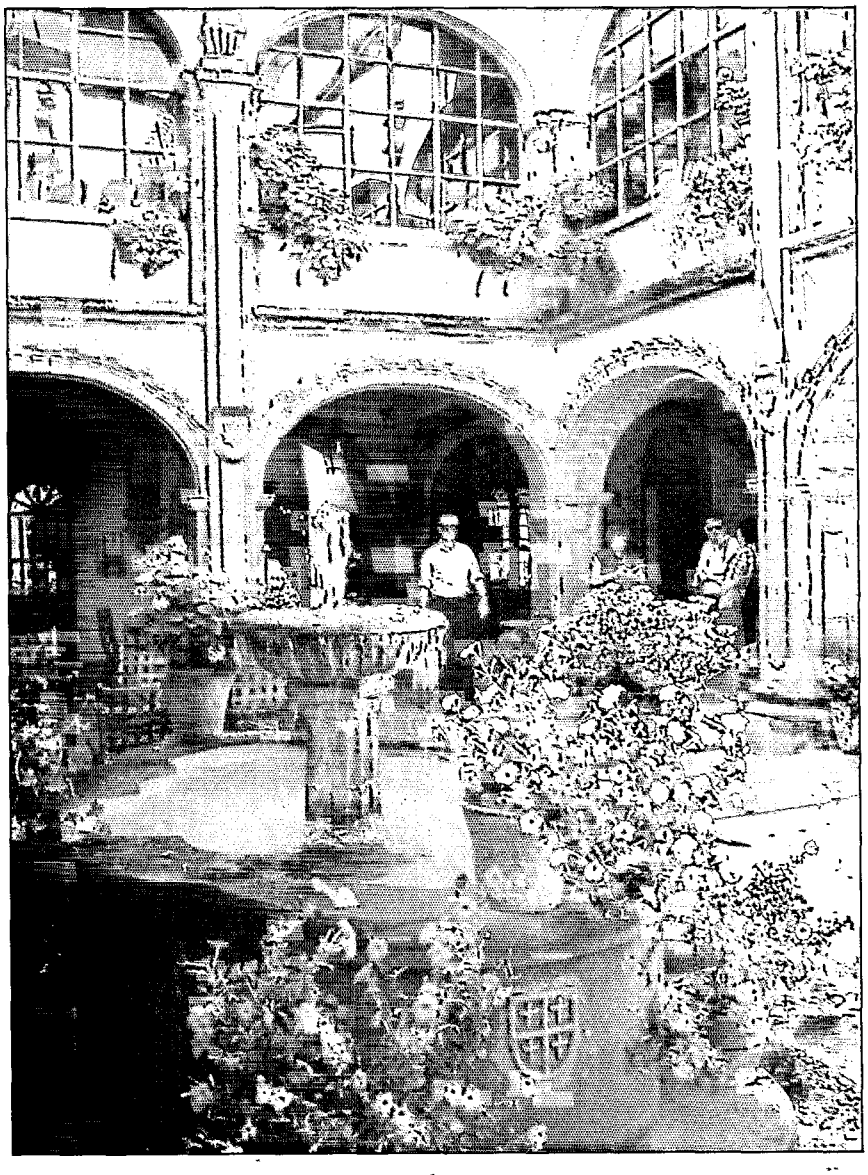
The town of San Miguel is a national historic monument, so designated to preserve its authentic colonial character. That is what makes the towns of Mexico's independence country so attractive to the insiders who travel here. You can live like a Spanish aristocrat while enjoying the artists and campesinos who are the heart and soul of Mexico. There are no beaches or high-rise hotels here, only flowered terraces overlooking cobblestone streets.

The cobblestones hurt your feet when you walk downhill in thin summer sandals, forcing you onto the sidewalk past grilled windows, hanging flower pots and the statue of a saint tucked into a niche in the wall. As you turn down the Little Alley of Allende, you get your first real glimpse of the Parroquia, the parish church on the main plaza. It looks like the cathedral in Cologne, Germany, because it was designed and built by a local Indian architect from postcards of European cathedrals.

There is a small plaque on the house at the corner of the plaza: "Hic Natus Ubique Notus" (Someone of Note Was Born Here). That someone was Ignacio Allende, who held secret meetings in this house until the September day in 1810 when he rode out of town with his fellow rebels to begin the revolution which finally won Mexico its freedom from Spain in 1821. The town was renamed San Miguel de Allende. The mayor still shouts "Grito!" — Freedom! — from the balcony of the city hall across the plaza on independence day.

There are treed plazas like this all over colonial Mexico, created by Carlotta, wife of Emperor Maximilian, out of old military marching grounds. On Sunday, everyone is here. Young men in blue jeans, campesinos in straw cowboy hats, peasant women in colourful shawls, sellers of carpets and baskets, mothers with babies, men and women in fashionable suits. On the far side of the plaza, people move in and out of the courtyard of Posada San Francisco, once a beautiful Spanish home, now an inn, considered to be one of the most authentic colonial posadas in Mexico.

A famous local name, Canal, is found on a street running west out of the plaza and on the house of the Counts of Canal on the northwest corner of the square. The name of this old silver mining family ties modern San Miguel to its Spanish colonial past, with its centuries-old reputation as an art center.

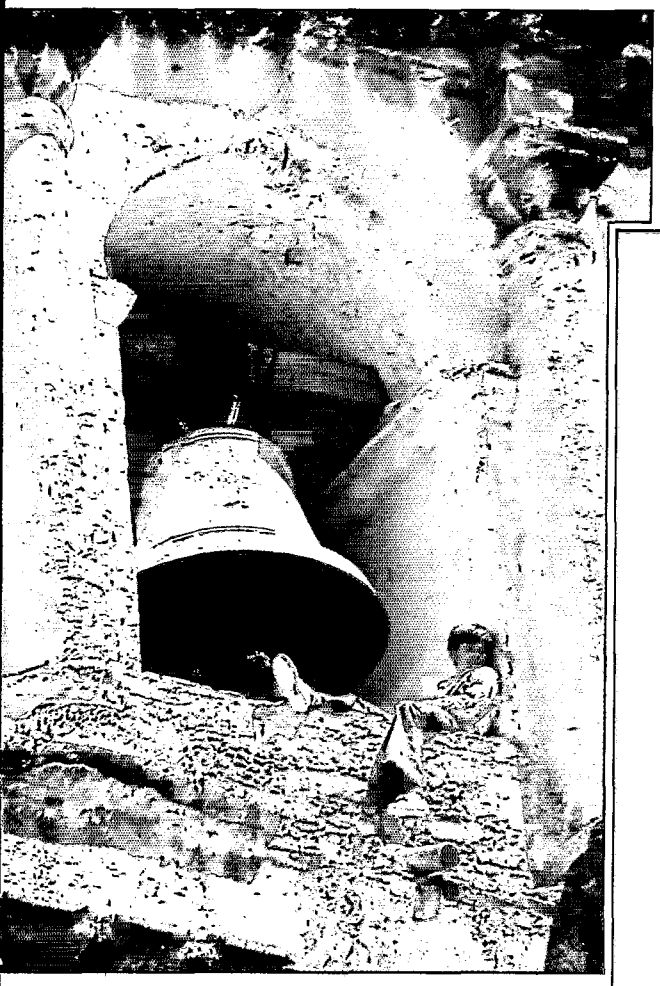


Above: Posada San Francisco, San Miguel.
Left: Sunset on Canal Street, San Miguel de Allende.

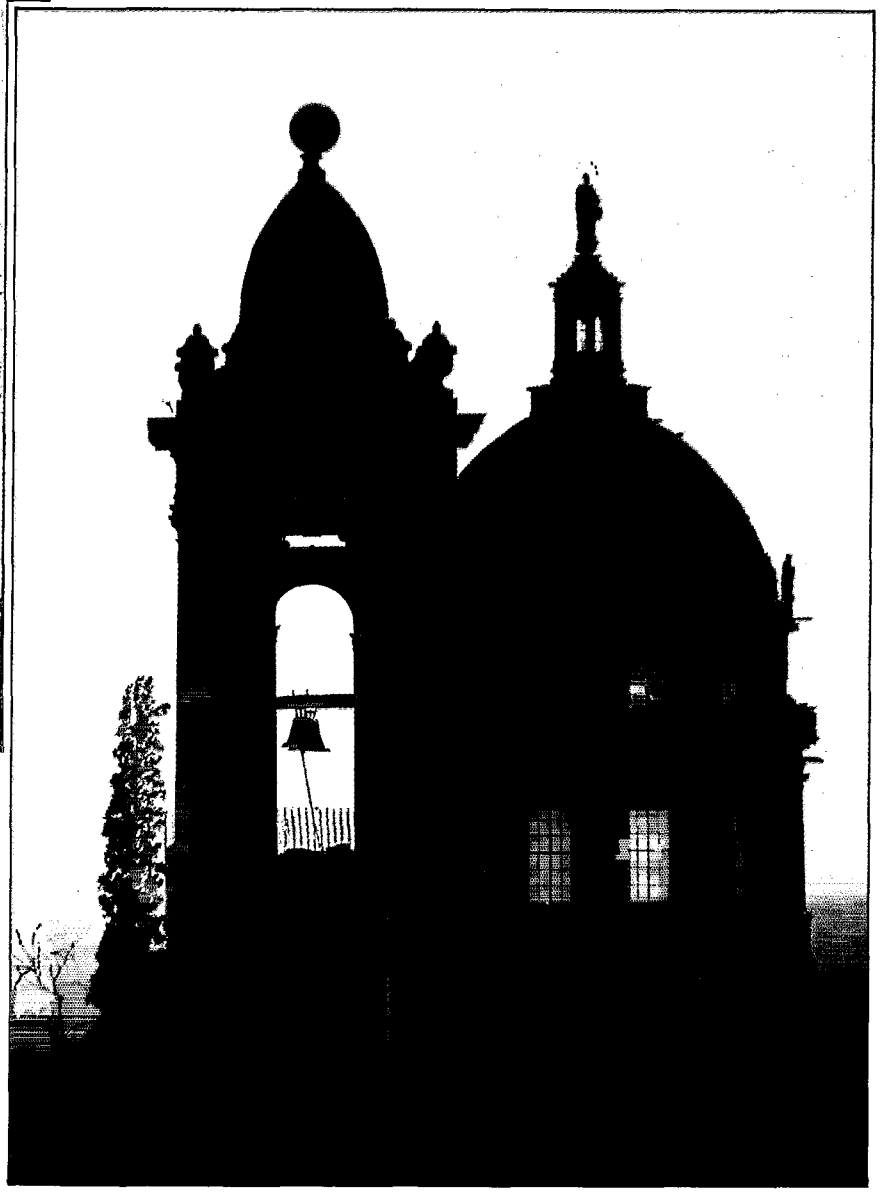
Prehistoric Indians lived in this area, and Franciscan Father Juan de San Miguel organized them into villages and taught them the old European crafts after he arrived from Spain in 1530. The Canal family came two centuries later; their estates on the edge of town are now the site of the Instituto Allende, an important part of the art explosion that revitalized San Miguel.

The Instituto, in an old converted hacienda, attracts artists and art students from throughout North America to both visual and performing arts classes. All classes are taught in English, and more than 1,500 American and Canadian students attend. These artists sell their work side-by-side with the weavers, tinware artists and other craftsmen on Canal Street. A second well-known art center, the Centro Cultural Ignacio Ramirez, a branch of the Instituto de Bellas Artes of Mexico City, is located in the old Convent of the Concepcion and includes both contemporary art and a lovely courtyard garden.

Casa Maxwell, a shop in the center of Canal Street between the plaza and the towers of the Church of the Concepcion, is known throughout Mexico for its varied local crafts and



Left: Bell ringer at the Oratorio of San Felipe Neri, San Miguel.
Below: Basilica of Our Lady of Guanajuato.



contemporary art work. None of the shops is open on Sunday, of course. On weekdays, the craft shops along Canal Street are busy, and the market brings colour and sound to the streets around the Church of San Francisco, but on Sunday the activity is in the plaza and in favourite dining places like Posada San Francisco.

If you believe that all really colourful towns can be recognized by their rooftops at sunset, you should climb to the roof of the Posada San Francisco when the noisy grackle birds are settling back into the plaza trees for the night. The setting sun hits the spired church and the plaza of people below, climbs the walls of the Oratorio and washes the wooded hillside of houses with pink light. At six the bells ring out from the Parroquia to the right, bong in answer from the Church of San Francisco to the left, and reverberate again from bell towers behind—a whole evening of Mexican bell sounds in San Miguel de Allende.

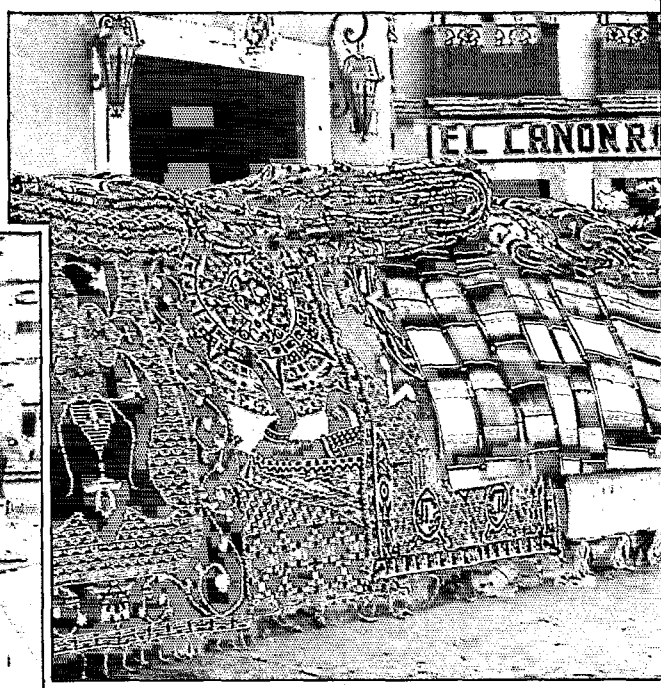
OTHER INDEPENDENCE TOWNS

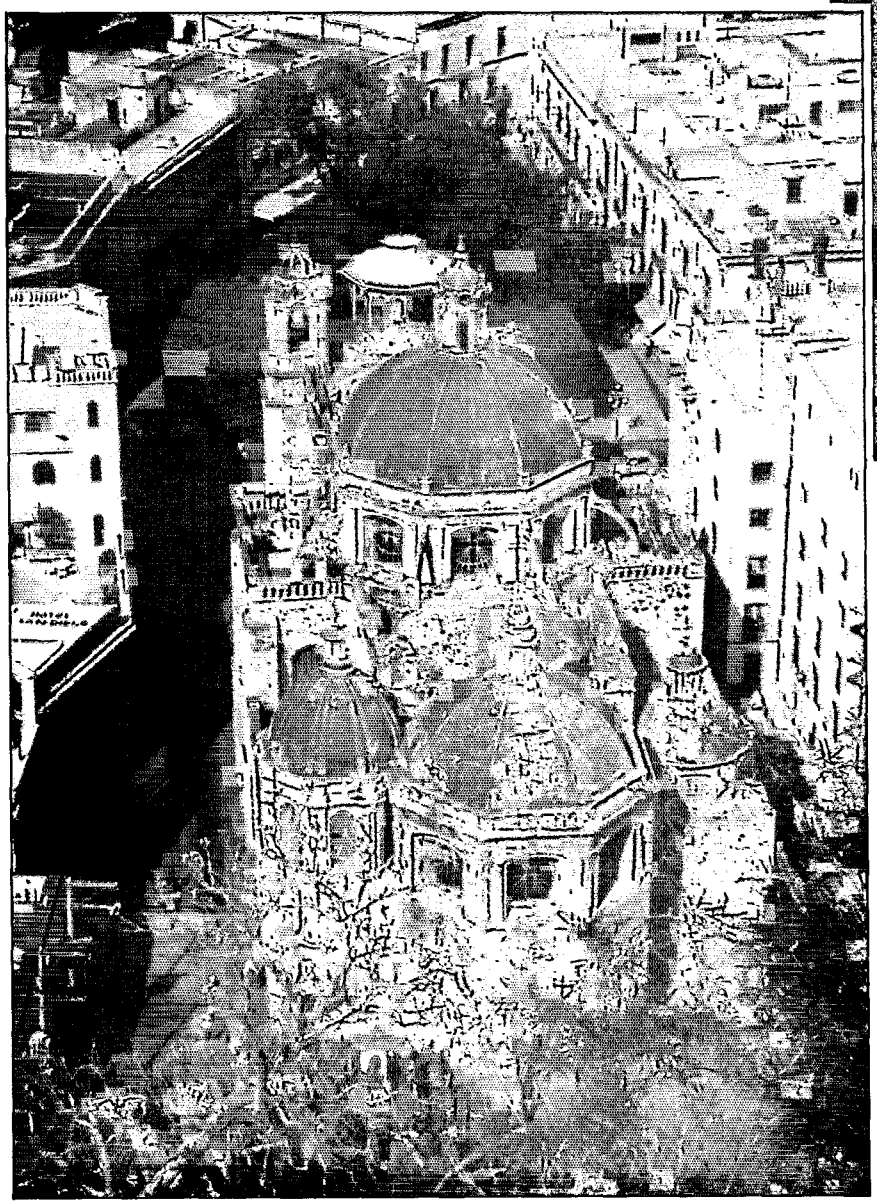
From high above San Miguel you can see uphill to the road leading to Dolores Hidalgo, Guanajuato and the other independence towns.

There are two things worth stopping for on the way to Dolores Hidalgo, known as the "cradle of independence." Seven miles from San Miguel, the sixteenth-century sanctuary of Atotonilco rises above a poor, dusty village street. Otomi Indians created the Christian art in this church during the Eighteenth Century under the tutelage of Dominican friars. The sanctuary was the first stop for Ignacio Allende and the army of liberation during the war for independence, and it was here that they found the famous banner of the Virgin of Guadalupe which they carried as their flag.

The second thing worth seeing is on the road as you enter Dolores Hidalgo: a huge contemporary statue that commemorates the heroes of the fight for independence from Spain. The plaza at Dolores Hidalgo, ringed by the kind of shops that traditionally edge a Mexican town square, holds a tall statue of Miguel Hidalgo, the priest who mounted the steps of the parish church and announced the independence movement on a Sunday morning in 1910 by shouting "Grito!" to a startled peasantry. It is a treasured place

Right: Serapes and rugs on a street in Guanajuato.
Below: Church of the Concepcion, San Miguel.





and one worth a brief stop on your way to Guanajuato, largest and one of the most interesting of the independence towns. It was in Guanajuato that Ignacio Allende and his fellow rebels were executed, and their heads mounted around a public building.

The scenic route through the mountains to Guanajuato winds through the richest silver mining area in the world. For centuries, Mexico paid its entire silver tribute to Spain from the mines here.

As you approach the hills above Guanajuato, this mining legacy takes on visible form in San Cayetano, a church said to be built with mortar made of cement, red wine and silver dust. This church in the village of Valenciana, rising on a hill 1,000 feet above the city of Guanajuato, is encrusted with gold and silver from the nearby mines, which made Guanajuato the richest of the colonial cities of Mexico.

Guanajuato spills down a cleft in the hill, with several hotels built into old Spanish haciendas along the way. The Parador San Javiar, a whitewashed hacienda set in flowered gardens, is a perfect place to linger over a long lunch.

The best view of the town, especially for photographers, is from another hill, where a statue of the local hero Pipila looks down on the cathedral, the principal plaza, the famous Juarez Theater and the Hidalgo Municipal Market. At the market you can buy crafts and shop at acres of fruit and vegetable stalls which weave a tapestry of colour in the center of town. Guanajuato is also the site of the Pantheon, where mummies stand forever fixed in grisly positions against an underground tunnel wall. The Cervantes Village Festival is held in an authentically recreated Andalusian village in Guanajuato every May.

The new Guanajuato highway will take you back to San Miguel de Allende, or to the Mexico City highway, via a fourth independence town, Celayo, known for its candy and its revolutionary battles, but not for its tourist attractions. The fifth independence town, Queretero, is on the way back to Mexico City on Highway 57; it is well known for its stately colonial architecture and for an ancient aqueduct, still standing.

Queretero, Celayo, Guanajuato, Dolores Hidalgo, San Miguel de Allende: these towns fill the Mexican heart with patriotic pride. The Spaniards who created these towns left their homes behind so that visitors can eat and sleep in luxury and comfort. The descendents of Ignacio Allende are here, in town squares, riding horses proudly through ranch gates, ringing the church bells that begin and end every Mexican day. ◇

Collections of Grosse Pointe

by DEBORAH DIREZZE ——— ◆

Collecting. It usually begins with the acquisition of a special something that pleases the eye and thrills the heart. The search then ensues to discover more thrilling acquisitions, new pleasures. Collecting can be a casual hobby or a serious pursuit; a full-fledged passion or a fascinating career.

Some acquire the disposition of collector as children, trading baseball cards, treasuring teddy bears, running electric trains. No matter one's age or perspective, collecting is a very personal matter. It involves those objects we hold dear to our hearts, things that represent for us great beauty, history or sentiment.

Collections in Grosse Pointe range from personal mementos to internationally recognized museum pieces. We have, to mention a few, collectors of toys and trains, African art, folk art, vintage hats, beaded handbags, duck decoys, pocket watches and tea cozies.

In this issue, Style introduces five individuals with diverse collections. These Grosse Pointers have graciously allowed a glimpse into their lives as collectors. Their personalities are as varied as their collections, but all share an appreciation for beauty, craftsmanship, and the rare or unusual.

PHOTOGRAPHY BY JEAN LANNEN

Bernard Reilly

Bernard Reilly is an interior designer by trade; the "Reilly" in Reilly & Sands, Ltd. His personal taste encompasses all things French, particularly eighteenth-century French furnishings. His three-story townhouse is evidence of that fact. The appealing note: it is his home, warm and inviting. The astonishing fact: these beautiful furnishings and artworks are all *original* eighteenth-century pieces. Bernard lives with them, entertains with them. Even his puppy, The Lady MacDuff, shares room and board with him in an environment that others might cordon off with silken ropes and DO NOT TOUCH signs.

Bernard is emphatic that the environment he created with and about his eighteenth-century pieces "is for myself. I do not do this for my clients; I do this for myself." And, hand resting on an Aubusson tapestry

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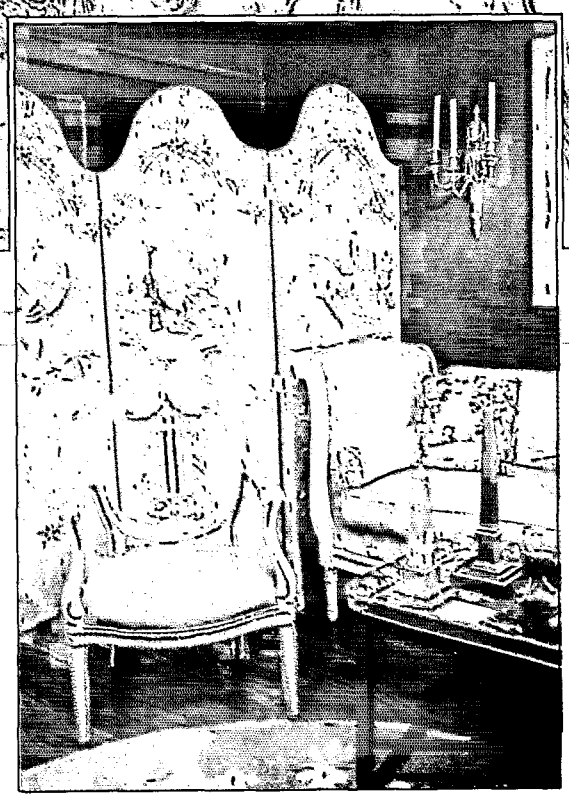

Bernard Reilly, seated upon a Louis XVI canapé covered in Aubusson tapestry of the period. Silk lampas screen, mid-eighteenth century.

Richard Williams

Richard Williams' demeanor is one of quiet confidence and honest good humour. A glint of a smile is always evident, tugging at the corners of his mouth whenever things become too serious.

A distinctly multifaceted man, he is a noted collector and a talented photographer; one of his photos was displayed at the New York World's Fair G.E. exhibit in 1939. His office showcases his talent in a variety of photos upon the walls.

As a collector, he is best known for his magnificent collection of Ford automobiles. This longtime interest has been his hobby for more than thirty-six years. He has given

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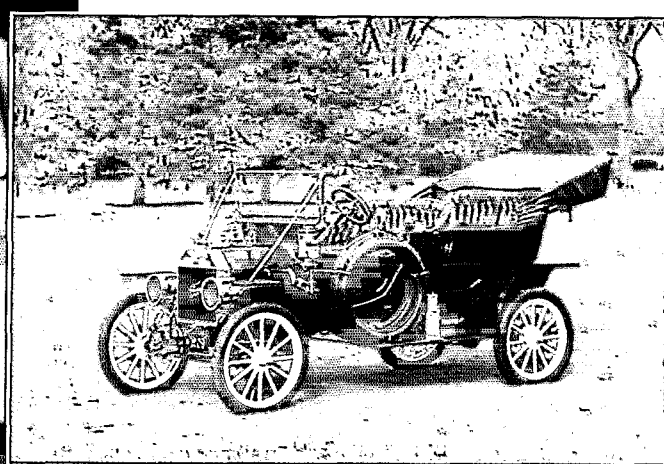

Richard Williams at his office desk, with an assortment of fountain pens from his collection.
1909 Ford Model T touring car in cobalt blue, from Williams' extensive collection of Ford automobiles.

Danielle Harris

If ever a collector's fantasy life existed, it would probably consist of travelling the world in search of rare, beautiful and sometimes quirky items.

Meet Danielle Harris, proprietor of Danielle, Inc., a unique store of antiques and decorative accessories for the home. Danielle explores the world's corners six or more times a year, seeking out items that lead many to her store.

With an informed and friendly personality, Danielle

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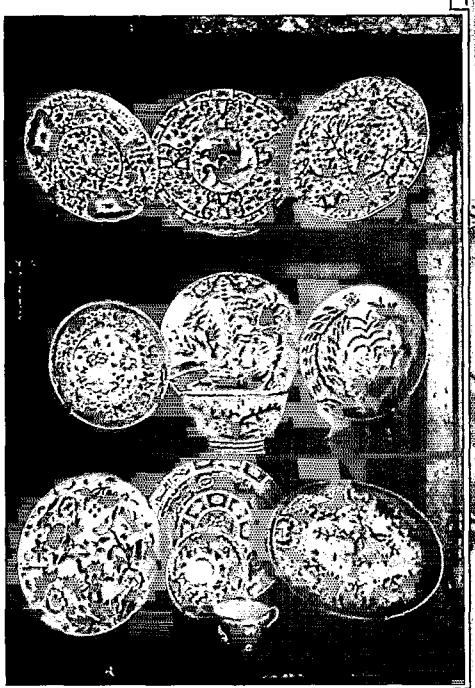
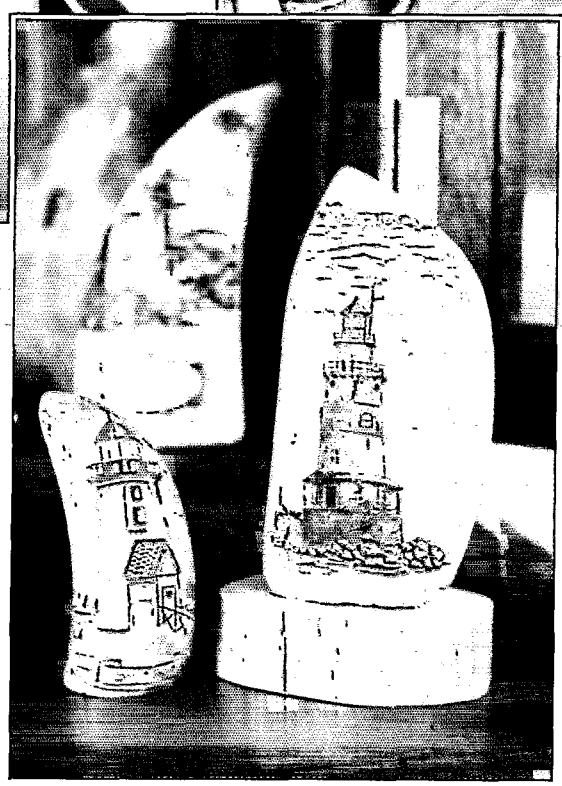


Danielle Harris and her collection of brass and hardware kitchen items.
Exquisite British Imari porcelain, of the early 1800s, including Coalport, Robert Bloor Derby, Wedgewood and Spode.



Mary Peterson with scrimshaw tusks of walrus and elephant.

Several pieces of scrimshaw on whales' teeth.

Mary Peterson

Ten years ago, Mary Peterson went antiquing with friends to the east coast. Little did she suspect that scrimshaw would capture her imagination, leading to her very impressive collection today. While scouring the coast for antiques, Mary discovered a bookend she couldn't live without. A large whale's tooth was mounted on the bookend, embellished with an elaborate etching of a ship at sea.

Scrimshaw is the art of etching detailed pictures on bone or ivory. Whalers, out to sea for long periods of time, would create scrimshaw gifts for landlocked loved ones. Many times, whales' teeth were left in original shapes; sometimes, teeth or bones were carved into useful objects such as shoehorns or thimbles. Mary's collection includes scrimshaw on a variety of tooth, bone and tusk, and includes many interesting objects

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Kay Healy

Her open, approachable attitude has surely contributed to her success. As an interior designer in the Pointes, Kay Healy is both well-known and well-respected.

As a collector, Kay has received wide recognition for her intricately detailed miniature interiors. Not so well-known, but as deserving, is Kay's collection of shells from around the world. The bounty of forms, colours and categories of shells is almost without end. Also included in Kay's collection are unusual formations of coral, some resembling delicate, hand-painted sculptures.

Kay was first introduced to the beauty of these underwater inhabitants when her children were very young. Vacationing on Sanibel Island, she became fascinated with the shells she found there.

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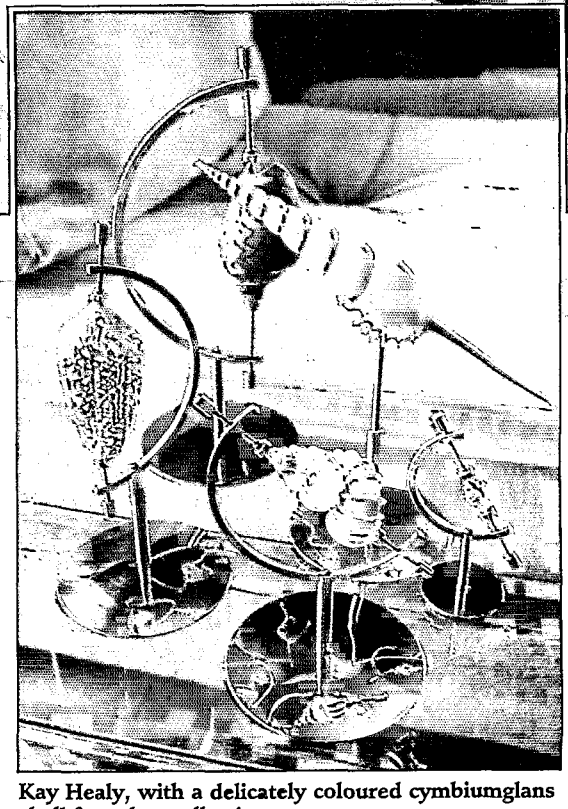


Kay Healy, with a delicately coloured cymbiumglans shell from her collection.

A variety of shells, mounted on pivoting brass arms.

Bernard Reilly

pillow, he reflects, "I love to live with these things."

It is apparent that he has a designer's eye for colour and mood: however, there is no showroom feeling here. Again, Bernard is emphatic. "I bring my friends here when I entertain." He makes it clear that it is a special place to him, that it is home.

Bernard's collection of eighteenth-century furnishings began when he was 19, attending design school in New York. It was then that he bought his first French furniture, "two Louis XVI side chairs, from a house on Sutton," which he cherishes still today. Since then his collection has grown piece by piece, all carefully maintained and restored as necessary. Bernard's philosophy of collecting is one of respect and responsibility. If one is fortunate enough to acquire something very special, then it is one's duty to enjoy it, maintain it and restore it until it is passed along to another. This outlook is especially admirable when one considers the difficulty in finding craftsmen capable of restoring period pieces, and the expense and effort involved.

In the vein of the more unusual, Bernard has a pair of eighteenth-century "dummy boards" that have created some confusion among his neighbors (much to his amusement!). These "dummy boards" are flat boards painted in a trompe l'oeil (fool-the-eye) style to depict full-figured people. Placed in front of a window, these cleverly detailed figures have often tricked the unwary into seeing "real" people. Bernard smiles, "on occasion, a neighbor will say, 'Oh, I saw that you had company last night,' when in fact they had only seen the dummy boards.

It is thought that these dummy boards were designed primarily as a room decoration, a presence to fill an empty space or a dark passage. Today they are prized as rare examples of a decorative art.

Most impressive is a tri-panelled screen covered in silk lampas. The edges are finished in gold braid, and the fabric is in remarkably fine condition. The pattern of the silk weave is a distinctive bird design, including elaborate peacocks, pheasants and swans. This same fabric adorns the walls of the anteroom at Tsarskoye Selo, the palace of Catherine the Great at Leningrad, and was specially ordered from Lyon, France. It is not known whether the screen itself was originally part of the palace furnishings. The real value of the screen lies in its great beauty and fine condition.

Bernard has enough treasures in his eighteenth-century collection to fill a book. As a Grosse Pointe resident, he is an example of the many interesting and devoted collectors in the community. In his business life, he has the opportunity to look for and discover period pieces while travelling for his interior design clients. In his personal life, he enjoys his collection to the fullest by actually living with the finer things of the eighteenth century.

Richard Williams

more than a few of his cars to museums, including the Crawford Auto-Aviation Museum in

Cleveland, Ohio. Even so, Williams considers his automobile collection to be complete; there is nothing he desires to add to it.

His humour is evident when asked to discuss his favourite car. Eyes twinkling, tone serious, he states that his favourite car "is the one that runs best the day I want to run it!"

The car to which he feels most attached is his dark blue, andalusite 1929 Ford Phaeton,purchased in 1953. His sentiment stems from a 1929 Ford Phaeton in which he first learned to drive. His present car is only *one* serial number off from that first car.

Richard has carefully documented his car collection, employing his talent behind the camera to capture the beauty of each automobile. Photos are impeccably filed as to print, negative and slide. I commented upon the incredible organization required to document a collection of this size. He smiled, looking around at his comfortably cluttered office, and said that his organizational talents extended "in this area only."

Richard keeps each of his cars in perfect condition, taking them out for a run on Lake Shore Road only when weather permits. He enjoys touring, but is not a big fan of car meets. In 1979, his 1929 Lincoln Sport Phaeton graced his son's wedding.

In addition to his auto collection, Williams collects a variety of things which he considers practical and superior to their modern counterparts. In this category is his collection of fountain pens, with which he writes almost exclusively. His only concession to the ball point pen is for "mastercard and visa."

This fountain pen collection begins with a 1904 Waterman pen in black with an overlaid silver design. Many of the pens date from the 1920s, including a 1927 desk pen which belonged to his father, Henry Phillips Williams. Most of his fountain pens belong to pen-and-pencil sets; the most beautiful have brilliant marbleized finishes in every color from lapis blue to jade green. Some are eminently practical, with a ring to string a ribbon through, allowing it to be worn around the neck. Some seem more practical than others, but they all have a style unrelated to a common 'bic.'

Green is the colour ink that he has used to fill his fountain pens since he was ten years old. He reminisces that his mother's "signature" color was a brilliant blue, and it was common for one to choose an ink color to use exclusively.

With regard to each thing in which he takes interest and collects, he feels a duty to maintain and enjoy them all. Says he, "Someone has to have stewardship of these things, or they would no longer exist."

Danielle Harris

has a collector's nature. But faced with an enormous variety of collectibles on a daily basis, she has "made a conscious decision to collect those things which have a self-

limiting nature." Thus, her collection of British Imari porcelain. She collects only Imari pieces in mint condition, and each piece carries a pattern distinctly different from the rest.

Imari refers to an oriental-inspired pattern which primarily employs cobalt or navy with rust or orange tones in the design. A variety of other colours may be used as accents. This is a formal pattern, with a generous use of gilt for an elegant effect.

Danielle's collector's instinct is inherited; she relates that "my father had about eighteen pocketwatches and watches, and another eight to ten clocks. Sunday was his day for adjustments, and he kept each watch and clock perfectly timed." Her father always had a radio set to announce Greenwich Mean Time, and used watchmaker's tools to make the adjustments. Danielle's father also had a passion for automobiles, vintage and otherwise. Every automobile had to be perfectly tuned, which meant there was always a car in pieces in the garage.

Danielle's mother inspired another of Danielle's collections. Danielle's mother inherited a group of brass kitchen items from her mother and grandmother, and displayed them in an arrangement on her kitchen wall. Danielle liked the idea so much that she collected and now displays kitchen-oriented brass and hardware pieces on her kitchen wall. The display includes kitchen utensils dating back to her great-grandmother. Also on this wall are some unrelated but complementary pieces that lend balance to the display. Included is a framed original Erie Canal directory, brass hardware from her grandmother's front door, and a variety of brass trivets recycled from brass signs.

Danielle's collections reflect a certain history, a respect for the beautiful and unusual. And for her, the fun of discovering collectibles that she admires is knowing that somewhere there is someone who will appreciate them as much as she does.

Mary Peterson

with practical uses — a seven-day memo minder, toothpicks and a drinking cup.

Mary's interest in collecting dates to her childhood. She remembers "a record collection when I was a little girl. They were 78s, and I played them on my own little record player." She also collected porcelain dogs as a child, and related that throughout her life she has had an appreciation for "realistic" art forms.

In addition to her scrimshaw pieces, Mary collects many types of folk art, from handmade baskets to handwoven Indian rugs. She acquired her first "real" collection in the southwest: bold Navaho jewelry made of turquoise and silver. Though Mary occasionally wears her Indian jewelry now, her interest as a collector has shifted to other things.

After her introduction to scrimshaw, Mary discovered that she "liked ivory in general," and began to acquire ivory Netsuke — hand-carved counterweights designed to be worn on the belts of traditional Japanese and Chinese dress. These charming pieces are intricately detailed, and often humourous in their execution. Some pieces represent a theme, like the Chinese New Year, and some depict folk stories or fabled characters.

Mary feels drawn to certain art forms through an appreciation for their handcrafted value. She holds a deep respect for craftsmanship, claiming that she has no ability for such work herself. Her ability to appreciate so many art forms is evidence of her own special creativity.

Mary relates that, for her, "there is a certain pride of possession" involved in collecting. Each new piece she discovers is her favourite, until a new treasure captures her heart.

She has considered creating a museum for all of her collections. Otherwise, she hopes to bequeath her pieces to a group or organization that would preserve them for future generations to enjoy.

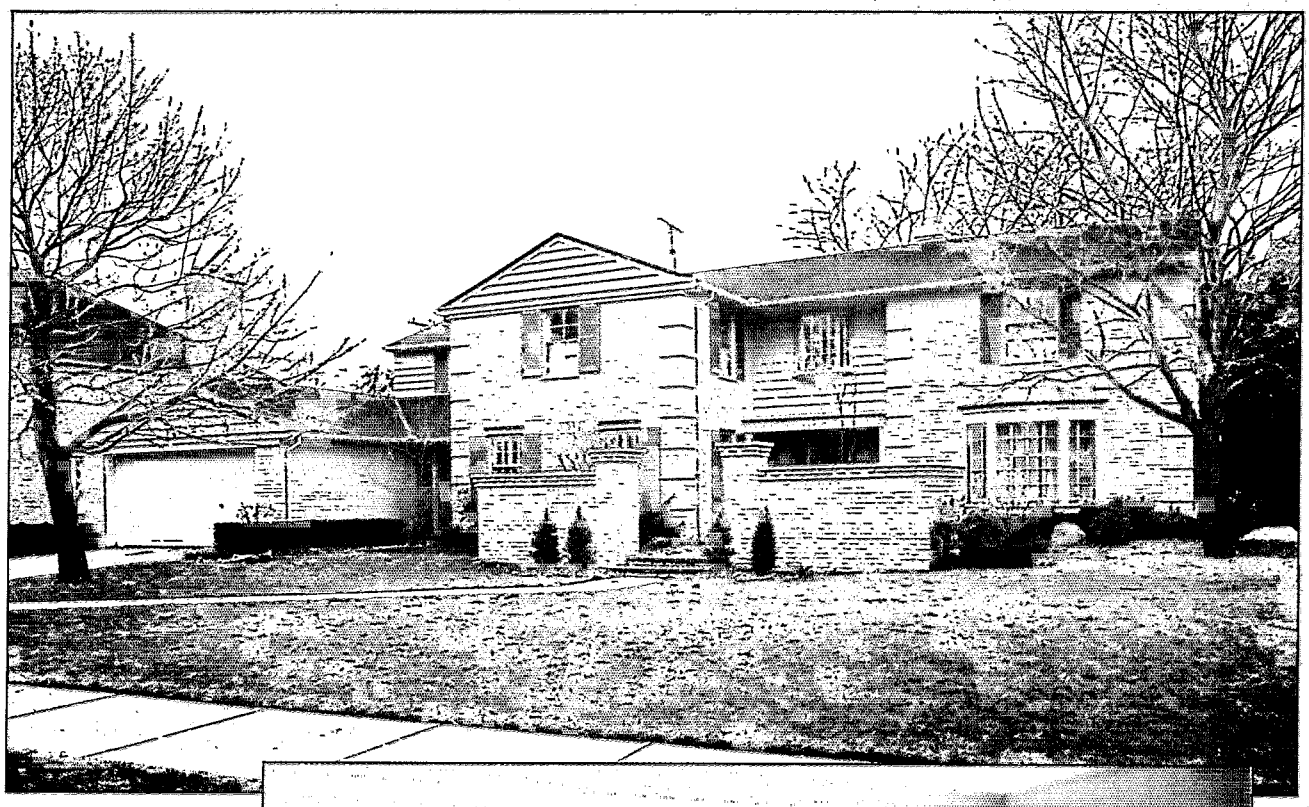
Kay Healy

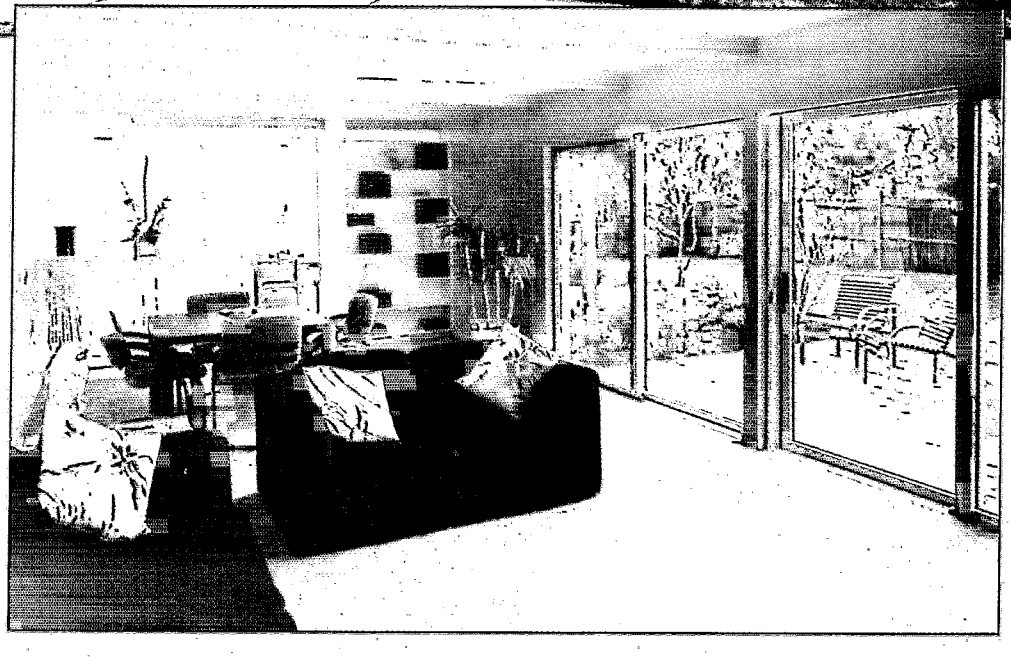
This led to Caribbean trips to snorkel for shells. Ultimately, Kay and her two children took scuba diving classes, and now all are certified divers.

Kay displays her collection of shells in innovative ways. The focus of the dining room table is a porcelain bowl brimming with a melange of shells and coral. The colours are all spring pastel and ice cream sherbet, a most refreshing still-life arrangement.

In another room, mirrors backdrop lucite shelves, allowing a view of every angle of each shell. The display is made all the more appealing through the use of lucite and brass mountings. The lucite mountings allow groups of flat shells to be viewed in a vertical format, and delicate shells benefit from lucite pedestals which protect their fragile forms. The brass mountings are designed like a weathervane; the shell may be rotated on a brass arm while the base remains in position. Most appealing are colourfully patterned shells of an inch or less in diameter, mounted on lucite pedestals of varying height. This display of such minute perfection exemplifies one of the reasons Kay collects shells. She feels that "shells are one of the few things in nature that one can collect." They won't wither or fade, and they are a reminder that nature creates great beauty through the simplest of designs.

Many of Kay's shells have been personal discoveries; others have been purchased for their appeal. For those who are interested in shells, a collection that belonged to Mrs. Webber of Grosse Pointe is presently housed in the Detroit Science Center. Kay encouraged Mrs. Webber in her shell collecting and plans eventually to place her own collection in the Science Center.





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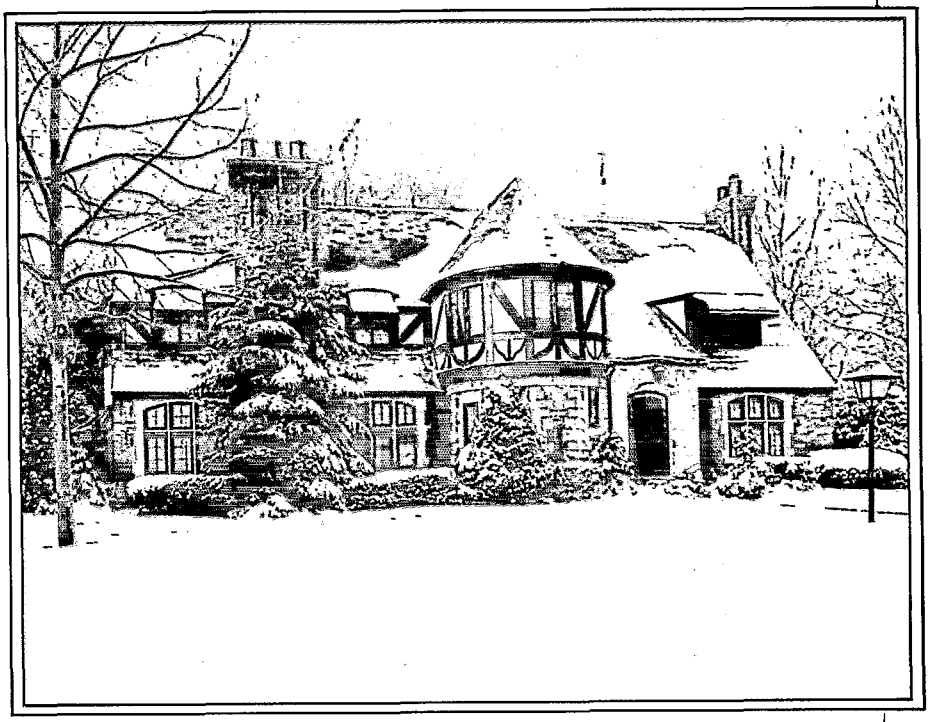
A Gem in the Park

A typical house becomes a distinctive home.



This classic English Tudor in Grosse Pointe Park is typical of homes in the area.

by MARGIE REINS SMITH —— ♦

Historical significance is not the sole criterion for highlighting a Grosse Pointe Building in HERITAGE. There's merit in Grosse Pointe's younger, more typical architecture — in homes of good design and pleasant facade — in ordinary residences that have stood self-confidently for half a century or so — that have survived the shakedown cruise, so to speak — that have proved their mettle by the tough, pragmatic test of a growing family's use. This month, HERITAGE spotlights a typical English Tudor home in Grosse Pointe Park — a home of rich and remarkable workmanship and classic simplicity.

* * *

"It takes a heap o' livin' in a house t'make it home," wrote poet Edgar A. Guest.

In 1938, to make a gracious English Tudor worth its salt, it took a heap o' lumber: oak, pine, walnut, mahogany, birch, cedar; a mound of new brick; a pile of limestone; some stucco; yards and yards of wrought iron; a stack of gray-blue slate; tinted glass in assorted shades of yellow, green, amber, and blue; sheets of copper; slabs of marble; bits of tile and lead and brass; a smattering of crystal; and some canvas. Oswald and Betty Zeidler's gracious, 1938-vintage English Tudor on Buckingham in Grosse Pointe Park was built with an abundance of all of these.

Even though they've only lived in the house for the second half of its existence, they've always felt the home was designed for them. "We are emotionally involved with this house," says Betty.

After they purchased it in 1962 and before they moved in, the Zeidlers spent five months restoring the house to its original design. The Zeidlers have a special affinity for wood — rich, natural, well-cared-for wood. They stripped paint from the two-inch solid oak doors and refinished the hardwood floors with a dark stain, partially covering them with oriental rugs in a variety of colours and designs.

"We never made any major interior structural changes," said Betty. "Whoever the architect was, he did a terrific job when he planned this house, and we didn't want to change it."

All the curves, arches, bays, the nooks and crannies, the marble sills, the slate floor of the sunroom, the wood baseboard and ceiling mouldings, the built-in cedar closet, all the charming well-planned details of a classic English Tudor have been meticulously preserved.

"The house flows," Betty points out, referring to the floor plan. "It's not cut up into a bunch of small rooms. There's a spot by the front door where you can see six different rooms at the same time." None of the rooms is gargantuan; all are of manageable size. The living room, for instance, is 23' x 27' and the dining room is 16' x 17'. Yet a spacious, sunny, open feeling

The spiral wrought iron bannister sweeps upward two stories.

Ossie Zeidler with his massive cuckoo clock, carved of Black Forest pine.

PHOTOS BY ELIZABETH CARPENTER

prevails.

"The architect was very conscious of light," Ossie adds. "All the windows are large. The rooms are very light, bright."

The Zeidlers have been careful about maintaining the architectural integrity of the house. "For instance," says Ossie, "that tree in front of the chimney. I'll take it down this spring. It's gotten too big and it ruins the character of the house. I'll replace it with a smaller tree."

The Zeidlers are considering updating their kitchen, which has walls covered with square beige ceramic tiles. "Someone suggested tearing out the tile," Ossie says, "but we're going to keep it because it goes with the character of the house. We'll leave the natural-coloured birch cupboard doors too," he continues. "We'll do our updating instead with new countertops and new appliances."

The house was built in 1938 or 1939 by Ray W. Scott, who built it for himself. The architect is unknown. The Zeidlers have tried to find more information about the house and the builder, but haven't been successful. "The builder was very aware of the latest building trends and construction innovations," says Ossie. "He had foresight. He used copper plumbing, forced-air heat instead of steam heat or boiler heat, and he used the finest workmen for every detail. He lived here after it was built and used the library as his office."

A spectacular two-story tower with a conical slate roof is adjacent to the massive oak-panelled front door. A dramatic curved stairway dominates the foyer, with a sweeping wrought iron bannister that spirals upward two stories. A large hanging chandelier of brass and stained glass drops dramatically from the second-floor ceiling to illuminate the entryway. For the past twenty-four years, the Zeidlers have placed a freshly-cut fourteen-foot Christmas tree in this spot, brought down from their tree farm in Gaylord, Michigan.

The upper portion of the curved stairway is bathed by the light from three pairs of tall, rectangular, leaded glass windows set with coloured glass in abstract designs.

Ossie Zeidler was born in the Black Forest of Germany. He came to the United States with his family when he was two years old, grew up in Detroit, and graduated from Denby High School in 1941. "I wanted to be a forester," he says. "My dad said, 'Americans don't care about their forests. Learn a trade.' So I learned the tool and die business." Zeidler Tool and Die supplied all the major auto companies in Detroit, and Ossie Zeidler became president of the National Tooling and Machining Association in 1970-71. He recently retired from the business after forty-two years.

"But my real love was still forestry. It was always a hobby. Until recently. Now, it's my full-time business — something I deeply care about." Zeidler owns a 440-acre tree farm near Gaylord, planted with native Michigan hardwood and softwood trees, intensively managed for timber. He also does experimental work with Michigan State University and was named Michigan's Outstanding Tree Farmer in 1984.

Not surprising, then, that the Zeidlers chose a house in which wood is an intricate part of the design and decor.

A collection of exquisite wood carvings of animals and figures from all over the world is packed two-deep, shoulder-to-shoulder on three wide walnut shelves in the library. The library itself is panelled in dark, polished walnut, trimmed with strips of wood moulding with a small carved pineapple motif.

On the far library wall, Ossie displays one of his most precious wood carvings — one of the largest German cuckoo clocks in America. A gift from his uncle, the massive clock is entirely hand carved of Black Forest pine. A deer's head, antlers, guns, and a rabbit are a few of the well-polished carvings that comprise this ornate work of art.

The pine-panelled basement carries out another variation of the wood theme. Two rooms are panelled in light-coloured knotty pine, with a long, curved, pine-panelled bar at the foot of the stairway.

There's even a decorative wood carving of the Buckingham house itself, hanging in the breakfast room. It was made by the Zeidlers' daughter when she was in high school.

The massive front door is three-inch-thick solid oak, panelled with smaller squares, and set with a leaded glass window covered with wrought iron grillework. The door's prominent wrought iron knocker "makes the whole house reverberate," says Ossie.

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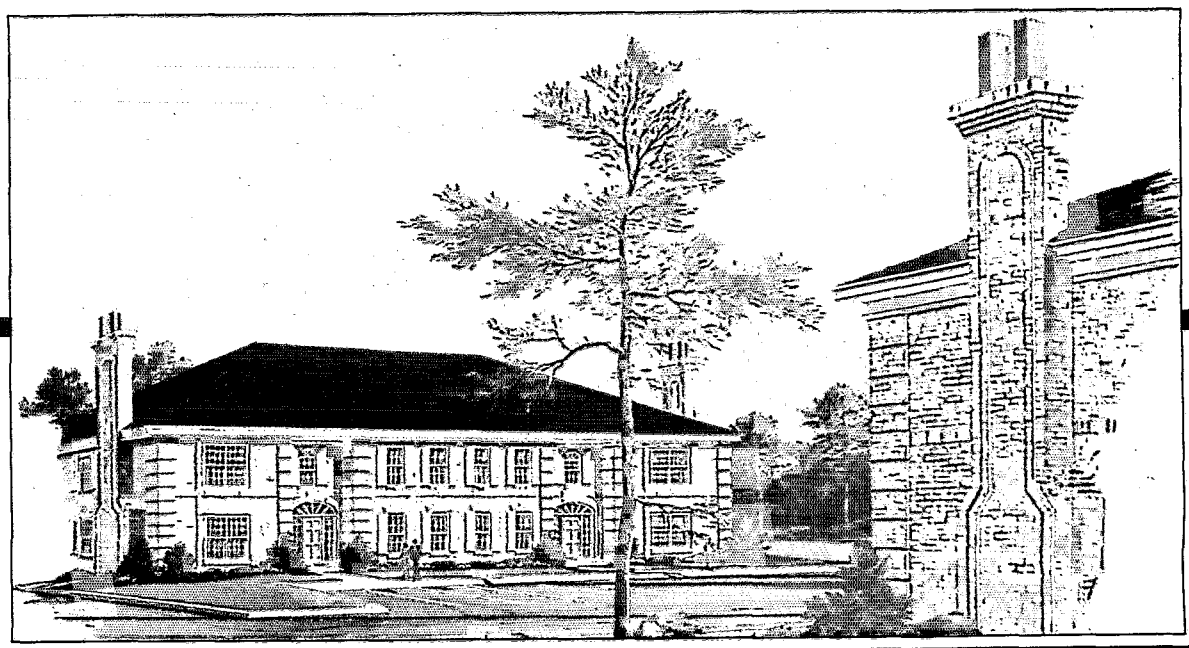


architecture

The four fireplaces in the house are natural stone, workable and often used. "No gas logs or artificial fires," explains Ossie. Most of the light fixtures are original to the house — either tinted designs of leaded glass or ornate crystal creations that were popular in the Thirties.

The land on which the Buckingham house sits can be traced to Joseph Louis Tremble, an early French inhabitant of Grosse Pointe. Tremble officially owned the land beginning on November 21, 1808, but he claimed occupancy from July 1, 1796. The Tremble name was spelled many ways on old documents: Tremble, Trombley, Trombly, Tromble, Trembly. (Spelling accuracy was not an eighteenth- or nineteenth-century priority.) Trombly School and Trombley Road were named after this old Grosse Pointe family, and the name turns up several times on stones in St. Paul's Cemetery.

Originally the Buckingham Road land was part of private claim 379, one of Grosse Pointe's old French ribbon farms that ran from the shores of Lake St. Clair clear back to Gratiot Avenue. The ribbon farms were so-called because of their long, thin boundaries, a shape unique to this area, which allowed each settler a bit of precious lakefront property.

Later, in the 1880s, Grosse Pointe's French farmers divided and sold lakefront sections of land to wealthy Detroit businessmen, and Grosse Pointe became a fashionable summer resort area. Development of subdivisions like those on Buckingham and Trombley began during the early Twenties, continuing up until World War II. The English Tudor design of the Buckingham house was a popular choice in the Thirties.

The Zeidler's emotional attachment to this particular English Tudor is understandable. "We've lived here twenty-four years, raised three children who went to South High School," says Betty. "This house has been visited by hundreds of people. It's been used for garden parties, confirmations, graduations, cocktail parties, family gatherings, reunions, and charitable events.

"It's a grand old house," Betty adds. "We call it our Buckingham Palace." ◇

Margie Reins Smith is a freelance journalist who writes a weekly pleasure boating column for area newspapers.

Old-fashioned Quality Remains Timely

by ROSEMARY BOWDITCH

Until recently, histories of American domestic architecture have emphasized houses of the famous and the wealthy, while the house of "everyman" was generally ignored, unless it was a survivor from pre-Revolutionary years. Likewise, they gave the impression that few noteworthy houses were built after the mid-Nineteenth Century. These biases have been dispelled in the last two decades by the surge of interest in the restoration and preservation of old houses for use as private residences, and by a growing appreciation for the late nineteenth-century house styles once called vulgar. As the supply of restorable "Victorian" houses at bargain prices has dwindled, preservation passion has reached out to include other style homes of a mere fifty or sixty years of age.

Generally the job of restoring a house to its original or near-original state involves undoing what was done by previous occupants in the name of remodelling or updating. Much mischief has been perpetrated by "modernization" contractors who convince people that the old-fashionedness of their houses is undesirable.

In this context, it is pleasurable to discover a house of only moderate age, with no fame of its own or of its inhabitants to protect it, and which has been appreciated and maintained by sensitive owners. Such is the Norman-Tudor style house at 1025 Buckingham. Built in the last years of the 1930s, this house is a late example of the English- and European-inspired styles that were especially popular in the 1920s and were identified by such names as Tudor, Norman, English, Italian or Spanish.

The *American Builder Year Book* of 1930 gives advice on how to carry out "the appropriate treatment" of these styles, noting characteristic exterior and interior features and suitable furnishings. Of course, these are not exacting translations of their namesakes' styles, for they were designed to accommodate not only the lifestyles of the times, but also what was current in construction practices.

It is interesting to compare the Buckingham home to the ideals of 1930. The appearance of half-timbering, which seems a requirement for being Tudor, is present, but it is most prominent in a centrally-placed round tower of Norman style. The ornate brickwork of the chimneys, and the chimney pots, is clearly of English derivation, but the lack of front-facing gables and use of flat-roofed dormers imparts an air of French Provincial. All things considered, the exterior of the house is somewhat more Norman than Tudor, though clearly a mixture of each.

The interior was given little to associate it with either style and could as easily be within a very different exterior. The library might be called Norman because of its hooded corner fireplace, but the dark panelled walls and built-in bookcase hint of Tudor. Elsewhere, walls are mostly of plaster finish, and they and the woodwork and doors are noncommittal. In short, the interior reflects the housing needs and preferences of Americans in the 1930s, yet it has continued to meet these needs in the years that followed.

The present owners have been in residence for about half the lifetime of the house, ample time to discover any shortcomings. Fortunately, they have not felt it necessary to make major alterations and, in fact, have restored some painted doors to their original varnished condition. While they did surrender to aluminum siding over small areas of half-timbering because of maintenance problems, the change is reversible and shows the sensitive care under which this house has thrived.

The quality of design and construction are also significant factors in the survival of this home in near original condition. It has just about passed through the age when it might be judged old-fashioned and altered for that reason alone, so it has a good chance of maintaining its integrity until its turn comes to be discovered by old house afficionados. Meanwhile, it is in safe hands.

Cosmic Wonder

Three generations of Pointers eagerly await the arrival of Halley's Comet.

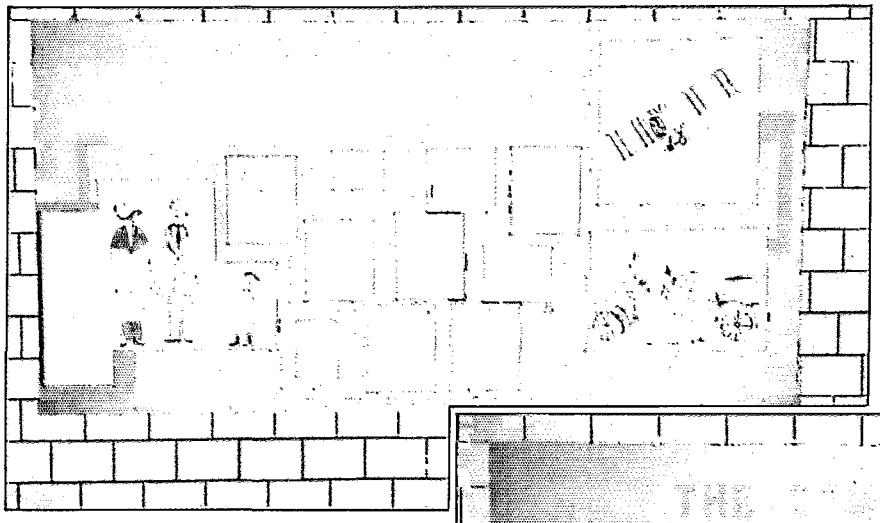
by LYNNE GUITAR ——— ◆

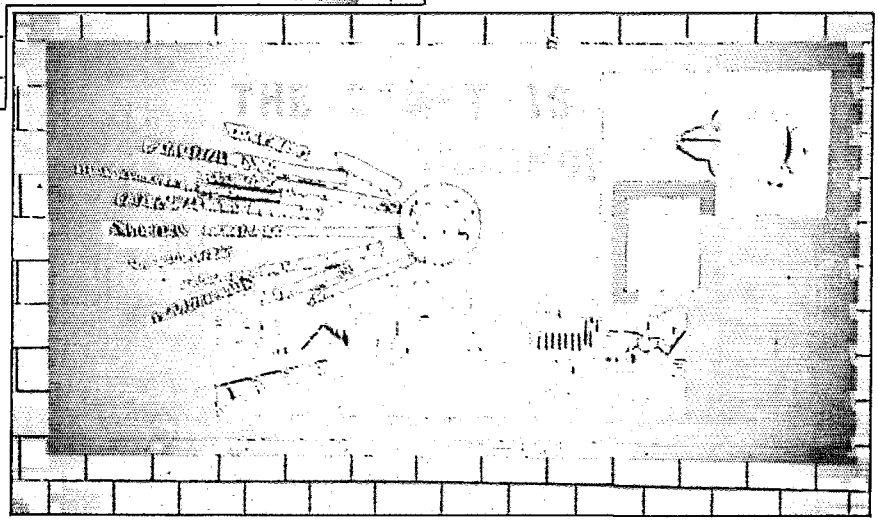
"The ancients thought a comet was a great sword in the sky, dripping with blood," says a third grader at Kerby Elementary School in Grosse Pointe, her eyes round at the thought. "Yes, yes," agree other students, "the people thought God was angry and sent a comet as a sign to warn that something bad was going to happen!" And why aren't we afraid of comets today? HERITAGE magazine asked the class. "Because we know more about them," is the unanimous answer. They are "just big, dirty snowballs whose tails are made when the sun evaporates the ice and trapped gases," a nine-year-old boy solemnly explains.

A big, dirty snowball isn't quite as romantic as a great bloody sword in the sky, but today's kids are certainly enthusiastic about comets, Halley's in particular. (Proper pronunciation is either "haul-lee" or "hal-lee.") As part of their science curriculum, the third graders in Janet Thompson's and Marcia Ferguson's classes studied comets and took part in demonstrations at the planetarium at Grosse Pointe North High School. The students were eager to share their celestial knowledge.

Halley's is our most famous comet because it is our most frequent visitor, circling our sun once every seventy-five to seventy-six years, instead of every two thousand years, the average orbit

This painting of a comet, circa 1587 by an unknown artist, is part of an exhibition of "comet art" at the Smithsonian's National Air and Space Museum.





Students at Kerby Elementary in Grosse Pointe interviewed older church and family members who had seen Halley's Comet in 1910 and exhibited their stories in Heritage Hall, with other comet exhibits.

PHOTOS BY LYNNE GUITAR

of a comet. The most spectacular thing about a comet is its tail, which can be more than forty million miles long and stretch over more than half of the visible sky.

About once every twenty-five to thirty-three million years a comet collides with earth, which may have been the cause of the dinosaurs' extinction. Halley's Comet has never collided with earth, but it certainly has earned a bad reputation as the harbinger of horrible events. In 87 B.C., the young Julius Caesar observed Halley's Comet, the same year a multitude of Roman aristocrats were massacred by Emperor Marius. This was the first known Western sighting; the Chinese have records of sightings dating back to 1057 B.C. In 66 A.D., Romans destroyed the city of Jerusalem while Halley's hovered in the sky "like a broadsword-shaped star," according to Jewish historian Flavius Joseph; and in the year 141 Halley's was the supposed cause of a plague that killed hundreds of thousands. In 218, Halley's foretold the death of the Roman Emperor Macrinus, and during its 451 appearance, Attila the Hun was soundly defeated by the Romans at the Battle of Chalons and died two years later. Halley's appearances in 530 and 684 were both followed by plague, and the latter appearance foretold the deaths of the Arab Caliph Marwan I and the Byzantine Emperor Constantine IV.

In the year 1066 Halley's Comet made one of its most memorable appearances. That was the year the Normans conquered King Harold and his Saxons at the Battle of Hastings. The comet proved a bad omen for the Saxons, but William the Conqueror considered it "a wonderful sign from Heaven."

In 1222, Genghis Khan, the bloodthirsty Mongol leader, believed Halley's was his "special star" and a sign that he was to conquer the world. This was good for the Khan, but not for the million residents of the cities of Herat and Samarkana he slaughtered to herald his campaign. In a gentler vein, Italian painter Giotto di Bondone of Padua, saw Halley's Comet in 1301 and was so impressed that he painted the comet in place of a star in his famous "The Adoration of the Magi." (Halley's didn't really appear in the skies the year Christ was born; it arrived in 12 B.C.) In 1456, Pope Calixtus III excommunicated Halley's Comet for siding with the Turks against the Christians in the Battle of Belgrade!

Another memorable year for the faithful comet was 1682, when twenty-six-year-old Edmond Halley, peering through a telescope at Islington, England, noted that the comet orbited the sun the "wrong" way, as had the comets recorded for the years 1531 and 1607. He sought more information from the most famous astronomer of the day, Sir John Flamsteed; and, applying the theory of universal gravitation propounded by his friend Sir Isaac Newton, Halley concluded that all three comets were actually one, travelling an elliptical path. He determined that the orbit took the comet approximately 3.5 billion miles away from the sun and back again, in a time period of seventy-five to seventy-six years. The exact time depended upon how close the comet came to the planets of Jupiter and Saturn, whose gravity caused the comet to lose speed. In 1705, after repeated mathematical calculations, Halley published *A Synopsis of the Astronomy of Comets*, in which he stated: "I may, therefore, with confidence predict its (the comet's) return in the year 1758. If this prediction is fulfilled, there is no reason to doubt that other comets will return."

Sir Edmond, who succeeded Flamsteed as the Astronomer Royal, did not live to see his prediction become a reality; he died in 1742 at the

age of eighty-six, seated near his telescope. Sixteen years later, in 1758, astronomers across Europe eagerly strained to be the first to sight the comet Halley had foretold. Among the watchers was a German farmer and amateur astronomer named Johann Georg Palitzsch who spotted the comet, forever after known as Halley's Comet, over a field near Dresden on Christmas night, 1758. The predicted return was not only vindication of Halley's theory of comets' elliptical orbits, but was also the first practical application of Newton's theory of universal gravity. It confirmed the once radical theories of Copernicus and Galileo that the earth orbited the sun, not vice versa, theories expanded upon by astronomers Tycho Brahe and Johannes Kepler. The last shadows of the Dark Ages were cast away; science had conquered superstition.

The next appearance of Halley's Comet was in 1835, the year the black death killed 9,000 people in Europe and Asia; the year the Liberty Bell cracked at the funeral of Chief Justice John Marshall; the year Florida's Seminole Chief Osceola, calling the comet "a big knife in the sky," began a new war by killing all the soldiers at Fort King; the year a new method of killing more accurately from long distances was invented by Samuel Colt; and the year a mixed bunch of soldiers watched the famous comet from an obscure fort called the Alamo. Halley's, of course, received all the blame.

By 1910, astronomers were eager to test their modern predictions about comets, including the probability that Halley's Comet was going to pass so close to the earth that earth would pass right through its tail! The new science of spectroscopy was immediately put to use to determine what substances comprised the tail of the comet. Scientists discovered prussic acid, peroxide, cyanogen gas (extremely toxic), and a compound similar to nitrous oxide—laughing gas. Would all life on the planet be wiped out by these gases?

The newspapers of the day were full of theories, but most scientists contended there was no cause for concern. H.W. Pickering of Harvard University informed the populace that "the earth went through tails of comets in 1819 and 1861, but no one was the wiser until long afterwards. There will be gases, but so rarified we won't notice them." Other published theories ran the gamut from that of Asaph Hall of the Naval Observatory in Washington, D.C., who said he "would not be surprised if there were a shower of meteorites accompanying earth's pass through the comet's tail" to the conjectures of French scientist Camille Flammarion that "the tail is simply an optical phenomenon produced by the flight of the comet through the ether, similar to the wake of a ship at sea" and Edwin A. McNaulty of New York, who said his observations "prove the comet's tail is not made up of gas nor meteoric bodies but is, to all intents and purposes, a celestial flashlight. It is nothing more than sunlight condensed from radiant solar force and processed by the solar system."

The *Detroit Free Press, Detroit News/Tribune, and Detroit Times* were full of stories about a voodoo doctor in Haiti who was amassing a small fortune selling "comet pills" guaranteed to

ward off any ill effects; about the former Sultan of Turkey who was so afraid of the comet that he refused to eat; about Cardinal Rampolla in Rome who ordered St. Peter's to remain open twenty-four hours a day to accommodate the fearful populace who refused to return to their homes; about Puerto Ricans marching to their churches in solemn candlelight ceremonies; and about Bahamian natives and blacks in Georgia who refused to work, so great was their fear of the comet in the sky. In the Detroit area, however, people laughed and joked about the possibility of catastrophe.

Miss Grey, the 1910 version of Ann Landers, suggested in her column in the *Detroit Times* that discerning residents host a Comet Surprise Party. On the invitations, she suggested, could be painted a picture of a flaming comet in gold, and they could read:

On the seventeenth (sic) night of May don't fail
To come and dash with me
Into Halley's Comet's streaming tail
If we die, we'll croak in glee.

A merry crowd will gather here
To meet the comet blazing
In wit and bowl we'll drown our fear
And watch for sights amazing.

She also suggested that angel's food cake and devil's food cake were appropriate to serve, considering the nearness of the hereafter, and that, as entertainment, the group write wills and read them aloud, awarding prizes for the most clever.

How many people gave Comet Surprise Parties is unknown, but it *was* the rage to pack the automobiles with food and beverages (preferably alcoholic) and drive out in groups to Grosse Pointe after midnight to watch Halley's Comet rise unobstructed over Lake St. Clair.

By Wednesday, the eighteenth of May, the night the earth was expected to pass through the tail of the comet, there were fewer tongue-in-cheek articles in the Detroit papers and more headlines like, "Kids at Bloomfield Hills Take Halley's Comet Holiday, Ma and Pa Have Decided That If Fiery Tail Sweeps Earth, Family May As Well Face Fate at Home Together;" and "Foreign Element Shows Real Fear of Halley (sic) Comet, Children in East Side Schools Say 'Stars Are Going to Fall and Kill Everybody.' "

Commodore Charles "Tommy" Tompkins of Grosse Pointe was only four years old when Halley's Comet appeared in 1910. It was early in the morning, and he'd come out to watch the cows on the farm where he was raised. "I didn't know I was supposed to be afraid," he told HERITAGE. "About two miles away, above the hickory grove, I saw the comet over the tops of the trees. It was a great, big, long thing. Blazing, but not like a shooting star because it just stayed there, low to the horizon, covering most of my field of vision. I have never forgotten it." He and some friends, who also saw the comet in 1910, are planning a cruise up the Amazon River in Brazil this year, one of the best places in the world to view the comet. (Unfortunately, the comet will not be as bright this time around as it was in 1910, and light pollution in the Grosse Pointe/Detroit area will almost totally obscure any view of it.)

Another longtime resident of Grosse Pointe, Hector

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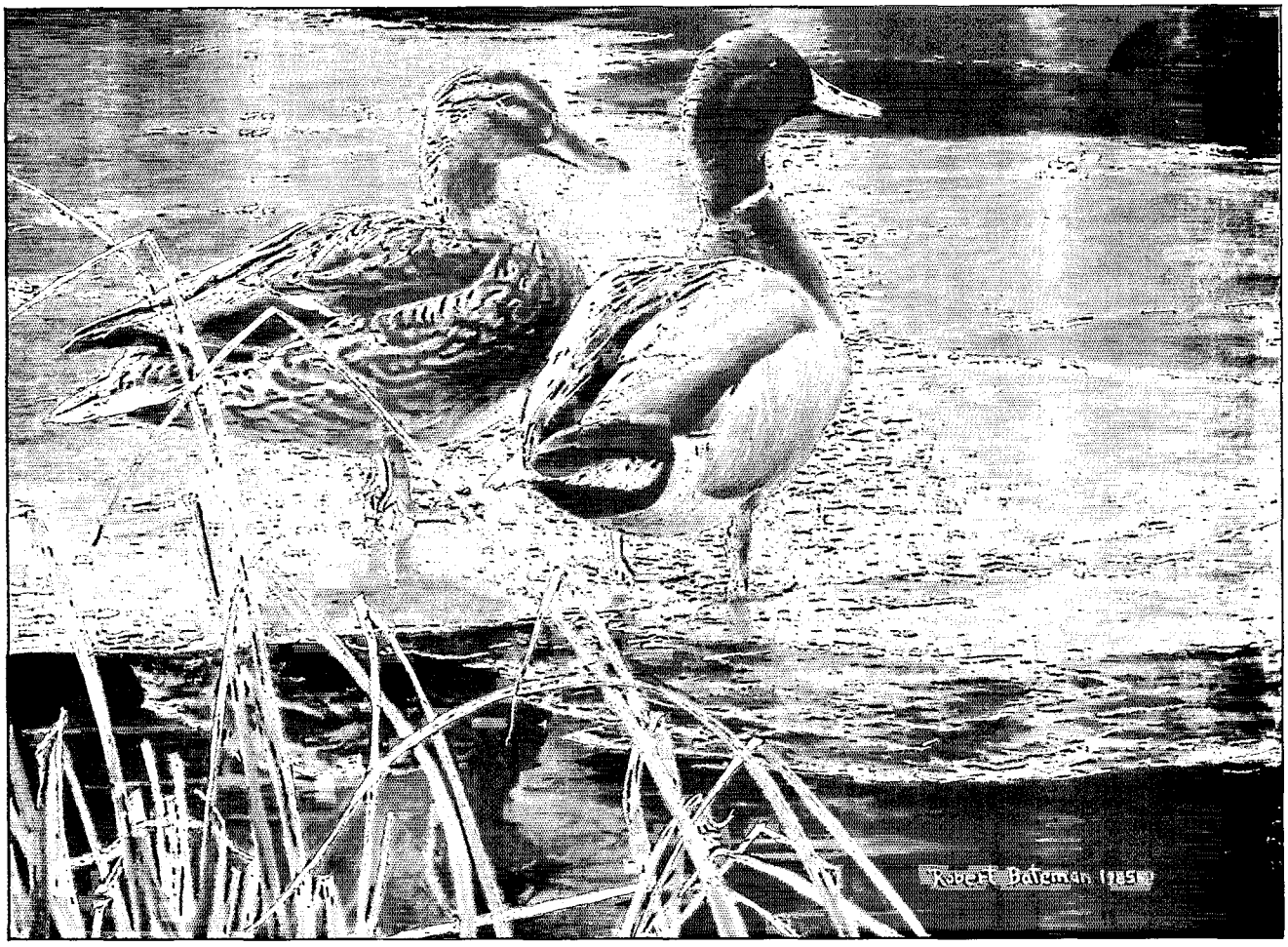
Wildlife Art

Conservation stamps and prints are popular art investments.



© 1985 Robert Bateman. Canada's first wildlife habitat conservation stamp issued in 1985. Courtesy of the artist and Mill Pond Press, Inc., Venice, FL 33595.

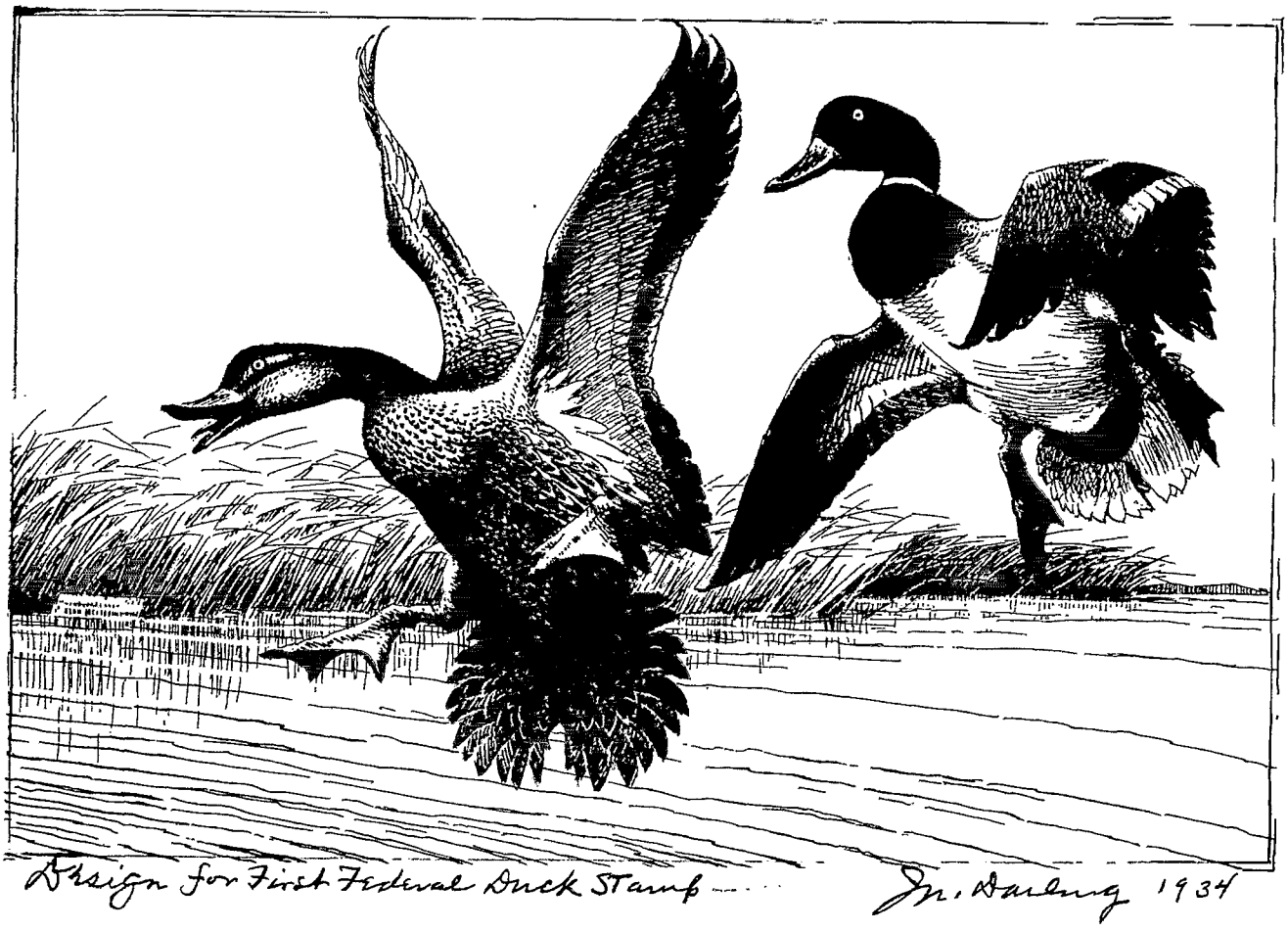
by MARIAN TRAINOR ♦

Wildlife art was the very first art form. Did not our early ancestors draw characters representing the bison, the mammouth, and the sabre-toothed tiger on the walls of their homes? Yet it was only in 1934, when the first federal duck stamp was issued, that wildlife art truly became available to the general public. Now the stamps and prints issued in the name of conservation have become "in" collectibles and have moved into the living rooms and studies of countless homes.

Franklin D. Roosevelt launched the conservation art movement when he named J. N. "Ding" Darling, a cartoonist with the *Des Moines Register*, to head the Biological Survey (now the U.S. Fish and Wildlife Service). That same year, Congress passed the Migratory Bird Hunting Stamp Act, which required waterfowl hunters to buy a federal stamp and affix it to their licenses. Proceeds from the sale of the stamp were to be used to preserve migratory bird habitats. According to *Midwest Art*, "since 1934, more than 83 million duck stamps have been sold, providing more than $240 million and buying more than 2.5 million acres for the National Wildlife Refuge System."

The design of the first stamp fell naturally to Darling. His small sketch depicting a pair of mallards dropping into a windy marsh made a significant contribution to conserving this country's waterfowl.

Grosse Pointe residents are fond of collecting these stamps, according



to Dean Jabara, owner of Wild Wings Gallery. Jabara notes that stamps are often purchased by women as gifts for fathers, husbands, sons or brothers. Prints of the stamps are also popular purchases.

Although "Ding" Darling was the first to design a federal duck stamp, he was not the first to make a print of his design. That idea was the brainchild of Ed Thomas and Ralph Terrell, who worked for Abercrombie and Fitch's Book and Art Department. Thomas contacted Richard Bishop, designer of the 1936 stamp, and requested an etching. From this idea of producing a print from a stamp came the concept of framing the print with its corresponding stamp. Thus was born the stamp/print art program.

During the early years of the federal stamp program, artists published their designs mainly for prestige in the small world of wildlife devotees. In the mid-Sixties, however, enthusiasm for collecting stamps and prints as a series began gaining momentum. By 1974, prints were available only to those who ordered them in advance.

Over the years, some designs have been issued in first, second and third editions. The ultimate collection is one print of each edition; a full series up to the present would consist of eighty-seven prints. Only two complete collections such as this are believed to exist.

More than 83 million duck stamps have been sold, providing more than $240 million for the National Wildlife Refuge System.

From a collector's standpoint, however, one print of each year's design would constitute a complete set. There are approximately fifty-five of these full sets in the hands of collectors, each valued at approximately $100,000. These same stamps and prints purchased at their time of issue would have required an investment of less than $2,000.

From the very beginning, duck stamps were designed as miniature works of art. Prominent wildlife artists were invited to contribute designs for the annual stamps. Such well-known artists as Frank W. Benson, Joseph D. Knap, Roland Clark, Lyn Bogue Hunt and Frances Lee Jacques produced artwork for early stamps.

As the prestige of creating the federal duck stamp design grew, other wildlife artists began to submit unsolicited waterfowl art voluntarily, in the hope of joining the list of distinguished artists who had already contributed. Because of this enormous interest, U.S. Fish and Wildlife Service artist Robert Hines suggested that an annual competition be initiated.

Roger Preuss of Minnesota won the first design competition in 1948. The only art contest regularly sponsored by the federal government, it provides the opportunity for a virtually unknown artist to gain national recognition. Winners become the center of incredible attention. Art galleries and collectors pursue their art, and prices escalate.

art

In 1984, the U.S. Postal Service issued a twenty-cent commemorative stamp to honour the fiftieth anniversary of the enactment of the Migratory Bird Hunting Stamp Act. The postal stamp bears the same design as Darling's first federal duck hunting stamp.

In addition to the federal duck stamp program, thirty states, including Michigan, issue their own hunting stamps for waterfowl, pheasant, game and trout.

While the United States has celebrated fifty years of federal duck stamps, Canada issued its first wildlife habitat conservation stamp only last year. It was initiated by Wildlife Habitat Canada, a national foundation to encourage the retention and stewardship of wildlife habitats for present and future generations. Termed the most ambitious and important funding program in North America, proceeds from the stamps and prints will provide much-needed conservation revenue.

The original stamp design was painted by Robert Bateman, who enjoys an international reputation. Perhaps seeking the same success enjoyed by the American program, Bateman's design depicts two mallards in the early morning, reflected on the shiny surface of new, thin ice. "I was excited by the translucent brilliance of the sun shining through their legs and the light bouncing up off the ice," Bateman says.

Bateman's realistic style has captivated collectors on four continents. Robert Peterson says of him: "If I could paint like anybody in the world, I'd like to paint like Bateman."

More than 50,000 prints of Bateman's design have been sold, surpassing the previous record of 33,000 set by the 1984 U.S. federal conservation print. Recently, Bateman offered twenty paintings for sale at one gallery; three hundred people offered bids, and a lottery had to be instituted.

Hunting stamps have moved far beyond their original purpose of generating revenue for conservation projects. Now they are part of a flourishing art market, where collectors not only enjoy exquisite paintings-in-miniature but also have the pleasure of watching their investments steadily appreciate. ◇

Marian Trainor is a columnist for the Grosse Pointe News; *she also reviews books and movies for the same newspaper.*

Fisher Vineyards

A familiar Detroit name graces some of California's finest wines.

by BETTY S. YOUNG ◆

Body by Fisher has taken on new meaning since former Grosse Pointer, Fred J. Fisher II, applied his family's well-known slogan to the business of wine-making. A grandson of Charles T. Fisher, one of the seven Fisher brothers who developed the auto body used by General Motors, Fred Fisher has developed Fisher Vineyards with the same dedication to excellence, the same perseverance and the same dream of creating something of his own.

His architecturally acclaimed California winery, featured in the May 1983 issue of the *American Institute of Architects Journal*, is elegantly simple. Built on a knoll halfway up the Mayacamas Mountains, it is an hour and one-half's drive north of San Francisco and three and one-half miles north of the juncture of Highway 12 and Calistoga Road.

The approach to the winery is steep and winding, with few provisions for passing on the private one-lane

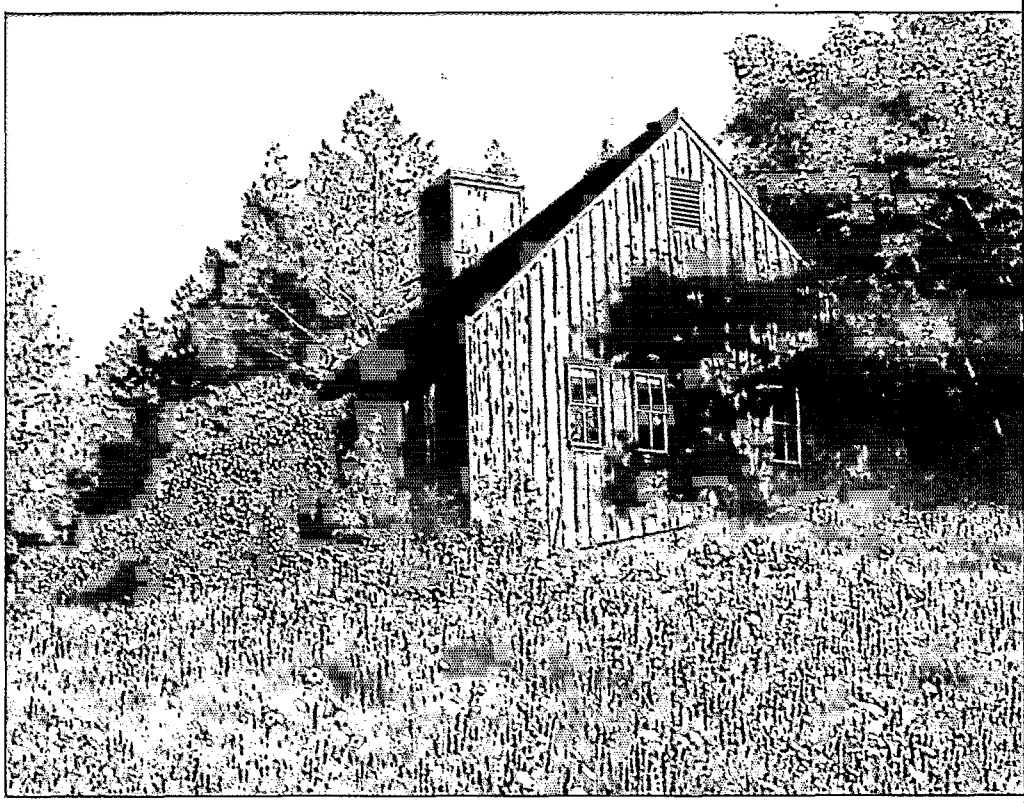
Fred J. Fisher II

road. Here, at mile's end, Fred cleared acres of Douglas firs and giant redwoods. Into the side of the mountain he built his home and, two hundred yards away, the winery. A double-deck pool complete with waterfall lies between. The simple, rustic exterior of the winery was constructed from two 165-foot-high redwoods, felled, timbered and milled right on the property. The lumber is as fine as can be had anywhere, according to Fred.

Fred contrasts his winery to that of Ernest and Julio Gallo, the nation's largest. At Gallo, one tours the winery by bus. At Fisher, one stands in the center of the 4,500 square foot, two-story structure and, with one pivot, sees it all! There is no "tasting room" for tourists. Serious wine buffs, however, are welcomed by appointment.

The brief history of the Fisher winery and vineyards began when Fred, a highly successful management consultant and still a bachelor at age thirty-nine, decided to make a dramatic career change. A graduate of Portsmouth Priory, Princeton University and Harvard Business School, Fred began his career at Cadillac, but the lure of the west and the fast pace of the electronics industry proved irresistible. Moving to California, he worked as senior consultant for the international marketing consulting firm of Cresop, McCormick & Paget, subsequently developing the Pacific rim territory for Interway, a division of TransAmerica. However, after twenty-five trips in three years to Tokyo, the Far East and Australia, Fred was more than ready for a change.

Divesting himself of his three-button suit, he studied viticulture (the cultivation of grapes) and enology (the science of wine and wine-making) at Napa and Santa Rosa Junior Colleges and the University of California at Davis, then hired himself out as a cellar hand at a local vineyard, earning minimum wage. With hose in one hand, shovel in the other, he learned wine-making literally from the ground up. In 1973, he purchased his picturesque hillside property in the Mayacamas Mountains, a site he was told was ideal for vineyards. Land was cleared in 1974, and nineteen acres were planted — half with chardonnay grapes, half with cabernet sauvignon. By 1979, the vines had matured enough to bear sufficient fruit for Fisher to make wine; thus the winery was built.



Fisher Vineyards winery is elegantly simple, built on a knoll in the Mayacamas Mountains.

In the meantime, Fred had married Juelle Lamb, and together they did everything. He had cleared the land and planted the vineyards; now they harvested the grapes and made the wine. With his large, sturdy frame, he still claims to be the brawn of the operation. Recently, however, he hired Henryk (Max) Gasiewicz as enologist and cellar master. He joins Charles Ortman, a consulting enologist since the operation began, and Frank Gonzalez, vineyard foreman, as part of Fisher's select team.

The success of Fred's "one-man operation" is apparent when one tastes his wines. The chardonnay is crisp with good acid structure, uncompromised by residual sugar. It has aged slowly, reliably in Limousin oak for eight months, allowing the hillside grapes to develop a full complex flavour. The initial flavours are underlaid with additional flavours which one continues to taste. Fred presents the natural flavours "as best we can" in the finished wine, with oak flavours from the aging process in the background. The hillside grapes from Sonoma are blended with valley floor grapes from a vineyard Fisher purchased in Napa. Both grapes have comparable flavours. Although the valley grapes lack the depth of the hillside grapes, the lush river bottom soil lends a more aromatic character not yet developed in the youthful hillside grapes.

The cabernet sauvignon is elegant, with wonderful fruit flavour. Again, Fred blends the Napa with Sonoma to develop the wine's texture (the feel in the mouth). The '79 cabernet, the winery's first release, is at its best now — velvety smooth, with delicious flavour indicative of cherry and chocolate. Fred recommends you save a sip for after dinner to taste with a bittersweet truffle. But just a taste. Too much will cause an unpleasant contrast with acid and sweetness. The cabernet is not overpowering, reserved rather than robust and forward. It has been aged two years in sixty-gallon Nevers oak, then one and one-half years in glass before its release.

All Fisher wines are vintage dated. The chardonnays are all one hundred percent varietal. The cabernets are also one hundred percent varietal, except the '82 vintage, which was softened with six percent merlot. The tannin was stronger that year, reduced in the resultant blend. By law, seventy-five percent of the grapes must be of the varietal named on the label.

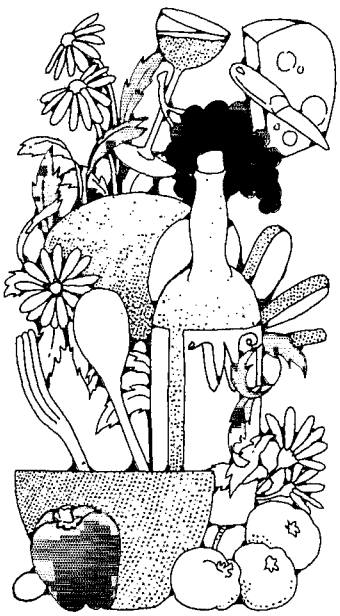
Fred's wife, Juelle, shares two of her recipes with us; she suggests serving Fisher Vineyards Cabernet Sauvignon with both.

Top Sirloin Kebab

2 pounds top sirloin — cut into one-inch squares
½ cup soy sauce
1 tablespoon grated fresh ginger
3 cloves of garlic, minced
1-2 tablespoons of olive oil

Combine all ingredients and marinate overnight. Place meat on metal skewers. Set on grill 3-4 inches above a bed of grape canes set on top of hot coals. Turn and brush on marinade frequently to retain and develop all of the flavours.

(Cut canes from backyard grapevines, or visit Fisher Vineyards to pick up a complimentary bundle of fine varietal canes.)



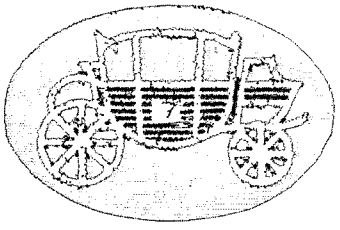
Butterflied Leg of Lamb

1 cup olive oil
3 tablespoons honey mustard
¼ cup raspberry wine vinegar
3 cloves garlic, crushed
pinch of fresh thyme

Rub mustard on leg of lamb. Combine other ingredients and pour over lamb. Marinate in refrigerator for two days, turning frequently.

Barbecue on grill, high enough not to char meat. Brush with marinade and watch closely as some areas tend to cook faster due to thickness. These can be cut from the leg and moved to the side to keep warm. For an added touch of flavour, a fresh sprig of rosemary can be placed on the coals with the grape canes.

Fisher wines are elegant, with complex flavours carefully balanced to harmonize with all the elements of the wines. Specifically crafted to complement fine cuisine, they are young and enjoyable at time of release. However, part of the fun of wine is experiencing the changes brought by age, continuing to increase in complexity with time.



Gourmet Danny Kaye boasts that the '79 Fisher Chardonnay, Fred's first release, is the best white California wine he's ever tasted. The '81 is great now. In the January 1986 issue of *Bon Appetit*, Anthony Dias Blue ranked Fisher Vineyards 1983 Chardonnay (released in 1985) as one of the best California wines of the year, and the November 1985 *Wine Spectator* rated the 1982 Fisher Vineyards Cabernet Sauvignon near the top of its list. Ed Jonna of the Merchant of Vino in Southfield claims anyone who tastes the cabernet comes back to buy a case! The 1984 Fisher Vineyards Chardonnay, which will be released in the fall of this year, is believed to be the best so far and will bear a gold "Fisher coach" insignia on its label.

According to local distributor, Rick Lopus of Decanter Imports, "the wine bespeaks Fred; it's wine with personality. It's refined, not showy, not flashy, not pretentious." Lopus states that Fisher wines are so impressive he uses them as a barometer. Whether the wines speak for themselves, or whether Lopus does the speaking, he has stocked the shelves and cellars of all the finer metro area wine merchants and restaurants with Fisher chardonnay and cabernet.

When Fred comes east, he visits as many who carry his product as he can, including Bill Moir at Farms Market and Roy Lombardo of the Park Place Cafe. Roy relates the story of how he complimented two customers on ordering Fisher wine and expounded on its merits. The customers thanked Roy and revealed their identities — Fred's mother and his brother Chick.

There is a very strong demand for California wines this year. In the last four to six months, the price of French wines has nearly doubled, according to Moir. As French wines are soaring in price, California wines are soaring in quality. A noticeable increase in California sales has taken place, particularly in the eastern states, where European wines were formerly preferred.

Increased sales demand increased marketing efforts, requiring Fred to devote more of his personal time to marketing.

food

In 1985, Fred produced 8,000 cases. He now plans to expand "by inches" to 12,000 cases, plant a little merlot and add a barrel cellar. Any additional increases will only be in price.

Fisher commands a fair price for his wines now. The '83 chardonnay retails for approximately $14.95; the cabernet sauvignon, for $12.95. In a local restaurant, expect to pay between $19 and $27.

Fred Fisher's dream of creating "something that I could see and that was mine" now enriches winelovers' tables from coast to coast. His concentration on making only two varietals to the highest standards of the winemaker's craft reflects his breeding. What he has succeeded in bottling is not just fine wine but the Fisher family's tradition of excellence. ◇

If you wish to visit the winery, please contact Fred Fisher, Fisher Vineyards, 6200 St. Helena Road, Santa Rosa, California 95404, for an appointment and specific directions.

Sing Sweet, Sing Mellow

Local singers raise their voices just for the joy of it.

Left: Malcolm Johns with Frank and Elizabeth Sladen in 1953, the year the Chorus was formed. Right: Retiring director Richard Johns.

by BEN WALKER

There is no doubt that the Grosse Pointe Symphony is one of our community's special jewels (HERITAGE, October 1985). Unfortunately, its vocal counterpart, the Grosse Pointe Community Chorus, is less well-known, though both groups were formed at approximately the same time.

A great wave of civic or community choirs swept across the United States in the expansive years following World War II. Until that time, most civic choirs were associated with universities or major symphony orchestras in large cities, and very few suburban areas had either a chorus or orchestra of note.

The concept of civic choirs had (and still has) its strongest hold in the British Isles, particularly in Wales, where good choral singing is not only a major art form but a necessary social skill. During the "Empire" days, it was not unusual for Londoners to hear performances of *The Messiah* with as many as five thousand singers! Choral music has never reached such proportions in the states, but civic choirs of three hundred singers are not unusual. The only area chorus to reach this size is the excellent Choral Union of the University of Michigan.

The history of the Grosse Pointe Community Chorus is unremarkable. The people behind it are not. Dr. Malcolm MacLean Johns and his wife, Marian, formed the Chorus in 1953, after eliciting the interest and support of fifteen friends. Both Johns had backgrounds steeped in music — she with a bachelor of music degree from Salem College, and he with an undergraduate music degree from Oberlin College and a master's degree in music and organ from Wayne State University, where he taught and conducted for forty-two years.

For the first rehearsal, one hundred and four people showed up at Parcells Junior High School, which was not yet completed. "There was such a

definite need at that time," says Marian, referring to the decision to start the Chorus. At the same time, the Johns decided that it would be best for the Chorus to buy its own music and then "lend" it to the Grosse Pointe library. Over the years, the Chorus has accumulated a small fortune in four-part music, and the Library is now caretaker of approximately 110 linear feet of music, much of it out of print. The music is loaned, at no charge, to school choruses, area community choruses, theatrical groups and local church choirs.

The Grosse Pointe Community Chorus is open to anyone who loves to sing, whether trained or untrained. There are no auditions. The group meets Tuesday evenings, 8-9:30 p.m., from mid-September to early April, at Parcells Middle School. Registration sessions are held twice a year, in fall and winter. The teachers, salespersons, doctors, secretaries, homemakers and students who compose the Chorus gather every week just for the joy of lifting their voices in song. Lois Battjes says, "This group has been like my second family, and Tuesday nights have always been my favourite nights out."

The Chorus is a compatible mixture of faithful old-timers and newcomers, who sometimes feel intimidated by the group's high standards. Veterans are generous with advice and moral support, and new members are helped through difficult spots by the strong singers in the group.

Many members discover other talents or strengths of which they were unaware. Singers take on a host of other duties, doubling as the Chorus' accountants, typists, photographers, publicists, and ticket salespersons. Some take on the chore of baking the homemade cookies traditionally served to the audience at the end of each concert — a delightful, and delicious, custom.

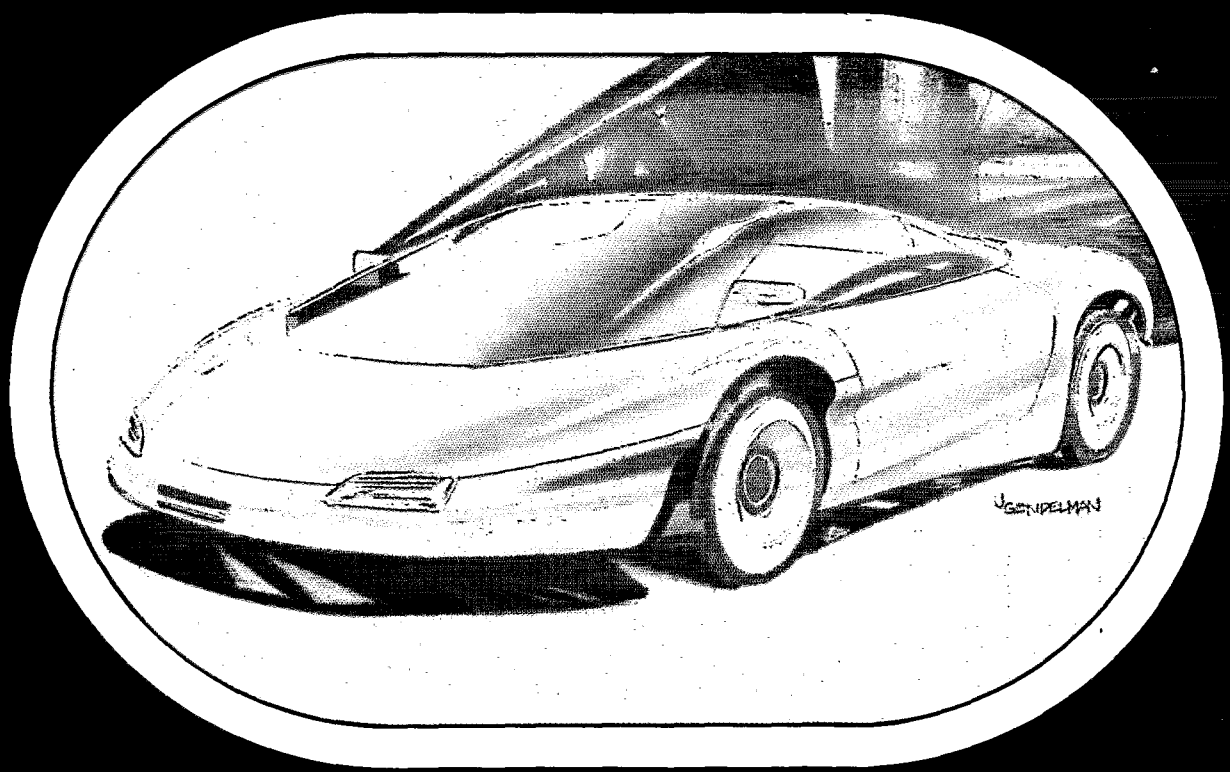
Conductor Richard Johns (no relation to founder Malcolm), who ends his twenty-two-year tenure with the Chorus this year, says, "It's hard to pick good music for a chorus, because you've got to challenge your singers to a certain extent, yet you've got to please a very mixed audience that ranges from little children to retired adults. The music can't be too simple, and it can't be too long."

Johns regularly succeeds in transforming his amateur singers into concert performers in the fourteen hour and one-half rehearsals that precede each concert. A dapper, white-haired musician who studied at the New England Conservatory of Music and played violin in Arthur Fiedler's NYA Symphony, he enlivens rehearsals with a sense of humour, an attribute he feels essential to a successful choral director. The position demands dedication, flexibility, understanding — and an enormous amount of time. But when the concert begins, the rewards are commensurate. "It must be very enriching (for Johns) to hear that sound bounce back

continued on page 125

HERITAGE

A Journal of Grosse Pointe Life



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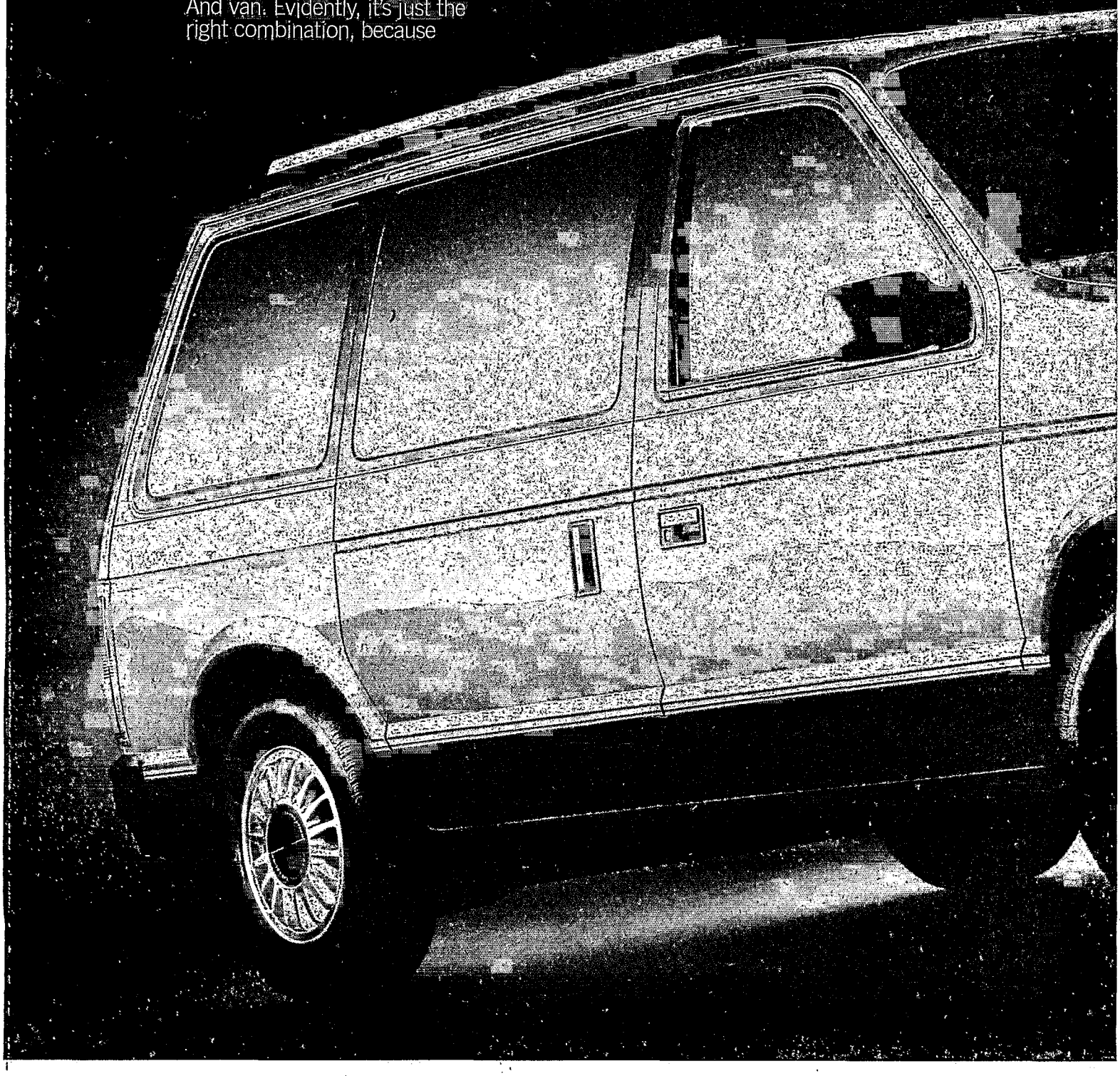

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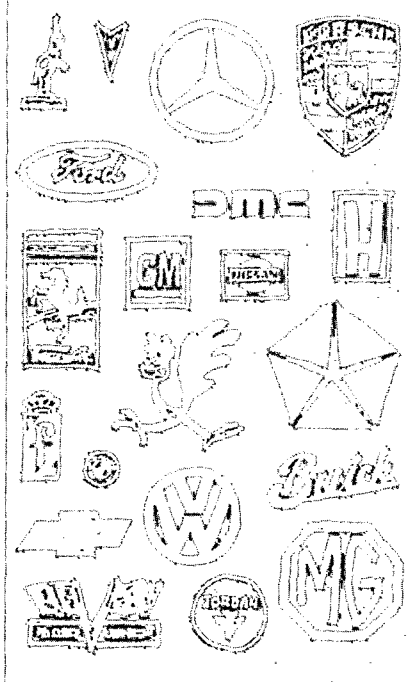


Irreconcilable Differences

There is something funny about men and cars. I never gave it much thought when I was younger, but it was always there. Boys with their heads under car hoods or their feet under car motors were a natural part of the teenage landscape; wiping dirty fingers on equally dirty rags, they tinkered with all things automotive, one eye on the ever present, nearby girls, who were sometimes impressed, but more often disinterested.

It was not until I had a son of my own that I started becoming aware of these differences. When John was a preschooler, he filled his days with elaborate driving fantasies. Down streets, up hills, and around curves built of blocks, he pushed and pulled the matchbox cars and trucks originally purchased for his older sister. She, of course, had never touched them — despite her liberal parents' determination that she not be limited to "female" playthings. As John grew older, the cars and trucks were replaced by pictures of sports cars — always red — culled from newspapers and magazines and taped over every available inch of space in his room. Not a decorating device I could understand, but his room was, after all, *his* room.

The summer John was nine, we went to Europe — intent on visiting fabled monuments, exploring great museums, and exposing the children to an exciting world beyond the boundaries of their own country. John had other ideas. Darting in and out of every car dealership we passed, he investigated the only facet of European culture important to him at the time — cars. Each day his formidable collection of foreign car literature and posters grew, causing consternation among the practical-minded adults charged with the problem of transporting it all home, wrinkle-free.

One warm Sunday afternoon in London, our group straggled through pedestrian-deserted streets toward Westminster Abbey. John sulked behind, alternately dragging his toes along the pavement and kicking at imaginery trash, muttering threats of noncooperation. He was not going in one more church, he declared darkly. He was sick of museums, tired of paintings, fed up with picture taking. (This was definitely not going to be one of his finest days.) And then, in an instant, his mood changed. For parked alongside the curb just ahead of him was a pristine, white, kit-built Mercedes replica. John bolted for it with an enthusiasm no great masterpiece ever elicited. He circled it awestruck, poked his head through the glassless side windows, ran his fingertips lightly, reverently along the hood and leather interior. His sister, still oblivious to automotive charms, leaned disinterestedly against a shop window, tapping out her impatience with her shoe. Then, wonder of wonders, the child who at best had viewed picture taking as an obligatory annoyance and at worst had refused to participate in an adult-perpetrated evil, uttered the cry of tourists everywhere: "Quick, somebody, take a picture!"

So there he is, foot perched forever on the running board, hand barely touching the instrument panel, tentative smile masking his worry that the privileged owner might return at any moment, order him away, and drive off, leaving him in the dust.

My own attitude toward cars has been very different. I didn't get a driver's license until I was twenty-five years old. I had an infant daughter then, and being able to drive was the ticket to independence for both of us. Our family

by KATHLEEN ROBERTS

owned a green MG at the time, and after giving me a single lesson, my husband suggested that I prolong the life of the gear system by going to driving school and practicing on *their* cars. For six months after passing my driver's test, Kate and I drove through the streets of Washington, D.C. and its adjoining suburbs — shopping, visiting, doing errands.

Sometimes, at red lights, the driver of a car next to mine would rev his motor furiously while trying to catch my eye — a wordless challenge to race ahead at the first glimmer of green, to test our mettle and that of our cars, to prove...what? I never knew. I always looked straight ahead, hands gripping the steering wheel, waiting for the light to change and the challenger to leap ahead of me, tires screeching at my refusal to take them on.

Never once did I feel sporty, or jaunty, or daring in that car; instead, I felt cramped, uncomfortable and vulnerable to every road warrior who took one look at us and wanted to race. Finally, one evening at the airport, we drove away with my purse still on the roof of the car, forgotten in the machinations required to squeeze adults, baby and luggage into a car that refused to accept all of us. The next day we decided to sell the MG. It broke my husband's heart. Mine never missed a beat.

Since then, I have lived with a succession of cars, all of which have been forgotten the instant they were given their final ride to the used car lot. My relationship with them all has been one of benign neglect. I demand only one thing from them — divine reliability. The car must start when I want it to, and it must get me to and from any destination dependably. It must not die on cold winter mornings, nor should it break down on freeways or cause trouble on trips. Everything else is immaterial.

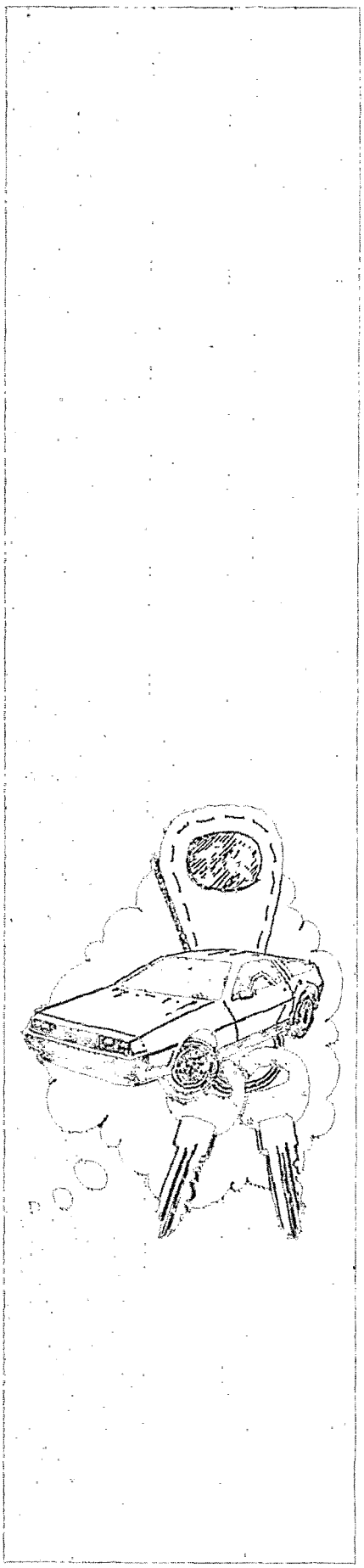
In return, I give it nothing — not maintenance, nor interest, nor even notice. I begrudge the engine oil, and the tires air, and when it is painfully clear that a tuneup is warranted, I rail about the inconvenience and expense, feeling I have somehow been let down again.

Not so with men. They seem to *like* their cars, to take them under their wings and care for them — tinkering, adjusting, cleaning, waxing. They spend time with them, understand them, make allowances when they fail. In truth, they establish a relationship with them, though most do not recognize it as such.

Eckert Guthe, corporate marketing director of Conde Nast, says that women are more rational than men when they buy cars. "Men are more likely to view an automobile as an extension of themselves," he explains, "while women place a high value on a car's dependability." I suppose that's as good an explanation as any. I've talked to men about cars — men who attend auto shows, who purchase vintage models, who buy new cars every spring. Not surprisingly, none had given the matter any thought. Some spoke of power — having it, controlling it, turning it on and off. Others mentioned beauty, or fun, or status. But all were reaching for an answer to a question they thought strange. For they all had easy, comfortable relationships with their cars, ones that needed no scrutiny because they were natural. They got something from their cars I had never gotten — pleasure, pure and simple. And when you find something that gives you pleasure, you take good care of it.

I, like many other women, have found my pleasures elsewhere — in softer, quieter forms. The sound of a well-tuned motor, the smell of leather upholstery, the sparkle of chrome hold no charms for me. The car that causes the least trouble, that makes its presence unobtrusive, is the car of my dreams.

The car I own now is no pretty picture. Pock-marked with rust, feeling its age at times, it is still remarkably reliable. Putting down the street one early morning enroute to school, John points out the metal gray DeLorean parked near the light where we are stopped. I nod a mechanical acknowledgement. "When I grow up and get rich," he says, "I'm going to buy you a red Porsche, Mom. Wouldn't that be neat?" I am tempted to say that I'd rather have a trip to Europe, or dinner at a four-star restaurant, or an IRA. But then I remember that this is my male child. "That would be nice," I answer, accepting his proffered gift with masked misgivings. "I know," he says contentedly, leaning his head back against the seat, eyes closed, already driving the phantom car at reckless speeds along exotic highways. The light changes; I grind the gears a bit, then buck forward across the intersection and on to school — my son and I — his head floating in automotive clouds, my foot planted solidly on the clutch. ◇



Good Things Come In Threes

Third generation automotive man William R. Chapin speaks of family, friends, and the new look of the auto industry.

by KATIE ELSILA

The gleaming 1909 Hudson roadster sits proudly in the glass and slate lobby of American Motors Corporation's international headquarters in Southfield, Michigan. Competing with the 1986 Alliances, Encores and Jeeps also on display, the handsome Model 20 earns its fair share of admiration. A brass plaque informs visitors that this rich maroon beauty with leather seats and black and gold exterior sold for $900. It further explains that Roy D. Chapin was a founder and an original stockholder of the Hudson Motor Company, which merged with Nash-Kelvinator in 1954 to become the American Motors Corporation.

On a gray, wintry day in January, Roy D. Chapin's thirty-eight-year-old grandson, William, welcomes a visitor to his modern nineteenth-floor office overlooking I-96 and Northwestern highways.

Chapin is third generation AMC. Grandfather Roy was a founder and father Roy D. Chapin, Jr. was president of the company from 1967 to 1977. Today William R. Chapin is vice-president of international marketing.

Chapin's grandfather earned his place in automotive history on two counts. Before founding the Hudson Motor Company, Roy D. Chapin worked at Oldsmobile. In 1901, in an admirable feat of promotion, Chapin drove an Oldsmobile from Detroit to New York, covering the distance in seven and one-half days, at an average of fourteen miles per hour.

"Grandfather died before I was born," explains Chapin, "but family lore has it that after what must have been an exhausting journey, grandfather pulled up in front of the Waldorf Astoria and was told to go around back to the servants' entrance because he 'looked like hell.' "

Roy Dikeman Chapin died of pneumonia after serving as Secretary of Commerce under President Herbert Hoover.

* * *

Though the company that Roy D. Chapin founded is one of the pioneers in the U.S. automobile industry, tracing its ancestry to the turn of the century, many people view it as an underdog. Describing AMC in an article last year in *Barron's*, Richard Rescigno commented, "If someone were casting the automakers in a TV saga called 'Detroit,' General Motors would be the fabulously wealthy domineering patriarch, Ford and Chrysler would be the jealous, ambitious relatives, the imports would be the brooding, threatening strangers, and American Motors . . . well, it probably would be the down-at-the-heels bystander who gets shot during a gunfight among the others."

Reacting to the underdog image, Chapin says, "When you compare AMC to auto manufacturers around the world, you find that there are certainly many who are smaller than we are. Nobody calls Mazda or Toyota underdogs. We're perceived as an underdog because of our close proximity to the Big Three in Detroit."

Chapin admits, "AMC has suffered from a conservative image. The median age of the typical AMC buyer

William R. Chapin
PHOTOS BY ELIZABETH CARPENTER

used to be around fifty-two years; we had a conservative, older clientele of loyal followers that was very strong in the midwest and the northeast. Now, with the introduction of the Alliance and Encore, the median age has dropped to thirty-three or thirty-four."

Chapin continues enthusiastically, "We're going to be expanding our market with a wider range of products in the next two and one-half years. We're going after the younger, more affluent, well-educated buyer by offering a wider range of products."

The sandy-haired, lean-looking Chapin closely fits the profile of AMC's target customer. Right now he's driving an AMC Jeep Wagoneer, but in 1987 when AMC's expanded line comes out, look for him behind the wheel of a new Renault Alpine, which will be "AMC's answer to the 944 Porsche."

Not surprisingly, Chapin has been driving AMC cars all of his life. His very first car, he admits ruefully, was a tan 1964 Rambler American. "Everybody has great stories about their first car," he says. "Well, mine was a '64 Rambler American. It was a *great* car, with reclining seats and everything, but it doesn't match up to a '57 Chevy. When everybody tells their first car stories, I keep my mouth closed!"

Chapin began working at AMC during the summers when he was still in school. Since his graduation from college he has held a number of assignments within the company. "My goal," he says, "is to fill a wide variety of positions to understand our organization and the auto business as best as possible."

In 1982 Chapin served as manager of the Renault Alliance launch task force and then moved to Paris for two years as liaison for market and product planning of U.S.-Renault products for France. He was appointed AMC's director of international marketing in September 1985.

According to Chapin, his father Roy D. Chapin, Jr. was the guiding light behind AMC's association with Renault.

As Chapin explains, in the late 1970s, AMC found that it needed engineering and technical assistance with front-wheel-drive vehicles. At the same time, Renault of France had cars to sell, but lacked a dealer organization in the United States. So the association evolved out of the mutual needs of the two companies. AMC wanted French technology and Renault sought expertise in reaching the U.S. market. The first car born of the Renault-American affiliation was the Renault Alliance, which was introduced in the United States and Canada in September 1982.

In the past six or seven years, all of the Detroit car manufacturers have developed joint manufacturing plans with auto companies outside the United States. According to Chapin, AMC and Renault molded the first of these joint ventures.

"Learning how another culture operates in the car business was very beneficial," says Chapin. "When I was working with Renault in Paris, I learned to think of the French business style as a kind of French poetry — I mean the way they flow in an office situation. It's very different than American business; Americans are very direct. They walk in, ask five questions, get five answers and the meeting is over. A meeting there is not held to discuss agenda items. The issue is considered in pre-discussions or in private meetings. When you get to the meeting, the decisions have

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There's a new truck on the road.

It's called Comanche.

It's built by Jeep.

It's been named Four Wheeler of the Year.

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Safety belts save lives.

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Inventive Genius Marks the Automobile's Early Days

Our automotive engineering history is filled with unsung heroes.

The hopes, dreams, and aspirations of the American public were running high in the early 1890s, when automotive history was in its infancy. Many people professed the dawning of a "new age" of inventive genius destined to bring about social and economic changes of profound consequences with the turn of the century.

Preparations for the World's Columbian Exposition, better known as the Chicago World's Fair of 1893, included rewards to exhibitors of "steam, electric, and other road vehicles propelled by other than animal power." Although unable to exhibit a horseless carriage in time for the fair, Charles Duryea, one of America's foremost automotive pioneers, later recalled that this announcement encouraged him and many fellow experimenters in the face of discouraging ridicule and pity by some skeptics. On September 21 of the same year, however, Duryea's younger brother, Frank, drove what is usually cited as America's first successful gasoline-powered automobile in Springfield, Massachusetts, which Charles had designed and Frank had then carried to completion.

Inventor William Morrison of Des Moines, Iowa, who is credited with constructing America's first electric vehicle in 1891 and driving it on the streets of Chicago a year later, did not attend the fair. However, the vehicle was exhibited by its new owner, Harold Sturgis. It was displayed in the Electrical Building, and a few lucky fairgoers were given their first thrilling ride in a horseless carriage. Those who rode later recalled riding in the Sturgis Electric, as the new owner brazenly had labelled his purchase, thereby depriving William Morrison of the fame rightfully due him as the builder of the car.

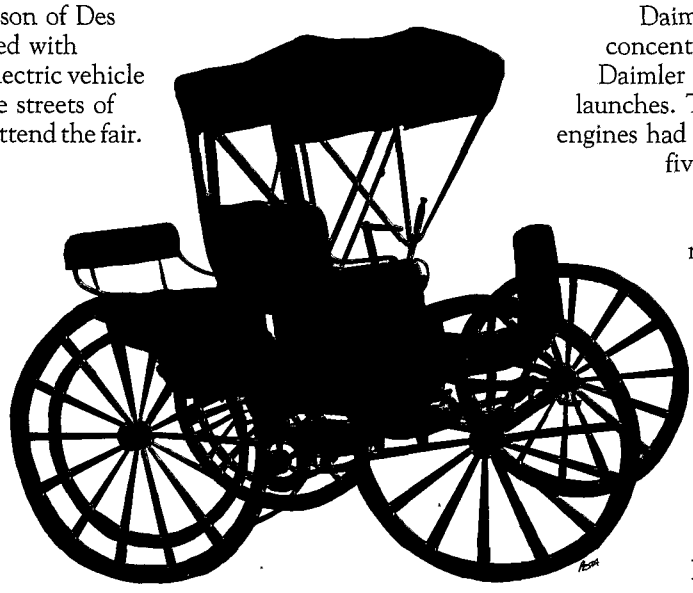


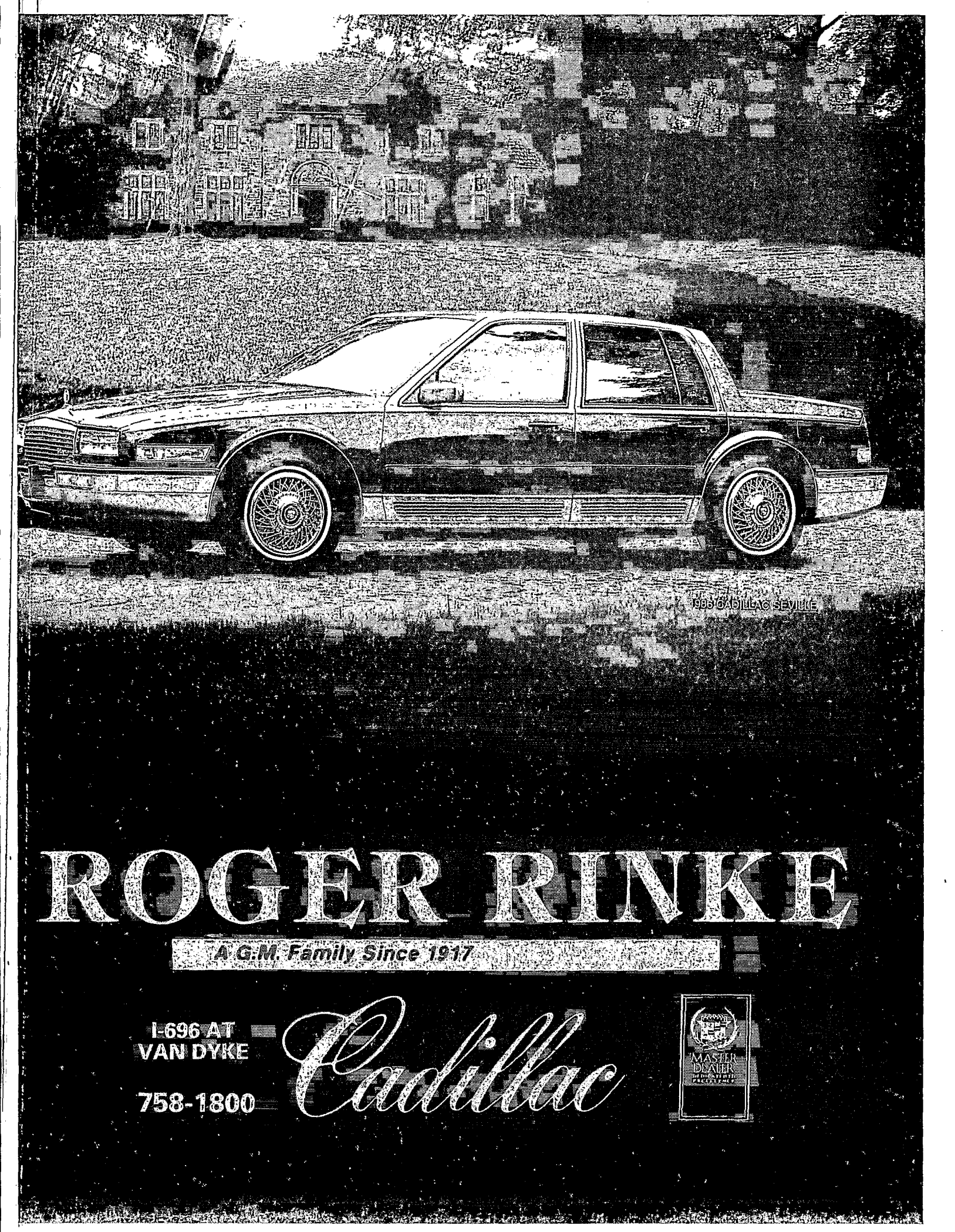
ILLUSTRATION BY KAREN PESTA

Also exhibited in the Electrical Building was a battery-operated, three-wheeled rolling chair, the Keller-Dengenhart, which carried as many as three riders down the aisles of the building, but was probably not intended to be a road vehicle.

It is generally not known why early automotive pioneer Ransom E. Olds of Lansing, Michigan failed to exhibit a vehicle at the fair, since he had put together two steam-powered horseless carriages and received national recognition in a magazine in May, 1892. A steam-powered carriage of the type that had been in existence for more than a century was brought to the fair by circus performer Achille Philion, who patented it in 1892, but it may have been the only one exhibited.

The only gasoline-powered vehicle on display was a quadricycle by the Daimler Motor Company of Long Island, New York. The firm was established by the American piano manufacturer, William Steinway, who had acquired the American rights to products patented in Germany by Gottlieb Daimler. Steinway had hoped to manufacture the Daimler automobile but initially concentrated on manufacturing the Daimler gas engine for use in motor launches. The extensive display of gas engines had a lasting impact on at least five visitors to the exposition. George Forsyth and Olaf Nelson of Franklin, Minnesota, were inspired to use gasoline engines in two vehicles they built in 1894 and 1897, as was Elwood Haynes of Kokomo, Indiana, who completed his famous horseless carriage in 1894. Thirty-year-old mechanic Henry Ford took a brief holiday from his job in Detroit to visit the fair. He

by TIM TIPTON



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may well have studied the gas engine displays, particularly the Otto engine, a type Ford had known about and worked on for more than eight years. The attraction Ford remembered best was "a small gasoline engine that had been mounted on a wide two-wheeled horsecart, and was used for pumping water," possibly a motorized fire engine said to have been part of the Daimler Motor Company's exhibit. It is easy to speculate that Ford developed ideas from the Chicago exposition which affected later efforts, such as his 1896 quadricycle, designed with assistance from fellow Detroiter Charles King.

King had developed a pneumatic hammer used for riveting and caulking, secured patents on it, and displayed it at the Chicago exposition, where he was in charge of the Russell Wheel and Foundry Company exhibit. He received the fair's highest award for his hammer — a bronze medal and diploma. While there, he examined a Sintz gasoline engine — a small, two-cycle type, manufactured by a Grand Rapids firm, which stimulated his interest in automotive transportation.

Three years later, on March 6, 1896, sometime after 10 p.m., King drove his horseless carriage out of a building on St. Antoine Street, steering south in the direction of the Detroit River, to become the first person to drive a gasoline-powered automobile in Michigan. The initial funds to create a company designed to market some of King's inventions and to work on others were derived, in 1894, from the sale of his patent rights for a brake beam invention to the American Brake Beam Company of Chicago, which proceeded to manufacture the device which became standard equipment on thousands of railroad cars.

While King initially specialized in the manufacture of pneumatic hammers and marine engines in the Lauer Machine Shop on St. Antoine, his obsession with building automobiles was becoming quite clear. He had designed both a motorized tricycle and a four-wheeled car that used a Sintz gasoline motor; however, he soon turned to designing his own gasoline motor, which would provide more power. By early 1895, King had completed the design for a four-cylinder, four-cycle, cast-en-bloc gasoline engine, but it proved difficult to build, particularly due to its massive cylinder block. It was this engine which King used during his first Detroit test drive; in March of 1896, when a freeze-up cracked the engine, he sold it, together with the blueprints and patterns, to Charles Annesley, a fellow Detroiter who was also interested in automobiles, but who manufactured this engine for marine uses.

King returned to work on a new two-cylinder engine of his own design. Tests indicated this motor could effectively power a vehicle at speeds up to twenty miles per hour and drive up hills with as much as a twenty percent grade. Meanwhile, the authorities in Detroit were restricting his use of Belle Isle as a testing site to the morning hours only, and at speeds not exceeding three miles per hour. King vowed to fight these restrictions and compared them to the infamous Red Flag Law in Great Britain, which earlier in the century had stifled promising efforts to employ steam vehicles on Britain's highways.

Due in part to the enormous financial burden placed on King to develop the motor industry, he turned his attention, in the summer of 1897, to the development of a gasoline engine for marine uses, for which there was a ready market in the Great Lakes region. This industry had already interested his wealthy Detroit friends, Henry Joy and John and Truman Newberry, who provided him with some financial assistance. By October, a marine engine, described in *Scientific American* magazine as "simple, compact, and quiet running," was on the market, weighing seven hundred pounds and developing up to 7.5 horsepower.

After a slight "interruption" as chief petty officer on the *U.S.S. Yosemite* during the Spanish-American War, King independently produced a seventy-foot yacht powered by two, large, four-cylinder gas engines with self-starting devices for J. A. Vanderpoel of Boston.

The lure of the automobile industry proved too great for King in 1903, when he became the chief engineer of the Northern Motor Car Company of Detroit. The two- and four-cylinder Northern automobiles designed by King incorporated many unusual features, including three-point engine suspension and sidestep running boards, as well as left-side steering, a center-control gear shift and cantilever springs.

In later years, King assisted the U.S. government in the development of aircraft engines during World War I, working on the King-Bugatti engine and also designing the King twelve-cylinder airplane engine.

In 1915, a writer described King as "another man of the seer type, a rare sort of genius, half artist, half mechanic, and altogether a gentleman," whose well-developed aesthetic interests were a key to his noticeable disinterest in the commercial, money-making applications of his inventions. King's home in Detroit was referred to as "an 'Old Curiosity Shop' of art objects, relics, and mechanical devices from everywhere."

By the turn of the century, the many small machine shops which dotted the city of Detroit were abuzz with mechanical activity on the refinement of the automobile. Brothers John and Horace Dodge had been engaged in producing engines for the first mass-produced car, the Olds Curved Dash Runabout. The Leland & Faulconer machine shop was busy with gear grinding and special toolmaking, as well as some personal work by Henry Leland on eliminating problems with the Curved Dash Runabout's transmission. Similarly, it was the high quality of the marine engines that Leland & Faulconer had made for Charles Strelinger and others that led to the company's receiving a contract from Olds for two thousand runabout engines in June, 1901.

Leland's work as an apprentice machinist during the Civil War at the U.S. Armory in Springfield, Massachusetts, at the Colt Revolver Factory in Hartford, Connecticut, and finally with the Brown & Sharpe Manufacturing Company in Providence, Rhode Island, made him one of the most experienced craftsmen in the country. While at Brown & Sharpe, he learned a principle that New Englander Eli Whitney had demonstrated as early as the 1790s — that in order to achieve the benefits of mass production through the use of interchangeable parts, work of the greatest degree of precision possible was essential.

Leland's machine shop had merged with Cadillac in 1904, and parts interchangeability was foremost when three

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Robotics Technology Comes of Age

A partnership evolves between man and machine.

It is a grand paradox that the human interest story of the last quarter of the century in the automotive industry is the robot.

Its mere evocation tantalizes the senses. Whether one employs the robot, operates it, maintains it, or is ultimately displaced in the work place by it, no human feeling is left unstirred in its wake.

Within the automotive industry, and in official labor organizations and technical and educational societies supporting the advancement of industrial robotics technology, policies and positions are being drafted. Forecasters offer predictions on the changes expected in the work place because of the introduction of industry robots; predictions which forecast at least through the year 1995, including the anticipated displacement of workers and the creation of a more technically trained labor force.

What is beginning to take shape, then, is a field not only of high technology but of high emotion. The nature of the following questions most commonly asked about the advent of robotics technology bears this out. What impact has robotics technology had on the automotive industry? How has it affected labor? Are workers being permanently displaced, or are they being retrained for more rewarding work? And, what does the automotive future hold: cooperation or confrontation between management and labor over this proliferation of programmable manipulators?

The impact that robotics technology has had on the auto industry has been immediate and spectacular. This comes as little surprise to anyone familiar with the present capabilities of industrial robots. According to *The Delphi Study, Industrial Robots: Forecasts and Trends* (developed by the University of Michigan in cooperation with the Society of Manufacturing Engineers), industrial robot units are used in machine tending, material transfer, spot and arc welding, spray painting and some assembly. By 1990 the study predicts that robot units will be involved in processing (routing, drilling, grinding), electronics assembly and inspection.

"In 1980 General Motors employed 200 robots; at present, there are 4,500 units," says GM technical spokesman Mark Cocroft, "and by 1990 we project 20,000 robots in use."

Behind this push for increased automation, according to Cocroft, "is (GM's) quest for efficiency and consistency, to improve quality and produce a better product."

Chrysler Corporation revealed a threefold commitment to robotics technology in a recent press release:

"First, as a means of survival in an intensely competitive business; second, to achieve the highest quality possible; and third, to maintain the product flexibility that the company needs to compete in the marketplace."

In 1975 only 16 robots were in use at Chrysler. That number increased to 570 for the 1985 model year, and Chrysler now projects an increase to nearly 1,500 robot units at assembly and manufacturing facilities by 1988.

Where the discussion of robotics within the automotive industry begins to heat up appreciably is on the issue of job displacement by means of increased automation.

The Delphi study defines displacement as referring "to those jobs which have been taken over by robots: the workers are not necessarily let go, or disemployed." The study concludes that displacement of workers within the automotive industry due to the introduction of robotics will increase over the next decade, with a five percent displacement rate (25,000 workers) in 1985 rising to approximately eighteen percent (90,000 workers) in 1995.

Displacement levels run highest in job areas that can be adequately staffed by robots: industrial welders, production painters, machinists and machine operators and assemblers all face potential displacement by an automated work force.

However, the Delphi study also asserts that most displaced workers will remain within the same company. Only six percent of displaced workers in 1995 will quit or be fired as a consequence of robot introduction into the work place. An additional five percent will opt for early retirement. The study concludes that nearly ninety percent of affected workers will remain with the same company. By 1995, fifty-six percent of the work force remaining with the company will have been retrained.

"General Motors is presently assessing the skills of the people in the plant area," says Cocroft, "in an attempt to raise the level of skills in the workmen. A greater number of skilled tradesmen will be needed to repair and maintain electronic machines.

"The emergence of robotics has helped produce a new breed of engineer as well, whose technical expertise must be brought to bear immediately during the production stage."

According to H. Allan and Timothy L. Hunt's 1982 study, *Human Resource Implications of Robotics*, as the demand for industrial robots increases, so does the need for electrical, mechanical and industrial engineers.

The Hunts wrote, "industrial robots do not just come 'off the shelf' and onto the factory floor fully functional from the time they are plugged in. A significant number of graduate engineers will be required to help robots find their place in U.S. factories."

Additionally, the study cites the largest occupational

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by WALTER WASACZ

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WE BUILD EXCITEMENT

One red-hot with everything, to go.

Fiero just got its wick turned up. We wrenched on 15" x 7" wheels. Added even bigger Goodyear Eagle GTs. Hooked it all up to 2.8 liters of mid-engine, fuel-injected V6. Then we finished it off with an exotic new look, just for kicks.

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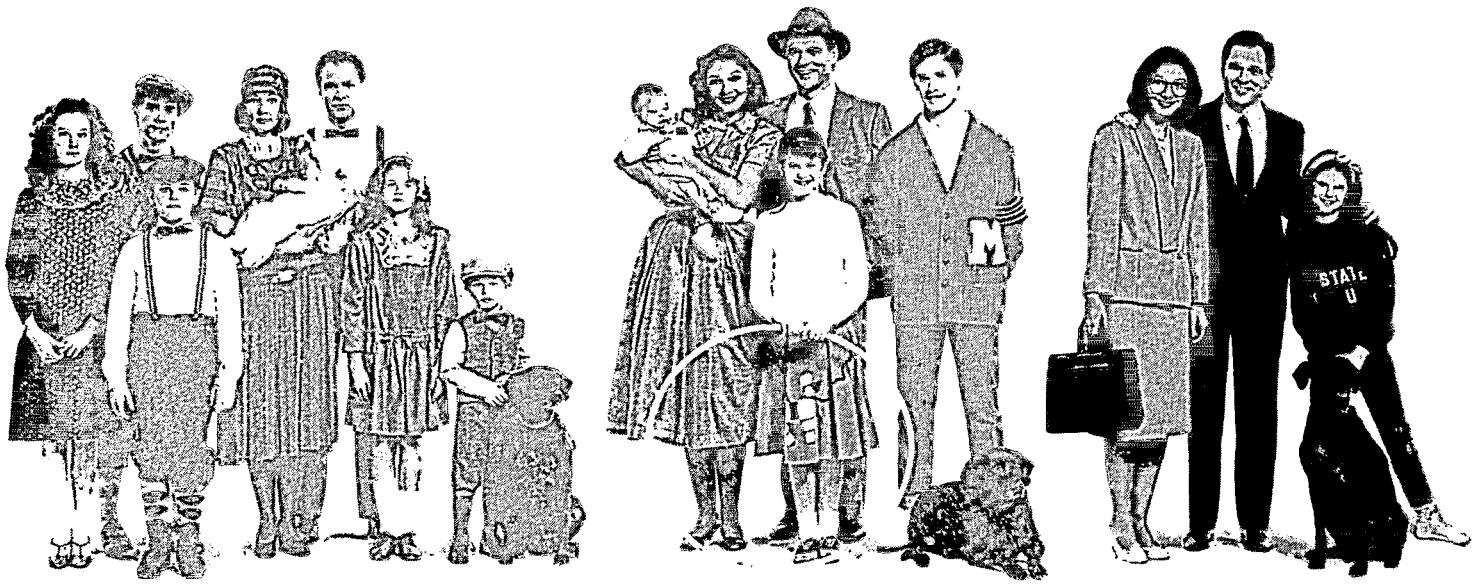
The NBD Theory of Evolution



Today's families bear little resemblance to the families of the '30s. Two-career couples. Smaller families. More complex lifestyles are becoming the norm. And as lifestyles have evolved, NBD's financial services have evolved with them.

In the '30s security was topmost in people's minds and they found it in savings accounts at NBD. In the '50s families wanted homes to fit the American dream and they found the loans at NBD. Today, we offer a broad array of financial services that provide the flexibility, security, and convenience that meet your needs. And we're already planning ahead for the next decade.

Which brings us to NBD's theory of evolution: As the American family evolves, a great bank should evolve right along with it, to provide the financial help to fit new lifestyles.

NBD's theory of evolution has helped make us the leading bank in Detroit for over 50 years. We're proud of the fact that generation after generation has trusted NBD. And we're working to make that the one thing which will never change.

One of America's great banks

NBD

Banking on Autos

Chrysler's near-disaster brought the automotive-banking relationship full circle.

Seven years ago, during one of the automobile industry's darkest hours, top executives of Chrysler Corporation worked feverishly to secure sorely needed financing to shore up the nearly bankrupt company.

Backed by guarantees from the federal government, an international consortium of banks, from Tokyo and London to Detroit, finally agreed to extend $1.5 billion in loans to the cash-strapped automaker, rescuing it at the eleventh hour from almost certain financial ruin.

The injection of capital enabled Chrysler to pay its workers and suppliers, develop new products and, ultimately, generate record profits in 1983-84.

It was a stroke of irony for the banks to bail out Chrysler. Fifty years earlier, during the depths of the Great Depression, the shoe was on the other foot, as General Motors Corporation and Ford Motor Company helped bail out the local banks in Detroit. In concert with the federal government, GM helped establish the National Bank of Detroit in 1933; the same year, Ford created Manufacturers National Bank.

This symbiotic relationship between the banking and automobile industries in Detroit dates to the turn of the century, when the first local auto pioneers were trying to get their businesses up and running, and continues to this day. Along the way, such prominent Grosse Pointe auto families as the Fords and the Fishers found themselves in the banking business as well.

Wall Street financiers from time to time have played a key role in the development of the auto industry, too, and several times tried unsuccessfully to engineer the creation of the "Big One" — a potential merger of Ford and General Motors into an automotive superpower.

In the mid-1920s, Henry Ford reportedly turned down a bona fide offer of one billion dollars for his company from a respected Wall Street firm. By then, it was said, he had no use for bankers, especially from Wall Street.

Local bankers were not always so supportive of Detroit automakers. When attorney Horace Rackham borrowed $3,500 from Michigan Savings Bank to invest in Ford Motor Company, the bank president told him not to throw his money away on such an unwise venture. Another local banker had more faith in the fledgling enterprise. In 1903, John S. Gray, president of the German-American Bank of Detroit, was one of Henry Ford's first investors. Gray put up $10,500 and became the first president of the company.

More than ten years later, *Outlook* magazine noted: "Much of the credit for the spectacular development of the Detroit automobile industry should be given to the bankers." Other auto men of the era, including Grosse Pointer Roy D. Chapin of Hudson Motor Company and Eugene Lewis of Timkin Roller Bearing Company, singled out bankers for their contributions to the young auto industry, according to George May, in *A Most Unique Machine*. Lewis cited such local bankers as Alex McPherson of Old Detroit National, William Livingstone of the Dime Bank and John Thomas Shaw of First National Bank, as those who gambled on loans to new automakers.

May quoted Emory W. Clark, president of First and Old Detroit National Bank, that Detroit bankers were more ready to take a chance on the fledgling auto industry than bankers in Chicago and New York, who withheld support until the industry was firmly established.

In May's book, one industry observer in 1913 warned that "in some quarters Detroit's banks are too intimately related to its automobile industry and should the industry fail, it would carry with it many millions of dollars in banks." The observer estimated that twenty-five percent of all local bank business then was connected with the auto industry in Detroit.

To some, banking and automobiles were strange bedfellows. Even so, Ford and GM reluctantly got into the banking business in a big way during the Depression.

Detroit's two principal banks, Guardian National Bank of Commerce and the First National Bank of Detroit, had closed their doors during a bank holiday in 1933.

According to Ford biographer Allan Nevins, Henry Ford and his son, Edsel, had substantial deposits in both banks, and a hand in the management of Guardian. Edsel was a director of Guardian, whose chairman, Ernest Kanzler, was Edsel's brother-in-law and whose president, Clifford Longley, was a legal consultant to Ford Motor Company. (Grosse Pointer Kanzler had joined Ford Motor Company in 1919 and had served as vice-president and director before joining Guardian in 1927; he later served as chairman of Universal CIT Credit Corporation and a director of CIT Financial Corpora-

by ANITA PYZIK LIENERT

tion.) Another trustee of the bank was Roy D. Chapin of Grosse Pointe, former president of Hudson Motor Car Company and President Hoover's secretary of commerce.

The Fords had loaned Guardian $12 million in the early 1930s to cope with various financial crises, but the bank was forced to seek an additional loan from the federal Reconstruction Finance Corporation. Henry Ford, who earlier had resisted the offer of bank loans to help shore up his company during the slump of 1920, had been persuaded to put up the collateral for the federal loan. But the loan was opposed by Senator James Couzens, who headed a subcommittee of the Senate Banking Committee. Couzens had resigned from Ford Motor Company in 1915 and sold his Ford stock after a row with Henry Ford. He said the Guardian bank was "Mr. Ford's baby." When word of Couzens' recalcitrance got back to Henry, he refused to provide additional funds to the bank, saying the government should bail it out.

As a result of the impasse and the prospect of a run on the First National Bank, Michigan Governor William Comstock declared an eight-day bank holiday on February 13. The banks stayed closed after President Roosevelt declared a national bank holiday in early March.

In the interim, Henry and Edsel proposed that two new banks, underwritten by the Fords, assume the assets of Guardian and First National. The directors would be selected by the Fords. The officers of Guardian and First National rejected the offer.

At that point, the government persuaded GM to join it in underwriting the new National Bank of Detroit on March 24, 1933. GM and the Reconstruction Finance Corporation each put up $12.5 million, and the new bank assumed the assets of First National and Guardian. GM offered to sell all of its 500,000 shares at the original price of $25 a share, but could only dispose of 50,000 shares, including 20,000 to Chrysler Corporation. Among the bank's directors were GM Chairman Alfred P. Sloan and Chrysler Chairman Walter P. Chrysler. Later directors included Charles T. Fisher and Lawrence P. Fisher, two of the seven brothers who founded Fisher Body Corporation and later became GM directors and officers. (Another Fisher brother, William, was a director of Detroit Bank and Trust and a vice-president and director of Citizens National Bank of Norwalk, Ohio.)

GM later sold large blocks of NBD stock at cost to company executives and the public. It disposed of its remaining fifty-one percent share of common stock for $20 million in April 1945. By then, NBD had assets of more than $1 billion and was the nation's thirteenth largest bank.

According to a *Detroit News* article, Walter McLucas, a Kansas City banker, was tapped to be the first president of NBD. He was advised to avoid local clubs and social gatherings, because public sentiment against banks and bankers was running high.

McLucas was succeeded as president in 1938 by Grosse Pointer Charles T. Fisher, Jr., a second-generation Fisher family member. Then only 31, Fisher, a Republican, served as Michigan's banking commissioner and a director of the Reconstruction Finance Corporation — appointments which came from a Democratic president and governor. At the time of his appointment, Fisher was publicized as "the youngest president of a major U.S. bank." Fisher, who regarded himself as an "apprentice" president, later became a director of General Motors.

When McLucas died in 1953, Fisher succeeded him as chief executive officer of NBD. Fisher died five years later, at age 51, of cancer. Nearly 2,000 mourners attended his funeral.

Fisher's son, Charles T. Fisher III, also a resident of Grosse Pointe, joined NBD in 1958 as assistant vice-president. He became executive vice-president in 1969, president in 1972 and chairman in 1982. He is also a director of General Motors.

On July 28, 1933, a second bank, Manufacturers National Bank of Detroit, was chartered by the Fords, with capitalization of $3 million. Manufacturers absorbed the assets of five banks in Highland Park and Dearborn, including the Highland Park State Bank, the Dearborn State Bank and the Guardian Bank of Dearborn.

Edsel Ford's three sons — Henry, Benson and William Clay — all served at one time or another as directors of Manufacturers. William Clay, vice-chairman of Ford Motor Company and a resident of Grosse Pointe Shores, still sits on the board.

The Fords weren't the only auto family with banking connections.

Auto pioneer Ransom E. Olds got financial assistance from Lansing

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Buy Now, Pay Later

In his 1963 book, *My Years with General Motors*, former GM Chairman Alfred P. Sloan observed that before the company's financing subsidiary, GM Acceptance Corporation, was established in 1919, "facilities for consumer credit on a national basis did not exist."

"Installment selling of automobiles in regularized form first appeared in a small way shortly before World War I," Sloan wrote. "It grew from some very low level in 1915 to around sixty-five percent for new cars in 1925."

GMAC typically required a twenty-five percent down payment from customers, with the balance due in twelve monthly payments.

Sloan noted that John Willys, head of the Willys-Overland Company, had set up Guaranty Securities Company in 1915 as a subsidiary to help consumers finance the purchase of new Willys automobiles. Sloan referred to Guaranty Securities as "one of the first automobile financing institutions."

CIT Financial Corporation of New York claims to have signed the first nationwide new-car financing contract in 1916 with Studebaker. Back then, customers were required to put one-third down, with the balance due in eight monthly payments.

Ford Motor Company did not establish its financing subsidiary, Ford Motor Credit Company, until 1959. Chrysler Corporation established its credit arm, Chrysler Financial Corporation, in 1964.

— *Anita Pyzik Lienert*

New Power. New Comfort. New Technology. New Yorker.

The 1986 Turbo New Yorker is the most desirable New Yorker ever. This is the luxury car that defines the new technology of driving, and reflects Chrysler's commitment to make Made in America mean something again.

Here is the confidence of advanced front-wheel drive for better traction on slippery surfaces.

Here is the option of turbocharging. Once you feel its power, you'll never go back to a V-8 again. (Or, if you prefer, for 1986 you may have the new 2.5-liter fuel injected engine, standard.)

Here is the luxury of more standard features than Buick Electra. You enjoy automatic transmission, power steering, power brakes, power windows, power mirrors and new, wider 50/50 pillow style seats among your comforts.

And here is Chrysler's commitment to you: your New Yorker is backed by 5-year or 50,000-mile protection* on engine, powertrain and outer body rust-through. Even your turbo is protected.

Chrysler invites you to discover the new technology of driving. Test drive Turbo New Yorker at your Chrysler-Plymouth dealer, where purchase or lease may be arranged.

Chrysler
Division of
Chrysler Corporation

THE COMPETITION IS GOOD. WE HAD TO BE BETTER.

*See limited warranty at dealer. Excludes leases. Restrictions apply.

Buckle up for safety.

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bankers to establish the Olds Motor Vehicle Company in 1897 and the Reo Motor Company in 1904. Among the investors in Reo was J. Edward Roe, of the American State Bank, who served as treasurer of Reo. Roe's son later married Olds' daughter to cement the union. With the profits he made from Reo, Olds helped organize his own bank, the Capital National Bank of Lansing, in 1906 and served as its first president while still running Reo.

GM founder William Crapo Durant, whose financial wheelings and dealings are legendary, had a number of relatives who were well-established in the banking business in Flint. One uncle, Ferris Hyatt, had been president of First National Bank of Flint. Two other uncles, William Crapo and John Orrell, were organizers in 1872 of the Genesee County Savings Bank. Orrell's son, William Crapo Orrell, succeeded his father as bank director and later became a stockholder and director of Durant's carriage company.

Durant had received his first business loan in 1886 from Citizens National Bank for his Flint Road Cart Company (later Durant-Dort Carriage Company) in the years before the automobile replaced the horse and carriage. After the bank was reorganized in 1890 as the Citizens Commercial and Savings Bank, Durant, a grandson of former Michigan governor Henry Crapo, served as a director.

Flint bankers helped Durant finance the purchase of the Buick Motor Company in 1904 from Detroiter Benjamin Briscoe, who was backed by Wall Street financier J. P. Morgan & Company. Briscoe had teamed with Jonathan Maxwell to form the Maxwell-Briscoe Motor Company, which quickly became the nation's fourth largest automaker behind Ford, Buick and Reo.

At the instigation of Morgan partner George Perkins, Briscoe invited William Durant (Buick), Henry Ford (Ford) and Ransom Olds (Reo) to meet with him in January 1908 at the Penobscot Building to discuss a possible merger of their companies into a new conglomerate called United Motors Company. Durant suggested they find a more private setting, and invited them to his suite at the new Pontchartrain Hotel on Cadillac Square. All parties were receptive to the proposal, and they met again in late January in the Wall Street law offices of J. P. Morgan's son-in-law, Herbert Satterlee. Discussions on the merger ran through June but broke down when Ford and Olds insisted on cash payments of $3 million as well as stock.

After talks broke off with Ford and Olds, Briscoe and Durant continued to discuss a merger of Maxwell and Buick. When those discussions reached an impasse, Durant bought Olds and, later that year, merged it with Buick under a new holding company he called General Motors.

Durant made one last attempt to buy Ford. He met Ford and his business manager, James Couzens, in the fall of 1909 at New York's Belmont Hotel. Through Couzens, Ford demanded $8 million in cash, with $2 million down and the balance paid in three years. Durant received an option to buy Ford on October 5, and the other GM directors approved the purchase on October

26. Durant had been promised a $2 million loan by the president of National City Bank of New York, then the largest bank in the country, but the board of directors, controlled by Morgan executives, vetoed the loan, and the deal was killed.

In the mid-1920s, Henry Ford reportedly turned down a bona fide offer of $1 billion for his company from a respected Wall Street firm. By then, it was said, he had no use for bankers, especially from Wall Street.

As for Durant's would-be partner Briscoe, his Maxwell Motor Company provided the base for the creation of Chrysler Corporation in 1925. When merger talks with Durant broke down and Briscoe's own United States Motor Company went bankrupt, the firm was revived, under Walter Flanders, as the Maxwell Motor Company, and sales and profits soared until the slump of 1920.

One of Maxwell's early investors was banker Eugene Meyer, later publisher of the *Washington Post*, who also made millions from his connection with the Fisher Body Company before its acquisition by GM.

When the market collapsed in 1920, Maxwell was hit as hard as Chrysler was in 1979. Like Chrysler, Maxwell was left with a large inventory of unsold cars of poor quality, while its nervous bankers decided whether to foreclose on $26 million in notes.

Ultimately, a group of banks, led by Chase Securities Company of New York, persuaded Walter P. Chrysler, the former president of Buick, to assist in the rescue of Maxwell. At the banks' urging, Chrysler had just shored up the ailing Willys-Overland Company, and he did the same for Maxwell. Within two years, the company's financial health had been restored to the point where the banks withdrew, and Chrysler, with a new design and additional financing from Wall Street, incorporated Chrysler Motors Corporation, which absorbed Maxwell in 1925.

Another group of banks would play a key role in the resurrection of Chrysler more than fifty years later.

During Chrysler's cash crunch in 1979, one of its staunchest allies was the National Bank of Detroit, according to Michael Moritz and Barrett Seaman, authors of *Going for Broke*. Of the thirteen outside directors on Chrysler's sixteen-member board in 1979, ten were affiliated with banks and financial institutions, and two — Martha Griffiths and Robert Semple — were directors of NBD.

Banking and the auto industry, once strange bedfellows, are now more closely allied than ever. From local bankers' support of the auto industry in its infancy, to the automakers' revival of the banks in the 1930s and, more recently, the banks' rescue of Chrysler, the relationship between autos and banking has come full circle.

Anita Pyzik Lienert is a freelance writer and journalism instructor at Wayne State University. A resident of Grosse Pointe Woods, she is a former reporter with U.S. News & World Report.

Walking A Fine Line

Ford's Peter Pestillo earns industry respect for bringing management and labor to a meeting of the minds.

by MARY BETH SMITH

Dressed in a soft gray Ralph Lauren sweatshirt, Peter Pestillo settles back in a corner of his living room sofa. His casual dress seems almost a paradox to the ardent, articulate fervor of the man. There is nothing casual about his rapid-fire manner of speaking. For if there is one thing Pete Pestillo is not, it is laid back. He is up front and ready to explain with exuberance his philosophy about himself, Ford Motor Company, or the auto industry in general.

Peter Pestillo loves life, his job, and Grosse Pointe. He sounds too good to be true.

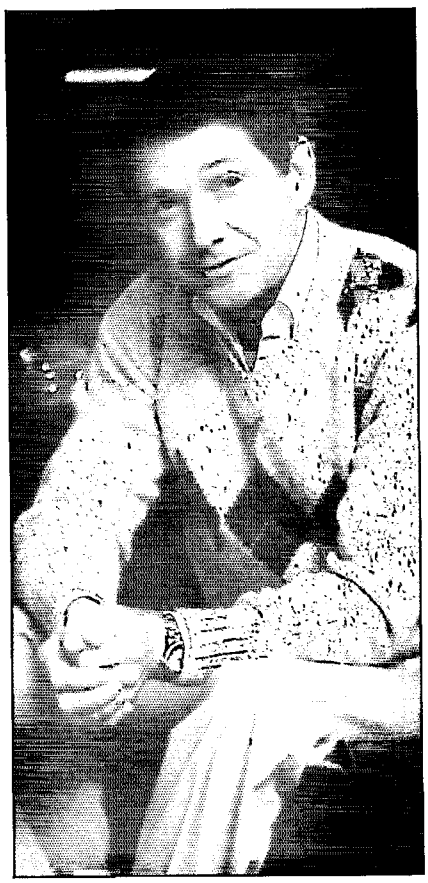
"We're died-in-the-wool Easterners," he admits, not apologetically. Born in Bristol, Connecticut, he and his wife, Betty Ann, grew up together there. "We were the first in the family to escape," he adds.

"Grosse Pointe comes closer to being eastern than any community we've lived in," Pestillo continues, "and this is the finest place we've lived. The people in Grosse Pointe have an individuality. We even like the weather, winter and summer, and the sun—contrary to what everyone believes, there *is* sun in Detroit."

One has to believe that some of that sun Pete Pestillo talks about comes from within. There is a special glint in his eye when he says he loves to look at cars and drive them, but not fix them. And drive them he does — a different Ford model every day, trucks included.

Not afraid to take risks, the forty-eight-year-old Pestillo left B. F. Goodrich Company, where he was vice-president for employee relations, to join Ford Motor Company in January, 1980. He describes this move from Ohio to Detroit during the depths of the auto industry's recession as something akin to the timing of the Flying Wallendas. What has happened since then is an exciting and impressive story. In a relatively short time span, Pete Pestillo has played a crucial role in the dramatic turnaround of Ford Motor Company.

"The crisis of '79 caught us by surprise, and the recession taught us humility," admits Pestillo, who holds a law degree from Georgetown University and who graduated from the Harvard Business School management program. Well-steeped in the traditional, combative, authoritarian school of management, Pestillo feels it is important to understand the old disciplines; this has allowed him to institute changes in employee relations. "The old way didn't work, and once it stopped working, it was time to change." In addition, a shift in management in 1980 brought younger men into the company, adding a new enthusiasm and outlook. However, Pestillo contends that the real factors in the turnaround were management's ability to compromise, coupled with the workers' fear of job loss. These elements brought labor and management together.



Peter J. Pestillo
PHOTOS BY ELIZABETH CARPENTER

In 1982 Pete Pestillo and Donald Ephlin, a UAW official, made a joint study trip to Japan to analyze labor-

management relations in that country's auto industry. In the course of the two-week trip, Pestillo met his counterpart at Mazda. As they toured the Japanese factory, Pestillo asked how much time was spent on labor relations. The Mazda executive stopped in his tracks and gave Pestillo a quizzical look. "He didn't even know what I was talking about," Pestillo recalls. "He spent time on human relations issues. He dealt with people. He didn't characterize it, didn't break it out, but dealt with the issues first and solved the problems instead of categorizing them."

Subsequently, Ford has tried to incorporate some of these same concepts, but one basic stumbling block has been how the American worker has been perceived historically. "Unfortunately," Pestillo explains, "we have always started with the presumption that the worker may not do the job right. Whereas the Japanese presume the job *will* be done right. Now we're doing more and more to withdraw supervision, and it's working. Constrained relations over the years have caused us to forget that people are people."

Historically, Ford has named separate vice-presidents for employee relations and labor relations, but by combining the two, the notion that employees were not a part of management was dispelled. There now exists a one-issue concept for all — to make good cars at a profit. Pestillo claims that over the years there have been too many distinctions with which to deal. "Now we try to treat all people alike, salaried and hourly workers."

Pestillo believes in talking to people and seeking their advice. He walks down the aisle in a stamping plant (where metal is pressed. It comes off as a piece of steel and is bent and stamped into the hood of a car, for instance.) It is noisy. Pestillo goes up to the salaried supervisor, the hourly worker, the union official. He asks them individually how things are going. "They all know what's going on. They tell you this on the spot. They know everything about the factory."

Pestillo discovered that when workers were asked if there was a better way to do the job, they had answers. When asked why workers had not talked to management before, he says, "Simple, they hadn't been asked." According to Pestillo, this has made the critical difference. "Ultimately the end product is the result of individual commitment and job performance."

"We do labor relations everyday," Pestillo explains, pointing out that labor relations is not a specialty and that many labor problems can be worked out in the plant by everyday verbal contact. Trouble spots can be handled immediately instead of waiting until they surface in some category requiring arbitration. By dealing with issues as they arise, lengthy and expensive grievance procedures can sometimes be avoided.

Pete Pestillo obviously enjoys what he does. "If I could afford to, I'd do this for nothing," he quips exuberantly.

Projecting himself as a soft-hearted but not soft-headed executive,

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To own more would be better, so he moved the dirt to fill in the river, extending the waterfront considerably.

Between 1830 and 1836 Detroit grew from 2,222 to 6,927. Steamships, schooners and wagon trains were bringing more than 1,000 people to Detroit weekly during the navigation season. The need for both commercial and residential land was enormous.

Lewis Cass owned land along the river from where the present Cass Avenue is to about where Third Street is (or was). When he decided to sell the front portion, Newberry, Brush (the first Detroiter to build a summer place, *The Pines*, in Grosse Pointe), Trowbridge (whose daughter, Sarah, married George Hendrie and had a summer place, *Willow Bank*, in Grosse Pointe), Conant and seven others organized the Cass Farm Company on June 18, 1835. The Company gave their mortgage for $100,000 to Cass for that portion of the farm from Larned to the river, with river frontage of 1,400 feet.

Because the economy was so good, the Company saw no reason to make any payments to Cass at that time; instead, the thirty-foot bluff that rose behind Jefferson was removed and used to fill in the river some more. Advance payments on lots were very good, with total value estimated at more than $400,000.

In 1837, one of the periodic depressions with which the American economic system is cursed killed the Michigan boom and with it the hopes of the Cass Farm Company. All investors except Newberry and the widow of an original member were forced to surrender their portions back to Cass and sign notes for the money and interest they hadn't paid.

Entering the 1840s, Newberry was probably the richest man in Michigan. His fleet consisted of ten sailing schooners and four steamboats. He was one of the largest landowners in Detroit, with sizable holdings of waterfront property, store buildings (some in partnership with Benjamin Kercheval), warehouses, residential lots and a shipyard.

But that was the high point. The decline began when he failed to land a government contract to build an iron-hulled armored steamer for the Great Lakes. He had recommended a wooden hull, because the facilities at his shipyard would not accommodate construction of a ship with an iron hull.

Problems accelerated when the State of Michigan decided to sell the Michigan Central Railroad to a group of investors organized by James Joy. After the sale, Newberry was removed from the railroad's board of directors by Joy and the twenty-seven eastern incorporators, led by Bostonian John Murray Forbes. Ironically, he was replaced on the board by the nephew of his old partner, Captain Sam Ward. By the end of the 1840s, the Wards, uncle and nephew, had superseded Newberry as the dominant shipper on the Great Lakes. They had garnered a plum from the Michigan Central by securing the contract to ferry passengers and cargo from St. Joseph to Chicago.

In 1846 Newberry began to sell his waterfront property so he could build new boats and cover losses incurred when some of his warehouses burned and his steamer *Nile* sank off the foot of Belle Isle. Newberry seldom carried insurance, preferring to insure himself, a practice that cost him a great deal of money. Because the Michigan Central was interfering with the northern growth of the city, Newberry convinced the railroad to move its tracks and depot from Michigan Avenue and the Campus Martius. He sold his property at the foot of Third Street for a new depot and railyard.

That money was then used to help pay for the construction of the *Napoleon II*. He and his partner, Sheldon McKnight, hoped to control the shipment of copper and iron ore on Lake Superior. Part of the money was also used to launch the second *Michigan*.

By 1850, however, Newberry's shrinking fleet comprised only a fraction of the 2,341 vessels entering Detroit. In 1850 Captain Arthur Edward organized the Detroit & Cleveland Steam Navigation Company, a direct competitor with Newberry for the most lucrative passenger business.

In 1853 Newberry launched a new *Illinois*, hoping to recoup some of his lost fortune, but was forced to sell it to McKnight in 1854. By then, McKnight had organized another competitor with Newberry – the Cleveland, Detroit & Sault Ste. Marie Line. To add to the insult, the *Illinois* became the first steamer to use the new Soo Locks, which completely opened up the Upper Peninsula and Lake Superior.

In 1854 Newberry was forced to sell his property at the foot of Wayne Street, property that had been the site of his first building, his first landfill operation, and his shipyard.

A recession in 1857 forced Newberry to retrench even further. His fleet had been reduced to one steamer, the *Michigan*. He was still living in his mansion on the corner of Fort and Shelby with his nephew, Henry, the son of his brother, Henry; but he was forced to rely more and more on the remnants of his Indian trade. In 1859 and 1860 he made more than ten trips to Green Bay in an attempt to reinvigorate it.

The end came on July 30, 1860. On the eve of his death, Detroit had been transformed from a palisaded frontier post to a bustling, commercial, industrial and prime lake port city. In 1860, 3,351 ships had entered Detroit; 779 miles of railroad track had been laid in Michigan; manufactured products had reached $6.5 million in value; and property on Griswold Street was selling for $334 per foot. Oliver Newberry pioneered the initial development of most of those items. It was sad that the remains of his estate did not reflect all of his great accomplishments.

His nephew, Henry, was left the almost impossible task of settling his estate. At the time of Newberry's death, he had liquid assets of $29,700 and debts of $45,000. The house on Fort was sold to Hiram Walker, the American-born Canadian whiskey maker, for $16,000. The steamer *Michigan* brought $7,971.25. There were still eight lots on the old Cass Farm which his nephew, John Stoughton Newberry, eventually bought at auction. His other real estate holdings were also sold at auction.

Thus Oliver Newberry died, his great fortune decimated, but his legacy to future generations of Grosse Pointers intact.

Tom Arbaugh is professor of history at Macomb Community College.

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Pestillo is a compassionate, yet practical man who is not about to forget that people are people and not machines.

A turning point in his career occurred when he was on loan to General Electric from B. F. Goodrich Company from 1971 to 1973. It was here he learned that management must recognize that union officials need to get elected. If management causes "good union leaders to lose," says Pestillo, "you get a few bad ones in return, and you deserve them."

Two major labor relations contracts at Ford were negotiated during 1982 and 1984. In the 1982 negotiations, according to Pestillo, management and labor worked together for the first time. "There was a lot of drama," he recalls, "and the day after you get done, you'd never do it again." Even so, he developed lasting friendships with his colleagues, and a favourable climate continued into the 1984 negotiations. Recalling the success of the '84 contract, Pestillo says simply, "it's easier to negotiate when you have no money."

On a broad scale, Pestillo sees Ford as a quasi-public institution which is too big to escape notoriety. In his opinion, Ford must responsibly weigh all aspects of the various constituencies which have to be served. The aggregation of interests is much more complex than was formerly thought, and a greater effort is being made to examine the effect of company decisions on individual communities.

Pestillo is also proud of Ford's comprehensive remedial education and training program. He recalls a young man in the Dearborn plant who came to work very upset by a situation at home. It seems his daughter had approached him for help with her homework, but the man was too embarrassed to admit that he could not read her books. Chagrined, he came to Ford for help and succeeded in earning a high school equivalency diploma. Pestillo, the father of three daughters himself, is quick to point out that the man may not be a better technical worker, but surely he is a happier employee.

And what does Pestillo foresee for the auto industry? He predicts that a need for a broader financial base will bring about mergers and, consequently, fewer auto companies. Tastes will homogenize to where there will be fewer real choices. "The big boats will be gone, and the small car will not be practical to make. The world thinks we dictate choices, but it is the consumer and economics."

Although a confirmed optimist, Pestillo sees no unbridled growth ahead for the auto industry. In addition, he warns we will have to practice energy conservation, although he feels management has come a long way with this line of thought.

Pestillo calls Ford "a flesh-and-blood industry. We're no holding company. The stuff we deal with, we touch. Do we like to make money in the short run? Yes; but do we want to leave a falsely successful company behind? No, not to be a mere shell. We're conscious of the base being built. If we all do our jobs right, there will be good cars."

He relaxes a moment, once again leaning back into the corner of his sofa. Then with a broad smile, he adds, "And it helps to love cars!" ◇

In addition to writing nonfiction, Mary Beth Smith is an author of short story fiction.

HERITAGE: A JOURNAL OF GROSSE POINTE LIFE is accepting nominations for a Special Issue to be published in November of this year, honouring

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Strikers and Michigan national guardsmen on a street corner in Flint during a sit-down strike against General Motors, January 1937.

Justice Prevails

The success story of labor's long struggle is a testimonial to democracy and free enterprise.

At the turn of the century, Detroit was a capitalist's dream. A spiral of industrial activity was built upon the vast mineral deposits of the upper peninsula, the great waterway, the existing shipbuilding and iron works, skilled workers and lots of investment capital. The town changed the demographics of the nation as its growing industries attracted men from all over the country — and the world.

The labor pool in Detroit was large, and plant owners knew it. Paying subsistence wages, they were able to rule with iron fists. Most of the hiring and firing was left to the discretion of the plant foremen, who took no abuse from workers — complaints about plant safety, long hours, or the inability to finish painting the foreman's house were grounds for dismissal. Anyone suspected of harbouring union ideas was either fired, fired and beaten, or fired, beaten, and killed.

The human toll of Detroit's great factories was staggering. Life's daily routine was one of uncertainty, insecurity, fear and drudgery. Long hours at hard labor with no hope of a better future put many a worker in an early grave.

This year marks the centennial of the American Federation of Labor. However, in its early days, the AFL was more an amalgam of skilled tradesmen who generally felt it would undermine their position and grip on the union if unskilled factory workers were admitted. Nonetheless, some hearty souls gave their best to unionize Detroit's workers in the late 1800s and early 1900s.

Early union efforts were fraught with problems. Plant foremen routinely hired spies both in the plants and on the streets. Private detective agencies, such as Pinkerton's; provided names of union sympathizers and dates of their meetings. Organized labor found no friend in the government, either. Presidents Calvin Coolidge and Warren Harding lived and breathed for the speedy buildup of corporate America.

In the Twenties, unions were seen as un-American bastions of Communist influence. They held no quarter in the press or the courts. Pro-business legislation marked the era. A wink and a nod was given to industry-wide price fixing and monopolistic mergers. The factories of Detroit were seen as the private property of the people who owned them, and the government had no place dictating the private affairs of citizens. Child labor, low wages, arbitrary and coercive hiring practices were considered private matters. In 1921, the U.S. Supreme Court even outlawed picketing, holding the view that it interfered with the property rights of factory owners.

While the pro-business ways of the Twenties created new markets for labor and stimulated the economy, the unchecked nature of business expansion led to dizzying growth. Great wealth became concentrated in the hands of an elite few. With the masses earning only subsistence wages, markets for manufactured goods didn't keep pace with business growth. The wealthy, rather than invest in additional factories, speculated with their immense wealth. Speculation led to artificially high values of land and stocks. When the fall came, it came hard and fast.

The government under Herbert Hoover steadfastly refused to collect unemployment statistics after 1929, believing that to do so would be an interference in the much-touted self-correcting mechanism of the American economy. Estimates, however, put Detroit's unemployment at forty-six percent by 1933. The pressure cooker of the Depression brought the slow-boil of Detroit's factory workers to full steam. The time was ripe for united action, regardless of level of skill, type of skill, national origin, black or white.

It was a difficult time to put pressure on employers, however. Similar to the time earlier in the century, when Detroit was experiencing a population boom, there were more workers than jobs. Strikebreakers could easily be found among the thousands of desperate men.

Many of the organizing efforts in

LABOR

by GARY FREEMAN

LABOR

Michigan Governor Frank Murphy, former Mayor of Detroit, helped negotiate the end of the Flint strike.

the early Thirties were instigated by the Communist party. Workers who marched with the Communists figured, for the most part, that by hook or by crook they would organize. The Communists offered a promising lead and many, having no public assistance with which to feed their families, followed.

Five people died at the hands of Henry Ford's Dearborn Police Department in a massive Communist-inspired hunger demonstration outside the River Rouge plant in 1932. At least fifty others were wounded in that shooting spree.

A wave of strikes crossed the nation in the early Thirties. When unorganized workers at the Briggs Manufacturing Company struck to end the inhuman pace of work there, the company was forced to make limited concessions due to the influence of Ford Motors, which depended on Briggs' production to keep its own lines running. About half the striking workers did not reap the benefits won, however, as the company fired them for participating in the strike. Tactics such as this only fueled the growing drive for organization and recognition.

With passage of the National Industrial Recovery Act in June 1933, union activity got a boost. The law said that workers had the right to collective bargaining through agents of their own choosing. On paper, it was great. However, the law was routinely ignored by many employers, some of whom had the audacity to organize "unions" on behalf of their employees.

The next few years saw enough minor victories to assure workers that they did have the power to make changes. In 1935, the National Labor Relations Board was set up to give muscle to the 1933 legislation. The political tide had turned. A new, pro-labor president, Franklin Delano Roosevelt, was in office, and the battle for union organization finally had the support of the government. In Detroit, pro-labor Mayor Frank Murphy held office. Prior to Murphy, the Detroit Police Department could be counted on to assist in any strikebreaking action. Murphy, however, believed in the government's responsibility toward social justice. His immediate problems were feeding and housing the penniless masses rummaging through the streets of his town.

In 1936, the United Automobile Workers was founded, with a former Baptist preacher, Homer Martin, as its first president. Martin's fiery oratory skills stirred the passions of unorganized workers, and membership in the UAW swelled.

With their numbers growing, the UAW employed a radical new strike technique—the "sit-down strike." Previously, striking workers remained outside and did their best to keep strike breakers away and production at a standstill. This new tactic let them take physical control of the work place. Typically, they would bolt the doors and block them with heavy machinery. They would then arm themselves with nuts and bolts and fire extinguishers and retire to the roof to repel advancing forces.

The sit-down tactic was almost universally regarded as illegal. While pro-business newspapers printed warnings of an immense Communist revolution in progress, strike organizers suffered no moral dilemma over sit-down tactics. They believed that the companies were engaging in illegal practices by not recognizing the union as was prescribed by law.

The logic and success of the sit-down strike swept the nation. Everyone was sitting down. A 1937 advertisement for Edison storage batteries warned buyers in big letters, "Don't Force Sit-Downs." The impact of sit-down strikes was reversed in the ad, which was directed at industrial buyers: "Men sit down when machines stop."

The problem of supplying food for the sit-downers was taken care of by sympathetic wives and friends. In 1937, at the France Foundry Company in Toledo, a group of thirty-five strikers faced a different problem. After occupying the foundry for twenty-two days, they discovered the company had gone out of business twenty-one days earlier.

In 1936, Walter Reuther, later to become president of the UAW, got his first big taste of personal recognition following a successful sit-down strike at the Kelsey-Hayes Wheel Company, which supplied brakes to Ford Motors. Kelsey management, under pressure from Ford for brakes, tried to retrieve the brake dies from the factory for use at another site. With Reuther and the workers occupying the plant, this proved impossible. Finally, Kelsey-Hayes relented, and union recognition was won.

A few days after the Kelsey-Hayes success, the General Motors Chevrolet plant in Flint became the target. In the GM strike, which lasted forty-two days, the National Guard was called in, not to deal with the strikers, but to keep the company-owned Flint Police Department from using undue force against the workers. When the union finally won concessions from the

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giant automaker, the action produced a firestorm of successful strikes elsewhere in the auto industry.

The final big victory in the UAW recognition drive proved a tough nut to crack — Henry Ford. In the early days of the automobile, Ford enjoyed a good reputation. He provided employment, was a patron of the arts, and embarked on many revolutionary social programs for his workers.

Ford had an interest in moulding his workers in his image—an interest that sometimes took on bizarre dimensions. During the years when immigrant labor was at its peak, Ford established a Sociological Department, which inspected the homes of immigrant workers to ensure they were adopting American ways. Immigrants were taught English, along with such things as how to brush their teeth and use a knife and fork.

Henry Ford enjoyed strong support from Detroit's black leaders. By hiring blacks through black churches, Ford won steadfast support from black ministers. Church membership for blacks soared. In the housing crunch following the mass migrations to Detroit, Ford established low-cost housing for his black workers in Trenton—well away from white neighbourhoods.

Genora Johnson, leader of the UAW Women's Emergency Brigade, helps her son with a picket sign during the Flint strike.

Henry Ford was heralded as an industrial genius when he revolutionized automobile production with the mov-

ing assembly line at his new Highland Park facility in 1913. What quickly became evident, however, was that nobody wanted to work at his Highland Park showplace. Prior to that time, automobile assembly was performed by skilled and semi-skilled craftsmen. These men controlled the pace of their work, slowing down when they needed rest. The assembly line never slowed down, and the unskilled workers attending it had to dance to the tune of the motors driving the line. Boredom and tedium took their toll, and turnover was unacceptably high. Workers felt it wasn't worth the long trolley ride to the outer limits of the city to endure nine hours of sheer misery for $2.50 a day.

The $5 daily wage was Ford's answer. Turnover and absenteeism dropped for those eligible for the new wage. As other manufacturers followed Ford's lead in assembly line production, the $5-a-day wage became the norm.

Harry Bennet, head of the infamous Ford Service Department, was Henry Ford's right-hand man.

Ford violently opposed union-organizing efforts in his factories. His right-hand man, ex-prizefighter Harry Bennet, headed the notorious Ford Service Department, putting thugs and gangsters on the Ford payroll and often scouring local prisons for qualified applicants. The cruelty and heavyhandedness with which Ford and Bennet dealt with union organizers led to increasing discontent among Ford workers.

The UAW's organizing effort at Ford Motors came to a head in May 1937 at the "Battle of the Overpass." UAW organizers, including Walter Reuther, approached the River Rouge plant to distribute union leaflets to Ford employees. They were intercepted on a pedestrian overpass by thirty-five of Ford's toughest enforcers. In the melee that followed, union supporters suffered at least one death and one broken back. Photographers from both local and national publications were covering the leaflet distribution effort. The pictures that escaped the hands of Bennet's men were published and elicited valuable public sympathy for the UAW.

It took until 1941, however, for the UAW to win recognition at Ford Motors. The victory came as Ford workers' anger reached critical mass over Bennet's terror tactics both inside and outside the factory walls. A spontaneous strike in the plant's rolling mill led to a general strike which shut down the entire operation. Union efforts at Ford had recently been bolstered by Supreme Court rulings forcing the company to rehire workers who had been fired for union activity. In an amazing contempt for justice, Ford lawyers had unsuccessfully tried to claim that Ford Motor Company did not engage in interstate commerce and thus was not required to abide by the dictates of the National Labor Relations Board. The company showed even greater contempt by trying to spark a race riot during the 1941 strike in order to discredit the UAW. Black leaders and UAW members were not fooled by the desperate move, and black leaders, once loyal to Henry Ford, persuaded black strikebreakers to leave the plant and join the union. Henry Ford finally had to recognize the UAW.

By the end of World War II, both Henry Ford and

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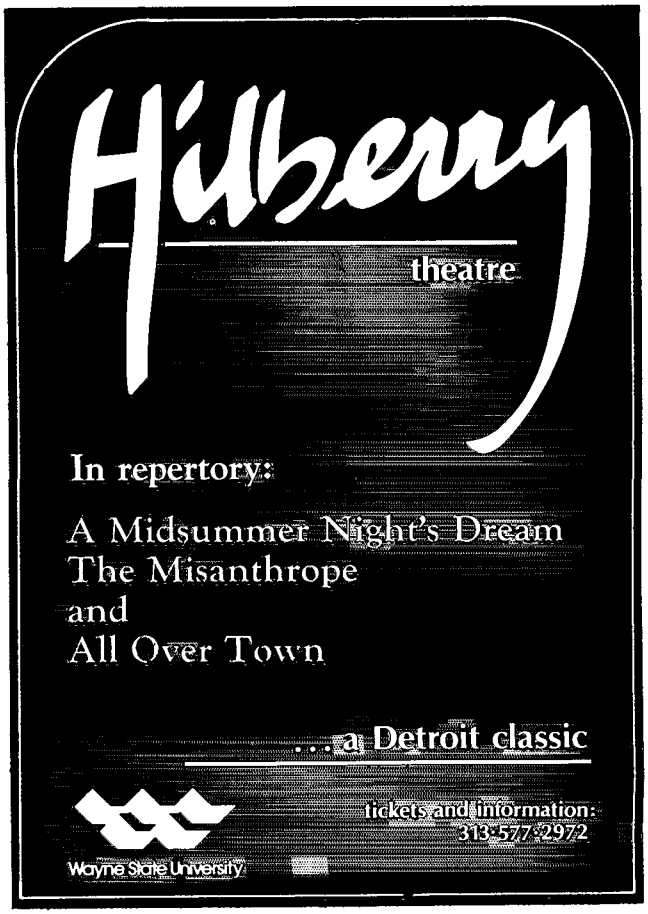


Always A Good Car

It's been a quarter of a century since the last Hupmobile was produced, yet the people who remember the cars remember them fondly.

If you're under fifty years old, you probably aren't familiar with the Hupmobile, nor with its designer, Robert "Bobby" Craig Hupp, unless you're a classmate of Laura Hupp at Pierce Middle School in Grosse Pointe Park. When Laura's sixth-grade teacher gave the class an assignment to write about an inventor, Laura naturally chose to write about her great-grandfather. His Hupmobile was a very popular automobile from 1909 through 1939, and Bobby Hupp was known as the "Boy Auto Builder" by his friends, who included Henry Ford, the Dodge brothers, Ransom E. Olds, Roy Chapin and all the other big-dreaming, hard-working men from Detroit's early automotive era.

Bobby Hupp was born in Grand Rapids, Michigan, in 1876. His parents moved to Detroit when he was a boy. After high school graduation, Hupp worked in the chemical, coal and railroad industries. In 1902, at the age of twenty-six, he was hired by the Olds Motor Works to load and unload coal and automotive materials in the shipping yard. In just six weeks he was promoted into the engine assembly department — the beginning of a meteoric rise that would make him a millionaire before the end of the decade.

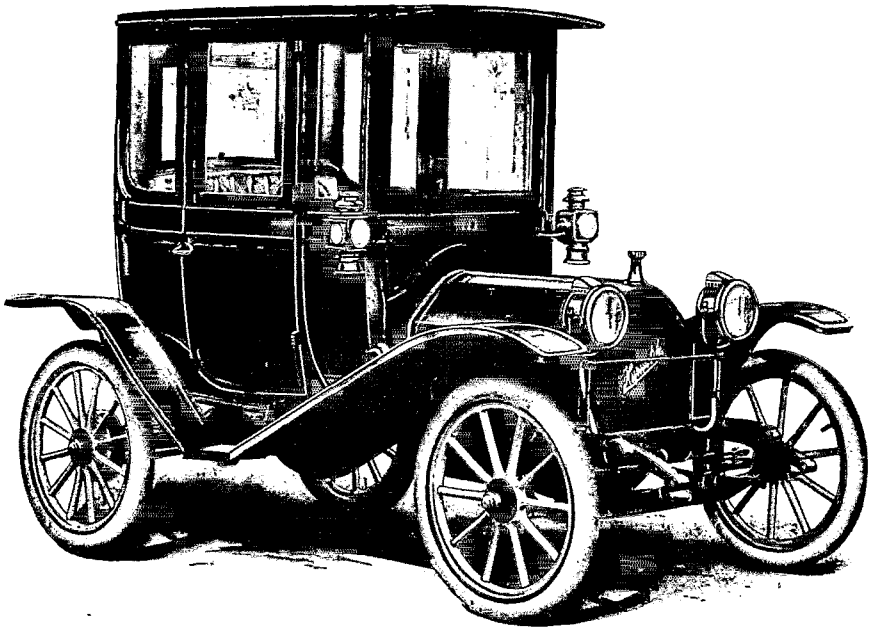
Hupp was quickly promoted again, first to office work, then into the service department. By 1905, after just three years of employment with Olds, he was appointed the company's service manager. But Olds Motor Works was relocating to Lansing, and Hupp did not want to leave the Detroit area. He applied to the Ford Motor Company in 1906 and was hired to head their service and accessories departments. He also acted as an assistant in the purchasing department and as an assistant to John Dodge, who was Ford's production superintendent. Dodge was overseeing the final development stages of the company's six-cylinder Model K, a 40-horsepower vehicle capable of speeds up to sixty miles per hour, but which sold for the high price of $2,800. Clearly a car for the rich, not for the common working man.

Henry Ford and Ransom E. Olds shared similar dreams. They dreamed of producing small, affordable cars for the masses instead of luxury cars for the rich. This dream rubbed off on young Hupp, along with the "I can do it too" spirit that was so distinctive of that era of American history. Hupp left Ford to design his own automobile, gaining experience in sales and purchasing with the new Regal Motor Car Company, a job he held for less than a year while he built an experimental car of his own, completing it on November 1, 1908.

"My father had a good understanding of machinery, and he had vision," said Robert Craig Hupp III in an article in *Cars & Parts* magazine. Unfortunately, Hupp didn't have money, and so was forced to find financial backers. Joseph R. Drake, J. Walter Drake, John E. Baker, Edwin Denby (who later became Secretary of the Navy), and former Olds men, including Charles D. Hastings, Emil A. Nelson, C. H. Dunlap and J. H. Peterson, joined with Bobby Hupp in forming the Hupp Motor Car Company on November 8, 1908, with a working capital of approximately $3,500, a paltry sum even in those days. Their aim was to introduce the Hupmobile at the Detroit Automobile Show, which was to be held in just three months' time.

Bobby Hupp, vice-president and

1911 Hupmobile 20 Coupe on 86" wheel base. Also produced on 110" wheel base. $1,100, with electric headlamps



by LYNNE GUITAR

general manager of the new motor car company, worked feverishly on the car, designated Model 20, to get it ready for the exhibition, with help from his assistant general manager, Charles D. Hastings. (Hastings had enthusiastically joined the company after a ride of just five miles in Hupp's prototype.) "Never will I forget the night we finished working on that exhibition car," Hastings told *Forbes* magazine. "I think it was the coldest night I ever saw. Working as we were, in cramped positions, thoroughly tired out and continually racing against time, with the wind blowing through the crevices of that shack and chilling us to the marrow, it took all the courage we had to stick."

But it was worth all the effort and discomfort. The Hupmobile was a great success at the 1909 Detroit Automobile Show. One of the men who raved about the little motor car was Henry Ford. "I recall looking at Bobby Hupp's roadster and wondering whether we could ever build as good a car for as little money," he said. (A short time later, Ford launched his new Model T, which retailed for $100 more than the $750 Hupp 20 Runabout.) Throughout the show, Charles Hastings sang the praises of the new Hupmobile to the automotive dealers in attendance, persuading them not only to place orders, but to put down deposits of $50 for each order. Before the show was over, he had presold all five hundred of the Hupp Motor Car Company's planned production for the 1909 model year, in the process gaining $25,000 with which to purchase the parts and materials needed to manufacture the cars.

By July of that same year, the company had to move out of its rented plant on Bellevue Avenue to larger facilities at Jefferson and Concord. Orders continued to come in, and production more than doubled the planned five hundred mark, hitting one thousand on November 15, just nine months after the Hupmobile's introduction to the marketplace. That same year marked the beginning of the huge volume of business Hupp would do in the international market; Hastings contracted for two hundred Hupmobiles to be delivered to New Zealand.

Why was the little red-and-black Hupp 20 Runabout so popular? It was neither a fast nor a powerful car. The advertising department's claim of a top speed of fifty miles per hour was an

exaggeration. (Bill Cuthbert, a modern-day Hupmobile expert, says there is "no evidence that any Hupp 20 ever achieved this speed, except on a trailer.") The Hupp 20 was, however, inexpensive and reliable. Bobby Hupp believed firmly in using only the best parts and materials and in tooling to close specifications. "The result was," Hupp himself said, "we found we could build a small car of the highest grade at a low price."

Lieutenant Owen C. Lindsay of the Detroit Police Department was convinced of the Hupp 20's quality and practicality. Lindsay drove one on his daily rounds for five months in 1910, keeping detailed daily records showing the advantages of patrolling in it instead of on a motorcycle. Thus, the Hupmobile was Detroit's first police car, but not its last. Because of the superb service rendered, Lindsay was promoted to Captain of the Sixth Precinct, and a fleet of Hupp 20s was purchased by the department. (Hupp family history has it that Lindsay purchased that first Hupp police car with his own money and was only reimbursed by the department after it proved its worth.) In his annual report, Police Commissioner Frank H. Croul stated that, "Our motor squad is all that has saved the day. It is the one thing that has prevented the town from being overrun with crooks. It is the best investment the city ever made as far as the police department is concerned."

In order to convince even more people that the Hupmobile was their best automotive buy, in early 1910 three Hupp 20 Runabouts were driven one thousand miles to the Grand Central Palace Automobile Show in New York, through the worst of winter weather conditions. This scheme was so successful in raising good publicity and increasing sales that a Round-the-World-in-a-Hupmobile plan was conceived (based on the sales boost the Thomas Flyer had received after winning the New-York-to-Paris race in 1908) — quite the ambitious endeavor in an era of yet-to-be-built roads and service stations!

On November 4, 1910, a large group of well-wishers, including members of the press, celebrities and politicians, Hupmobile owners and company officials, gathered to wave good-bye to Joseph R. Drake, treasurer and co-founder of the Hupp Motor Car Company; Thomas M. Hanlon, the driver, who later became manager of the company's service department; and Tom Jones, the trio's official photographer and writer, formerly a reporter with the *Detroit Free Press.* The three adventurous men, their luggage, spare parts, tools and gasoline were all fitted into the company's new four-passenger touring car, a car built to meet the demands of prospective owners who had complained that the Hupp 20 Runabout was too small to be a family car. It still had, however, the same 16.9 horsepower engine as the original Hupp 20; this was to be an endurance test, not a race, that covered, over eighteen months, more than 48,600 land miles and 28,000 miles by water, through twenty-six countries in all, fourteen of which had never before seen an automobile. (In the Fiji Islands, where there were only twenty-seven white residents, reception of the brave little car was so great that orders were taken for twelve cars, and a dealership was set up!)

Throughout 1911, while the Hupmobile earned a reputation for ruggedness and reliability all over the world, Bobby Hupp and his chief engineer, Emil A. Nelson, continued to make improvements and to introduce new models. The Runabout remained at the same price, $750, but the colour changed from red with black accents to a deep blue (known as Hupmobile Blue) with white stripes and gray wheels. The new, four-passenger Hupp 20 Touring Car, at $900, was well received by the buying public, as was the $850 Hupp 20 Torpedo. Not too many liked the looks of the closed-body, top-hat-style Hupp 20 Coupe, with its "high" $1,000 price tag. The biggest news of the year, however, was an unprecedented lifetime warranty offered to Hupp owners: "Hupp Motor Car Company guarantees the Hupmobile free from defects in material or workmanship, during the life of the car, and will replace, free of charge, any such defective material, on return to its factory for inspection."

It was at about this time that Bobby Hupp decided to move his family (wife Elsie, daughter Marion Agnes, and sons Robert Craig and Craig Anthony) from their home in Indian Village, at the corner of Iroquois and St. Paul, to a lakefront mansion at the foot of Edgemont Park in Grosse Pointe Park. The blueprints depict a brick, two-story home with cupola and two one-story wings, the entire 285' front of the home to be graced with white Grecian pillars. (Robert Craig Hupp IV notes that his grandmother was enamoured of the mansions in Virginia.) The main floor was to contain the usual kitchens, drawing rooms, living rooms and bedrooms, plus a very unusual octagon-shaped bedroom with adjoining octagon-shaped conservatory facing the lake, as well as a chapel and a music room with built-in stage. The central, upper story contained the "small" bedrooms (13' x 26'). The architects estimated material costs at $52,400 for the mansion itself; $3,800 for the lodge; $8,600 for the swimming pool and ball courts; and $10,000 for fences.

The Hupp Mansion was never completed. During the summer of 1911 there were rumours of discord between Hupp and his financial backers who, unfortunately for Bobby Hupp, owned a controlling share of the Hupp Motor Car Company. Addressing the press in August 1911, Hupp stated, "I am interested as much as ever, both financially and in spirit, with the success of the Hupp Motor Car Company.... Please deny for me that I am contemplating any withdrawal from the automobile company, much less organizing any competing concern." A week after issuing this statement, Bobby Hupp sold his stock and resigned.

September 1911 found Bobby Hupp at the head of a company he had fortuitously formed the previous May, the Hupp Corporation; he was president and his brother, Louis G. Hupp was secretary/treasurer. The corporation's assets included the Hupp-Yeats Electric Car Company (formed in June of 1910), Hupp-Turner Machine Company, Hupp-James-Guyman Foundry Company, Hupp-Johnson Forge Company, R. C. Hupp Sales Company, Rot-

ary Valve Motor Car Company, Hupp-Ellis-Rutley Construction Company (who began work on the Hupp Mansion in 1912), and Hupp-Detloff Pattern Company. Bobby Hupp announced his plans to produce and market an automobile to be called the R.C.H. (for Robert Craig Hupp, of course).

The president of the Hupp Motor Car Company, J. Walter Drake, had been a practicing attorney for twelve years before entering the automotive industry. He and Charles Hastings wasted no time in filing a lawsuit in Wayne County Circuit Court against Bobby Hupp and his Hupp Corporation. Judge John Murphy did not object to Bobby Hupp's using his own initials in naming his new automobile, but he decreed that the Hupp brothers could not use their name as part of any designation for any gasoline-powered car. He also limited the size of type in which the brothers' names could appear in printed literature and advertisements, required that the name of the Hupp Corporation be changed to the R.C.H. Corporation, and prohibited "any written or printed statement that Robert C. Hupp was or is the maker or designer of the Hupmobile or any portion of the Hupp Motor Car Company's product." (Thus began the fiction that Hupp's chief engineer, Emil A. Nelson, was the designer of the original Hupmobile.)

What caused the break between Bobby Hupp and the Hupp Motor Car Company remains unclear. His son believed it occurred because Hupp wanted to continue to produce small, inexpensive cars for the masses, while his partners wanted to produce bigger, more luxurious cars for the rich (a disagreement similar to the ones both Henry Ford and Ransom E. Olds had with their financial backers). Jeffrey I. Godshall, in *Automobile Quarterly*, states that the breakup occurred because Bobby Hupp wanted to expand the scope of operations too fast, while the more conservative Hastings and Drake would not support his grandiose idea for a multi-car company like the newly organized United States Motors and General Motors. If this were the case, Godshall observes, Bobby Hupp was right as far as the future of the automotive industry was concerned, but in the short run it was Hastings and Drake who had the more practical, profitable plans.

The R.C.H. Corporation's first automobile appeared on the scene in September of 1911; the second model in January of 1912. Not surprisingly, both looked very much like Hupmobiles, but they did not have Hastings' salesmanship behind them. On his resumé, Bobby Hupp claims he produced fifty cars a day, but by October 1912 the company was in receivership. Hupp-Yeats continued to produce electric cars and trucks through 1919, but Bobby Hupp was interested in gasoline-powered automobiles.

In 1913 Bobby Hupp tried again. He started the Monarch Motor Car Company, but World War I broke out in Europe and prices skyrocketed for steel and other required materials, *if* one could get them at any price. The fledgling company built two hundred cars, then floundered.

During the war years, Bobby Hupp moved his family to Kansas City, then to Forest Hills, New York. His history is sketchy for this period, but in 1918 he passed examinations for a commission as captain in military motor transport and was awaiting orders when the armistice was declared. He became involved, on a limited basis (on his resumé, he lists himself as automotive consulting engineer), with the Emerson Car Company, then moved back to Michigan and had

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demand to be that of robotics technicians, those individuals capable of testing, programming, installing, troubleshooting and maintaining industrial robots.

Within the automotive industry, retraining is understood to be part of the ongoing process of maintaining a competitive edge, not necessarily a new development due to robotics technology.

"Retraining the work force is something that goes on all the time," says Chrysler spokesman Jerome Moore. Since the advent of automated welding, "many workers have been retrained to operate and maintain the welding machines. Others displaced have been retrained for jobs comparable to their skills and abilities."

Bill Peacock, spokesman for corporate technology, Ford Motor Company, calls robotics "a promising area of technology" and regards it in light of the automotive industry's "continuing emphasis toward automation."

Peacock warns that the threat to the American auto worker is not the proliferation of robotics technology. "The problem that the worker has today is the threat of low-cost manufacturing sources. The U.S. auto industry is losing its share of the market to worldwide competitors. The increase in automation is simply the changing structure of the U.S. auto industry to remain competitive in the market. Please don't equate these two forces, robotics and the takeover of the industry by the Japanese; they are not the same."

Addressing the issue of America's manufacturing future from the perspective of official labor is the UAW's guide to new technology, *Our Working Future*. The guide includes union goals, a blueprint for a working America, and a call for political action to ensure job security and a system that "places people before profits."

The union expresses concern that "in a future that places profits before people it's possible that the new technology will be turned directly against us."

Thomas L. Weekly, assistant director of the skilled trades department of the UAW and author of *Our Working Future*, says that a common fear of auto workers is that "automation will simply serve to push them harder, monitor them more closely."

Weekly suggests that political action is a necessary part of working America's future. "A social problem that the United States has to face is whether we are going to automate to the point where no one can earn a living to purchase the product." What the union must ensure, Weekly says, "is that people can be retrained and automation used to benefit workers with shorter working hours, less tedious tasks, more rewarding jobs – not force people out of work."

The UAW's role can be broken down this way, according to Weekly: Whatever can be done to enhance workers' jobs and at the same time enhance the quality of the product must be done.

"Our main thrust is to supply job security for our membership," Weekly continues, "as well as promote job efficiency, promote a better product and help America be more competitive."

Does Weekly envision a future of cooperation between management and labor over the issue of increased robotics technology in the auto industry?

"As long as management is willing to use automation to benefit the people who work for them as well as themselves," he says, "then I see a way to cooperate for a better future."

Robert Stauffer, managing editor of *Robotics Today* magazine, sees robot technology helping to bridge the gap between labor and management in the future.

"The guy on the line will have a lot more input if he is responsible for maintaining the operation of the robot," says Stauffer. "This isn't to say that there will not be differences between union and management. In the long run, I think you will see a greater cooperation emerging; everyone must pull together to share the fruits of the new technology and also provide a better quality product."

Perhaps the most significant by-product of the introduction of robotics technology into the automotive industry is the creation of a more highly trained work force and the elimination of unskilled labor.

The Hunts' study calls this phenomenon the "skill-twist," defined as the net result of retraining and upgrading the labor force due to the displacement and creation of jobs.

Amidst a generally hopeful scenario is the dour prospect indicated for unskilled youth entering the manufacturing sector in search of employment. The Hunts' study asserts that the "unemployment burden caused by robotics will ultimately fall on the younger generation."

The Delphi study concludes that entry-level jobs "with no training or experience necessary" are a thing of the past. Additionally, the increase in demand for a technically trained labor force will result in a seven percent decrease in the high school dropout rate (twenty percent today, thirteen percent in 1995) over the next ten-year period.

While current auto workers undergo technical retraining provided by the company, more young people who have completed some technical school or college training will enter the work force.

The Hunts' study projects that over half of all jobs created by robotics will require a two-year degree or more. The authors suggest that the new jobs created by the emergence of robotics will be increasingly scientific and technical, and that a corresponding background will be necessary at the entry level.

The elimination of repetitive, often dangerous jobs, an upgrading of the automotive labor force in terms of skill and technical education, a scenario which points to teamwork and cross-hierarchical communication as integral to the daily routine of making higher quality automobiles more efficiently and cheaply – this is the blueprint that emerges in tandem with the robot.

What does one call it? A revolution? An evolution of the application of technology begun two hundred years ago? A pestilence?

Whatever else it is, the robot is an infant. As such, it engenders a correspondingly wide and varied range of emotion. How does one predict its future?

How often we feed it, of course, and the quality of our nurturing will determine its growth. ◇

Walter Wasacz, a counselor at Metropolitan Detroit Hospital, has written on pop culture for magazines in Detroit, New York and London.

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BEST OF ALL...IT'S A CADILLAC.

Looking Down the Line

Auto analysts predict the industry's future.

Did the pioneers of the automobile foresee what their contraption would become in its hundredth year? They may have imagined a more comfortable and reliable vehicle, easy to operate, capable of traveling far at great speeds — but few could have envisioned twelve-lane freeways and a multibillion-dollar industry comprising the world's biggest corporation and a host of other giants.

Yet the car itself is today remarkably like its predecessors, dating back to the self-propelled carriages developed a century ago in European machine shops: it has four wheels and an engine and carries about four people over surfaces in varying states of repair with varying degrees of success. Destined to serve nearly the same purpose for at least another hundred years, the car probably will not change much in basic configuration.

"Cars serve a function first, and unless that function changes in concept, they're not apt to change much," says L. Donald Gschwind, Chrysler's vice-president of program management. "Who needs a car that flies, if you're driving ten miles to work today?"

Engines will be smaller, experts say, but will continue to be built on the principle of internal combustion. Plastics and ceramics, because they weigh and cost less without undermining safety and performance, will gain wider application both inside and outside the car. Electronic controls will improve braking, steering and shifting, and automatic guidance systems eventually may relieve us of the very act of driving.

In short, the automobile will become better at what it already does. And in a manner more dramatic than even the evolution of the car itself, so will the industry that designs and builds it.

On many counts, the last fifteen years have provided more challenges to auto manufacturers than the preceding century. American automakers stumbled over a pair of energy crises to their peak year in 1979, then suffered calamitous losses in a recession lasting until 1982. With that tumult behind, the U.S. industry finds itself involved in increasingly global competition.

Beckoning this growing field of manufacturers is the prospect of a substantial increase in worldwide car demand as the world's economy expands. This prospect assumes that some of the conditions thought most likely to constrain future auto use will have only a limited effect in the next half-century. A recent oil glut and the ensuing decrease in prices have chased the fear of exhausting the fuel supply from the public consciousness, with good statistical reason. The world's supply of proven oil reserves was the same in 1982 — thirty-four years at current pumping rates — as in 1971, according to a study on the automobile's future, coordinated by researchers at the Massachusetts Institute of Technology. Furthermore, the study reports, ninety percent of world petroleum exploration has occurred in the United States, which has only twenty-three percent of the surface area suspected of covering oil fields.

Improvements at the other end of the pump promise further reductions in gasoline consumption. A reduction in the coefficient of drag (a measure of aerodynamic efficiency) from the current average of 0.4 to 0.2 would improve fuel economy by as much as twenty-five percent, according to one estimate. Donald Kopka, Ford's vice-president of design, says the company's Probe 5 concept car, with a drag coefficient of 0.13, is "more efficient aerodynamically than the F-15 jet fighter." Because it uses less power to overcome air resistance, Kopka explains, the Probe 5 can go fifty miles an hour using less than five horsepower.

These facts suggest that car engines will be burning gasoline well into the Twenty-first Century. In any event, past experience argues that crisis rather than foresight will spur earnest exploration of alternatives.

Next in line are alcohol-based fuels. While incapable of delivering the same fuel economy as gasoline, ethanol and methanol will gain acceptance on the basis of cost as production capacity expands. The experience of Brazil proves a switch is possible: that nation's cars now run entirely on alcohol after a brief initial seasoning with gasoline.

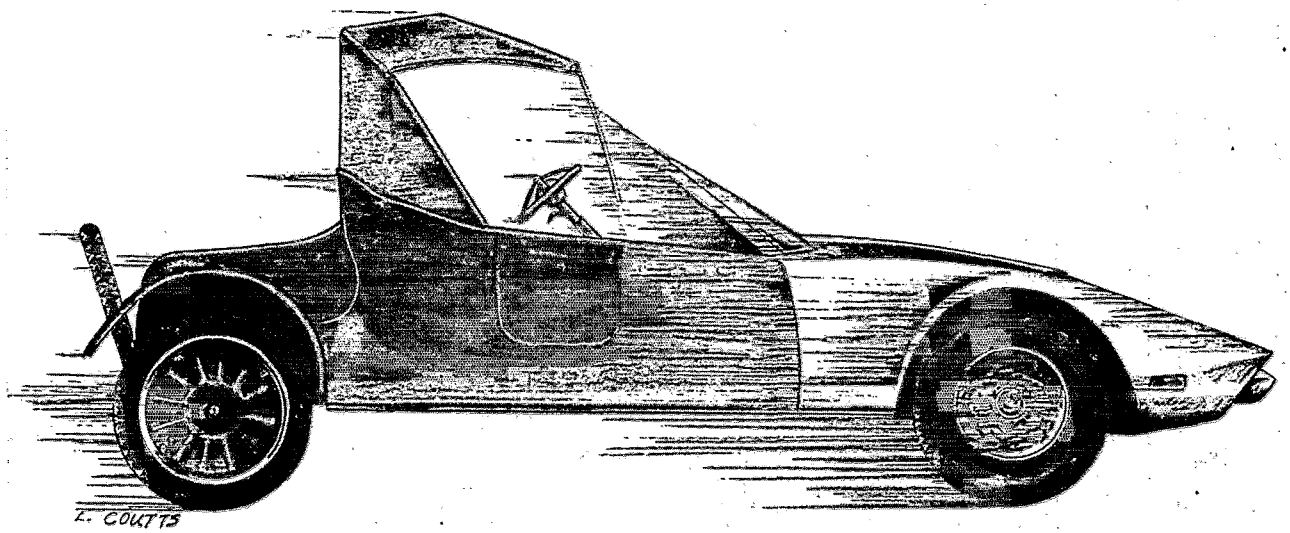
Nor will space limitations, except in the few areas where they are already a serious problem, prevent expanded car use. On the contrary, automakers and industry observers base much of their future thinking on the assumption that mass transit will be stalled for several decades. Even in developing countries, says analyst Arvid Jouppi, the car will enter "after the bicycle" and before mass transit. A country can take on the automobile gradually, he points out: the initial costs are limited to the road system and the purchase price of cars. The cooperation and capital necessary for a mass transportation system are harder to come by.

Based on a similar set of assumptions, the MIT study estimates that worldwide demand for new cars will increase nearly sixty percent to 49 million a year by the year 2000, from 30.5 million at its peak in 1979. The researchers found that rather than depending on such factors as fuel supply and available space, "national rates of auto ownership around the world correspond closely to levels of income."

by DAVID VANKER

At the same time, the study predicts, the number of auto industry jobs in the United States will decline forty percent, from 980,000 in 1979 to less than 600,000 in the year 2000, with similar labor force reductions in other top-producing nations. The figures reflect decreases in both blue- and white-collar employment.

The driving force behind these two ostensibly opposite currents is a hectic shift to capital-intensive production. The urgency of cost reduction in manufacturing has infused automation efforts with new life. The population of robots at General Motors alone will increase to 14,000 by 1990, from 5,000 in 1985 and a mere 425 in 1980.



"The opportunities for competitive survival are unlimited if we change our focus to development and application of new technology in the manufacturing process," GM's Robert J. Eaton, vice-president of advanced engineering, told a University of Michigan management seminar last year.

Part of the optimism springs from the prospect of transferring the grounds of the trade battle from labor cost to technological sophistication. Gschwind says U.S. automakers hope to "catch up and exceed what the overseas companies can provide us.

"Where it all shakes out, heaven only knows, but I think we see a technology base in the United States that's second to none," he continues. "And through the application of technology, we should be able to compete very favourably with a lot of the overseas sources."

But Maryann N. Keller, an auto analyst with Vilas-Fischer Associates, doubts that capital-intensiveness alone can immunize the United States against the threat of cheap labor. Since technology is not proprietary, she argues, any number of nations can reap its benefits.

"If all it takes is a machine, then all it takes is someone calling up their friendly machine manufacturer saying, 'Send one over,' " she says. "If we can buy it, then somebody else can buy it."

Gschwind responds that, in fact, machines and manufacturing techniques increasingly are designed by the auto companies to fill specific requirements.

"We approach the tooling company and say, 'Here's what we need; this machine must do these jobs,' " he explains, "so in that sense it becomes semi-proprietary, in that we're going to be first with it because it's designed and built to our order."

In addition, capital intensity means more than replacing human beings with robots. Technologically advanced manufacturers expect to gain an advantage over labor-intensive nations by reducing the time required in both the design and manufacturing stages to introduce and improve car models. Shorter development cycles in turn will reduce the investment required for a new model.

These hopes haven't materialized yet, Keller says, pointing to Ford's difficulty in introducing its Taurus and Sable models.

"The reason why the Taurus and Sable were late was partly because of production problems related to equipment in the factories," she says. "And the reason (General Motors') Hamtramck and Lake Orion plants have operated under capacity is because of the machinery."

Analyst Charles J. Brady of Sanford C. Bernstein, Inc., counters that "the trouble they're having is misleading" and cites a renewed pursuit of quality in America, rather than inability to handle technology, as the source of delays in bringing new products to market.

"In an attempt to vastly improve the quality of the first car off the line, they're going through steps that take longer and require more money and attention," Brady says. "If you were happy with the old quality level, you wouldn't have that problem. You'd still be automated and make significant gains in certain areas. But the wave of the future is quality product."

Working the kinks out of new manufacturing processes over the coming decades seems inevitable. But capital intensity cannot be expected to eliminate labor entirely, creating a science-fictional workerless factory. While Eaton predicts that "the actual physical operations in a factory of the future will be carried out by computer-controlled devices," he fails to specify "the future," leaving us to guess at what point machines will complete their takeover. Even on the basis of cost benefits, argues Keller, automation can be carried only so far.

"There ought to be some sort of rational approach to recognizing that labor is a necessary ingredient, and it isn't necessary to go and find a five-million-dollar machine to get rid of one job," she says. "At some point that be-

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ILLUSTRATION BY LINDA COUTTS

The Importance of Imports

Another wave of imports is heading our way, but this time it comes from an unlikely source.

When Henry Ford II vowed to shove the import car invasion back to the shores, he meant the Atlantic and, more particularly, the Pacific beaches.

Today, he or anyone else would have a hard time rolling back the imports arriving on the shores of Lake St. Clair. Indeed, Ford Motor Company, General Motors and Chrysler Corporation are busily importing as much as they can in both finished cars and components.

And while Detroit and Grosse Pointe remain bastions of the domestic car, there are a lot of imports and neo-imports running along Lake Shore Road and Kercheval. Many of them don't look like imports. They bear historic names like Dodge and Ford. A lot are called Honda, Nissan and Mazda—the latest additions to the growing list of domestic manufacturers.

It's getting hard to tell the players without a scorecard; Hondas are being turned out in Ohio; Nissan trucks and small cars in Tennessee; and, soon, Mazdas downriver. Toyotas will be arriving from the bluegrass of Kentucky and Chrysler-Mitsubishis from the prairies of Illinois.

Sometimes the imports are more subtle. There are Pontiacs putting around with Brazilian engines, Fords shifting with Japanese transmissions, and Plymouths running with Japanese and French engines. Vehicles like the All-American Chevrolet El Camino, Chrysler K car, Aries, Reliant, and Ramcharger also are sourced in Mexico. For El Camino and Ramcharger, Mexico is the sole source.

The domestics are importing and the imports are domesticating, in what are called "transplants." What it all means is that the "domestic" versus "import" car wars are over. The new battle will instead be brand against brand, with only the fittest, i.e., the biggest, surviving.

On the firing line are American Motors and Renault, Volkswagen and Subaru. AMC now has only small cars in an increasingly hostile and competitive market. Volkswagen keeps its plant in Pennsylvania open only as insurance against the dreaded protectionism which would limit imports from Germany, where the bulk of its cars are sourced. But VW soon will be bringing a lower-priced entry up from Brazil. Subaru is the only U.S., publicly-owned, Japanese-sourced automaker. It's also the only one without immediate plans for a U.S. plant.

The basic strategy of the domestic makers is to fill the lower-priced end of the market with imported small cars, while they see whether domestic production can compete. That's why GM has the Saturn Corporation small car project (in Tennessee); Ford has Alpha; and Chrysler, Liberty. All are trying new manufacturing methods to trim costs first on small cars and then on larger ones.

Hondas are being turned out in Ohio; Nissan trucks and small cars in Tennessee; and, soon, Mazdas downriver. Toyotas will be arriving from Kentucky and Chrysler-Mitsubishis from Illinois.

Meanwhile, the Japanese are moving into more expensive and profitable cars, while keeping a toe in the entry-level market. They have ultra-small cars, called minis, ready to launch into the market, which is becoming dominated by third world automakers in Korea, Yugoslavia, and Taiwan, for example.

For now, domestic and import marketing executives view the likes of a $3,990 Yugo (from Yugoslavia) as more of a threat to the used car market than to new cars. That reminds some of the reaction of U.S. automakers to the impact of Japanese small cars in the 1950s. Declaring they could meet that competition with used cars, they then hurriedly created compacts like the Ford Falcon, Chevrolet Corvair and Plymouth Valiant.

So the parallels exist for both domestic and import manufacturers as third world companies begin production for export to the world's richest market—the United States.

The import share from Japan and Europe was twenty-three percent of the total market in 1985 under "voluntary" restraints. That will rise to thirty percent or more with a proliferation of models that will begin to splinter the entire market, domestic and import. Much of the impact will fall on Japanese imports as vehicles pour in from Korea, Yugoslavia, and Taiwan, and U.S. manufacturers with close ties to Japan will feel those blows.

There are some who say the market will never be the same again. "It's difficult to make sense out of what is going on," says David Cole, director of the Office for the Study of Automotive Transportation at the University of Michigan. He sees an oversupply of cars, and that translates into "the consumer is king."

With the flood of brand names

continued on page 112

by RALPH GRAY

NOW AVAILABLE FOR IMMEDIATE DELIVERY — BUY OR LEASE

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Substitute transportation now available.

Falvey Motors will leave a vehicle for your use when we pick up your Jaguar at your home or office. After servicing your Jaguar we'll return it to your doorstep.

S.E. MICHIGAN'S ONLY FACTORY AUTHORIZED JAGUAR DEALER

• Sales • Service • Parts

continued from page 110

and models, the origin of cars is becoming blurred. The joint-venture car of GM and Toyota, the Chevrolet Nova, got off to a disappointing start, partly because of its positioning as "the best of both worlds" — in other words, an import fighter.

Chevy general manager Robert Burger concedes Nova wasn't viewed as an import fighter by buyers, who just wanted a good car. "It's as good a car as there is in the industry," Burger says. Consumers weren't concerned that the Nova was based on the excellent Toyota Corolla; they really didn't buy it because it had Chevrolet trim—the hot dogs, apple pie and Chevrolet syndrome.

Just to keep things confusing, Toyota will be taking the joint-venture car from the California plant and selling it as a Toyota Corolla.

So Nova is finally beginning to sell well because of its dollar value and not its national origin. But the car is base priced at $7,435, and there's a big hole in the market below that, where price is all-important — at least for starters.

The invasion of low-priced cars from Korea (Hyundai Excel) and other poor nations "is absolutely serious," says James Womack, research director of the International Motor Vehicle Program at Massachusetts Institute of Technology.

"But just because they make an initial splash, it doesn't mean they will survive. Vehicle distribution through strong dealers and service is indispensable," he adds. Some will go the way of the vanished Renault Dauphine, Citroen, Hillman and Morris cars of the 1950s and 1960s.

Womack feels that the deals between domestic manufacturers and third world companies may not last either. "Korea is determined to play an independent game and will make short-term alliances to get going. There are problems in controlling your sources," he explains. Often these third world companies want to undertake their own distribution, like Hyundai.

Ironically, Korean and other third world competitors may see Japanese manufacturers, who have been import-constrained, likewise seeking to have Korean imports restrained.

"There is a real possibility Japan could go for protection from Korea in the late 1980s, citing unfair sweatshop competition. Stranger things have happened," Womack speculates.

Actually, the continuation of Japanese import restraints means a vacuum will remain on the low end, since Japan won't export as many low-priced vehicles. The U.S. plants established by the Japanese are for larger cars.

"The United States historically has had a missing segment, which is the real small car, except for the Ford Fiesta, which was marketed here briefly. Most of Europe has that small-car class. The Yugo and the Suzuki-made Sprint (for Chevrolet) fit that market. There is going to be some action in that market, regardless of what the Americans and Japanese do," Womack predicts.

The minicar market could go to one million vehicles in the United States. "There will be a lot of offerings in the bargain-basement class," he adds.

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RESTAURANTS

Celebrate spring with HERITAGE restaurant critic Charlotte Russe, who believes that dining out is one of the best ways to welcome the new season. Ms. Russe ventures near and far in search of gastronomic pleasures to share with her readers. This month, the Jefferson Colonnade's fifteenth anniversary is cause for celebration!

Charlotte keeps us updated on restaurant information. Prices indicated are based on the estimated cost of a typical dinner for two with one drink each, but excluding tax and tip. All establishments have a full bar unless indicated. Note days and hours they're open, and Bon Appetit!

Credit Cards: AE—American Express; CB—Carte Blanche; DC—Diners Club; MC—Master Card; MTE—Metro Trade Exchange; V—Visa.

Aliette's Restaurant Bakery, 3459 Porter, Detroit 554-0907. This is the place to go when a trip to France is out of the question. The food, not the decor, is center stage here—hearty French cuisine and ethereal desserts. Aliette no longer presides, but not to worry; other family members carry on the formidable tradition. Tuesday-Saturday, lunch 11 a.m.-2 p.m., dinner 5-10 p.m. $25. *No credit cards.*

Amigos, 18310 Mack in the Farms, 886-9625. The sombreros and typical south-of-the-border decor were omitted when this little eatery was decorated, but the menu is definitely Mexican. The large grilled burritos are memorable. Also on the menu are enchiladas and soft tacos, plus a few vegetarian meals. Everything is made from natural ingredients. No bar. Monday-Thursday 11:30 a.m.-9 p.m.; Friday-Saturday 11:30 a.m.-11 p.m.; Sunday 4 p.m.-8 p.m. $12. No credit cards.

Assembly Line Sandwich Shop, 19341 Mack in the Woods, 885-5122. Though half of their business is carry-out, they do have a casual dining area for about forty. Delivery between 10 a.m. and 3 p.m. has become legendary. Try their huge party subs. Monday-Saturday 10:30 a.m.-10 p.m.; Sunday noon-9 p.m. $8. No credit cards.

Blue Pointe, 17131 E. Warren, Detroit, 882-3653. One of the few eastside Italian restaurants makes you feel comfortable with its oak furniture with brass highlights. Tuesday-Thursday 11 a.m.-10 p.m.; Friday 11 a.m.-12 midnight. Sunday brunch 10 a.m.-2:30 p.m.; dinner 4 p.m.-12 p.m. $20. AE, CB, DC, MC, V.

Cafe Le Chat, 17001 Kercheval in the City, 884-9077. A charming, cozy cafe featuring gourmet meals with a French flair. Soups, salads, pasta and sandwiches are available, along with a full dinner menu. The cheese tray changes daily, as does the selection of decadent desserts, all made on the premises. Lunch Monday-Saturday 11 a.m.-2 p.m. High tea Monday-Saturday 2 p.m.-5 p.m.; Dinner Wednesday-Saturday 6:30 p.m.-9:30 p.m. $12-$30. MC, V.

Callaghan's in the Park, 15412 Mack, 881-6550. The sandwich menu features ground rounds, clubs and coney islands. Onion rings and homemade soup round out the fare at this casual neighborhood eatery. Monday-Saturday 10 a.m.-2 a.m.; Sunday noon-2 a.m. $10. No credit cards.

Clairpointe, 630 St. Clair in the City, 884-6810. A full menu of Italian and American dishes are served, including chicken piccata, Boston scrod or stuffed pizza. For dessert, there are many homemade treats, including a variety of tortes. No bar. Monday-Saturday 7 a.m.-9 p.m.; Sunday 8 a.m.-3 p.m. $12. No credit cards.

Da Edoardo, 19767 Mack in the Woods, 881-8540. Northern Italian continental cuisine served in a beautiful, dimly-lit English countryside setting. Rich wood panelling and mirrored arches enhance the three intimate dining rooms. Veal medallions with prosciutto and cheese *sauteed in wine sauce or the spinach pasta filled with* crab are the more popular specialties. Over coffee and dessert, study the magnificent ceiling in the Cappuccino Room. Monday-Thursday 5 p.m.-10 p.m.; Friday-Saturday 5 p.m.-midnight. $40. MC, V.

Diamond Lil's, 18774 Mack in the Farms, 881-3717. Homemade soups, sandwiches, salads and, of course, "Lil's Famous Ground Round." Daily specials and a heavy oak setting help make Lil's one of Grosse Pointe's friendliest eateries. Monday-Friday 11:30 a.m.-2 a.m. Saturday noon-2 a.m. Entertainment Thursday-Saturday. $15. MC, V.

Farina's Granary, 18431 Mack in Detroit, 881-3086. Comfy in a rustic way, with daily specials for both lunch and dinner, and fresh-baked bread. The Granary also offers entertainment on Friday and Saturday with no cover. Monday-Friday 11 a.m.-2 a.m. Saturday 5 p.m.-2 a.m. $15. MC, V.

Galligan's, 519 E. Jefferson, Detroit, 963-2093. An old-style, well-appointed bar in the midst of downtown's hub-bub. Usual pub fare includes hamburgers, sandwiches, mussels, chili and fish. The black bean soup is a stand-out—hearty and delicious. The rooftop restaurant opens in warm weather to afford diners a spectacular view of the booming Detroit scene. Monday-Saturday 11 a.m.-2 a.m. $12. AE, DC, MC, V.

Irish Coffee, 18666 Mack in the Farms, 881-5675. A famed ground round headlines at this spot. Lined with lots of wood, the interior resembles a library. But a friendly crowd of all ages keeps things far from hushed. Monday-Saturday 11 a.m.-2:30 a.m.; Sunday 5 p.m.-2:30 a.m. $7. MC, V.

Jacobson's, St. Clair Room, 17000 Kercheval in the City, 882-7000. Take a break from shopping duties in this cheerful colonial room. Among the chef's specialties are the crepes, sandwiches, and soups. Salads include pasta, tuna, taco and a great Maurice. Open Monday-Wednesday 9 a.m.-5:30 p.m; Thursday-Friday 9 a.m.-8 p.m; Saturday 9 a.m.-5:30 p.m. $14. AE, Jacobson's.

Julio's, 20930 Mack in the Woods, 885-7979. Now you don't have to go all the way to Greektown to hear your waiter shout "Opa!" John Kefallinos has brought Greek food to the Pointes in his newly-opened restaurant. Along with the ubiquitous saganaki, the menu features dolmathaki (stuffed grape leaves), octopus, horiatiki (blend of tomatoes, cucumbers, green peppers, onions, Greek olives, feta cheese and pepperoncini), spinach cheese pie, gyros, souvlaki and pastitsio (Greek lasagna). Lots of Greek bread comes with everything. Seven days, 11 a.m.-2 a.m. $14. AE, MC, V.

Le Cafe Francais, 20311 Mack, in the Kimberly Korner Mall in the Woods, 343-0610. A courtyard with a running fountain, plants and statues sets the romantic scene for the prix fixe dinner. Wine and beer. Lunch Tuesday-Saturday 11 a.m.-2:30 p.m. Dinner Wednesday-Saturday at 6 p.m. by reservation only. Sunday brunch 10 a.m.-2 p.m. Courtyard dining. $60. AE, CB, DC.

Little Tony's Lounge in the Woods, 20513 Mack, 885-8522. Taste Carol's homemade chili or some outstanding GP burgers in the rustic comfort of high-backed wooden booths. While dining, pause to study the cartoons and other artwork on the walls—many are by local artists. Monday-Saturday 11 a.m.-2 a.m. $12. No credit cards.

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The Jefferson Colonnade looks much older than it is. A comfortable restaurant with quiet, unpretentious decor, it appears to have occupied this spot on Jefferson forever. Its white colonial exterior and subdued interior seem vaguely familiar — a throwback to more leisurely times, when dining out was a grownup treat.

A small bar sits in a corner outside the dining room, snuggled so discreetly against the wall that it is easy to miss. The dining room is divided into two by a single step that crosses its width; decorated in shades of brown and blue, its walls are covered with a variety of prints and china plates. Windows are dressed with soft, white curtains, and sturdy leather chairs provide comfortable seating.

Champagne is available by the glass ($2) and is a festive way to begin dinner. Appetizers include breaded mushrooms and cauliflower, escargots, and shrimp cocktail. If you are knowledgeable, however, you'll skip directly to the soups — thick, homemade creations that are, quite simply, sensational. Beef barley, split pea, and cabbage were equally successful — highly seasoned, rich with chunky ingredients.

Entrees are wide ranging, from orange roughy, whitefish, pickerel and perch to turkey, roast duckling, breast of chicken and filet mignon. The real interest, though, lies in the German dishes on the menu. Here is where owners Karl and Julia Mellenthin put their

Mallard Pub, 18000 E. Warren, Detroit, 884-9100. This cozy little nest sports ducks on the walls, the tablecloths and the Tiffany-style lamps. The theme extends to the menu, with duck soup and mallard salad, Long Island roast duck, or sauteed breast of duck with raspberry champagne sauce. Other entrees include venison, boar, moose and pheasant. Lots of alternatives for less adventurous diners. Monday-Thursday 11:30 a.m.-10 p.m.; Friday 11:30 -2 a.m.; Saturday 4 p.m.-2 a.m. $20. AE, MC, V.

National Coney Island, 19019 Mack in Detroit, 881-5509. Savour your coney dog in style, amid natural wood and hanging plants. A great breakfast menu and their famous Greek salad round out the fare. Beer and wine; parking in the rear. Monday-Thursday 7 a.m.-11 p.m.; Friday and Saturday 7 a.m.-midnight; Sunday 8 a.m.-10 p.m. $10. No credit cards.

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hearts. The list is short but adequate — wiener schnitzel, kassler rippchen (grilled pork chops), sauerbraten and rolladen. Under a generous ladling of thick, brown gravy, the sauerbraten balanced sweet and sour tastes perfectly. The wiener schnitzel consisted of two large pieces of veal, lightly breaded and served with lemon wedges. But the real delight turned out to be the rolladen, two slices of marinated beef rolled and stuffed with bacon and onions, enhanced by a simple brown gravy. A perfect combination of ingredients and seasonings that sums up everything good about homestyle cooking. All the German selections are served with red cabbage and potato pancakes, accompanied by applesauce or sour cream.

Desserts include a wide assortment of pies, sundaes and a rich, homemade rice pudding topped with whipped cream, a soothing end to a satisfying meal.

The wine list is conservative, emphasizing well-known domestic vintners, all fairly priced. Altenmenster beer is also available.

April marks the Jefferson Colonnade's fifteenth anniversary, good cause for celebrating a restaurant that knows the value of doing simple things well.

JEFFERSON COLONNADE, 22423 Jefferson Avenue, St. Clair Shores, 779-4720. Open Monday-Saturday, 8:30 a.m.-10 p.m. $25. AE, V.

The Old Place, 15301 E. Jefferson at Beaconsfield in the Park, 882-4118. This formal dining room is filled with gorgeous antiques to occupy wandering eyes between courses. China dolls, wall hangings and old farm implements create a backdrop for tables beautifully set with white linen, pewter and crystal. The primarily American menu includes an occasional nod to the French. Chateaubriand, many veal dishes, rack of lamb, and prime rib on weekends. Open Monday-Thursday 11 a.m.-10 p.m.; Friday 11 a.m.-midnight; Saturday 4 p.m.-midnight. Bar open Monday-Saturday until 2 a.m. $40. AE, DC, MC, V.

The Original Pancake House, 20273 Mack, west of Lochmoor, in the Woods, 884-4144. People come from miles around to eat breakfast here; it might be because their pancakes, crepes, omelettes and everything else on the menu are made from the freshest ingredients. The custard-filled apple pancakes topped with cinnamon glaze reign supreme. No bar. Daily 7 a.m.-9 p.m. $10. No credit cards.

Park Place Cafe, 15402 Mack at Nottingham in the Park, 881-0550. A comfortable contemporary spot for a healthy meal. Park Place is known for its fresh fish—flounder, trout, orange roughy—and generous salads. Tuesday-Thursday 11 a.m.-10 p.m.; Friday-Saturday 11 a.m.-midnight. $30. AE, MC, V.

Pontchartrain Wine Cellars, 234 West Larned, Detroit, 963-1785. Across the street from the Pontchartrain Hotel, the decor here is very romantic — with fresh flowers and candlelight sure to enhance your veal cordon bleu, or the best snails in town. Beer and wine. Monday-Friday 11:30 a.m.-2:30 p.m. and 5:30 p.m.-9:30 p.m.; Saturday 5:30 p.m.-11 p.m. $30. AE, CB, DC, MC, V.

The Rhinoceros, 265 Riopelle, Warehouse District in Detroit, 259-2208. A dimly-lit, sophisticated bistro restored to nineteenth-century charm. Exposed brick walls and an amusing array of mismatched furnishings. Continental fare served up in one of Detroit's premier piano bars. Tuesday-Friday and Sunday 11:30 a.m.-2 a.m.; Saturday and Monday 4:30 p.m.-2 a.m. $40. AE, MC, V.

St. Clair Inn Restaurant, 500 N. Riverside in St. Clair, 329-2222. The linen and china-set tables add to the elegance of this traditional English dining room. Gaze over the St. Clair River while savouring entrees on the American menu, including fresh seafood and steaks. Breakfast Monday-Saturday 7 a.m.-10:30 a.m.; Lunch 11:30 a.m.-4 p.m.; Dinner Monday-Thursday 5 p.m.-10 p.m.; Friday-Saturday 5 p.m.-midnight. Dinner only Sunday 1 p.m.-9 p.m. $35. AE, CB, DC, MC, V.

Sierra Station Cantina, 15110 Mack in the Park, 381-3906. Grosse Pointe's Mexican connection: all of the food, including nachos grande, burritos, and the fiesta plate are cooked up by Mexican husband-wife team Fabian and Aurora. The cantina is awash with interesting south-of-the-border artifacts. Tuesday-Friday 11:30 a.m.-2 a.m.; Saturday 5 p.m.-2 a.m.; Sunday 5 p.m.-11 p.m. $13. MC, V.

Sparky Herberts, 15117 Kercheval in the Park, 822-0266. Stylish decor and a cream-of-the-crop crowd give this local favourite its flair. Everyone stops in to talk, laugh and eat salads, pasta, rack of lamb, pheasant, fresh fish, beef tenderloin, and daily changing specials. A commendable wine list. Monday-Saturday 11:30 a.m.-2 a.m.; Sunday noon-midnight, with brunch from noon-3 p.m. $25. AE, DC, MC, V.

Star of Detroit, docked at Hart Plaza, Detroit, 465-7827. Enjoy American cuisine, served buffet style, aboard a floating restaurant that actually sets sail. Luncheon, dinner and cocktail cruises, along with fashion shows, culinary demonstrations and live entertainment. Lunch Monday-Friday, 11 a.m.-1:30 p.m.; Brunch Saturday-Sunday, 11 a.m.-1:30 p.m.; Dinner Saturday-Thursday, 7-10 p.m., Friday, 9 p.m.-midnight; Cocktails, Friday 5:30-7:30 p.m.; Saturday 11 p.m.-1 a.m., Sunday 3-5 p.m. (jazz). Call for prices. MC, V.

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Summer Palace, 1211 Beaconsfield in the Park, 331-8440. Finally! A Chinese restaurant in the Pointes — and one that serves authentic Cantonese and spicy Szechuan food in a comfortable, relaxed atmosphere. No bar. Tuesday-Thursday and Sunday 11 a.m.-9 p.m. Friday and Saturday 11 a.m.-10 p.m. $14. No credit cards.

Telly's Place, 20791 Mack in the Woods, 881-3985. The menu is stuffed with a variety of croissant sandwiches which, in turn, are stuffed with crabmeat, turkey, tuna, ham...Relax and dine in church pew booths. Monday-Saturday 11:30 a.m.-2 a.m.; Sunday 5:30 p.m.-midnight. $11. MC, V.

Tidewater Grill, 18000 Vernier in Eastland Mall, Harper Woods, 527-1050. Seafood and fresh fish are the specialties, with the added delight of a mesquite grill. Dine cozily amidst an Art Deco decor. Monday-Thursday 11 a.m.-11 p.m.; Friday and Saturday 11 a.m.-midnight; Sunday 12 noon-10 p.m. $25. AE, CB, DC, MC, V.

Tom's Oyster Bar, 15016 Mack in the Park, 822-8664. Fresh shellfish in the Pointes! Oysters, crabcakes, soft-shell crabs — all prepared with finesse in this casual restaurant which resembles a New England saloon. Wood dominates the decor, from floor to walls to the old-fashioned bar. Checkered tablecloths complete the image. Daily 6 p.m. $15. AE, MC, MTE, V.

Vivio's, 2460 Market Street, Detroit, 393-1711. A great spot in the Eastern Market, serving everything from a farmer's breakfast (eggs, potatoes, N.Y. strip sirloin or ham and bacon and sausage, toast and jelly) to half-pound ground rounds, "knife and fork" sandwiches and full-course dinners. This is real food, as fresh as can be found anywhere. Servings are generous; prices, modest. And there are lots of nice little surprises — Dijon mustard on the table, Earl Grey tea, and a piano bar with singer. The eclectic clientele shows off the city at its best. Monday-Saturday 7 a.m.-9 p.m. $12. All credit cards.

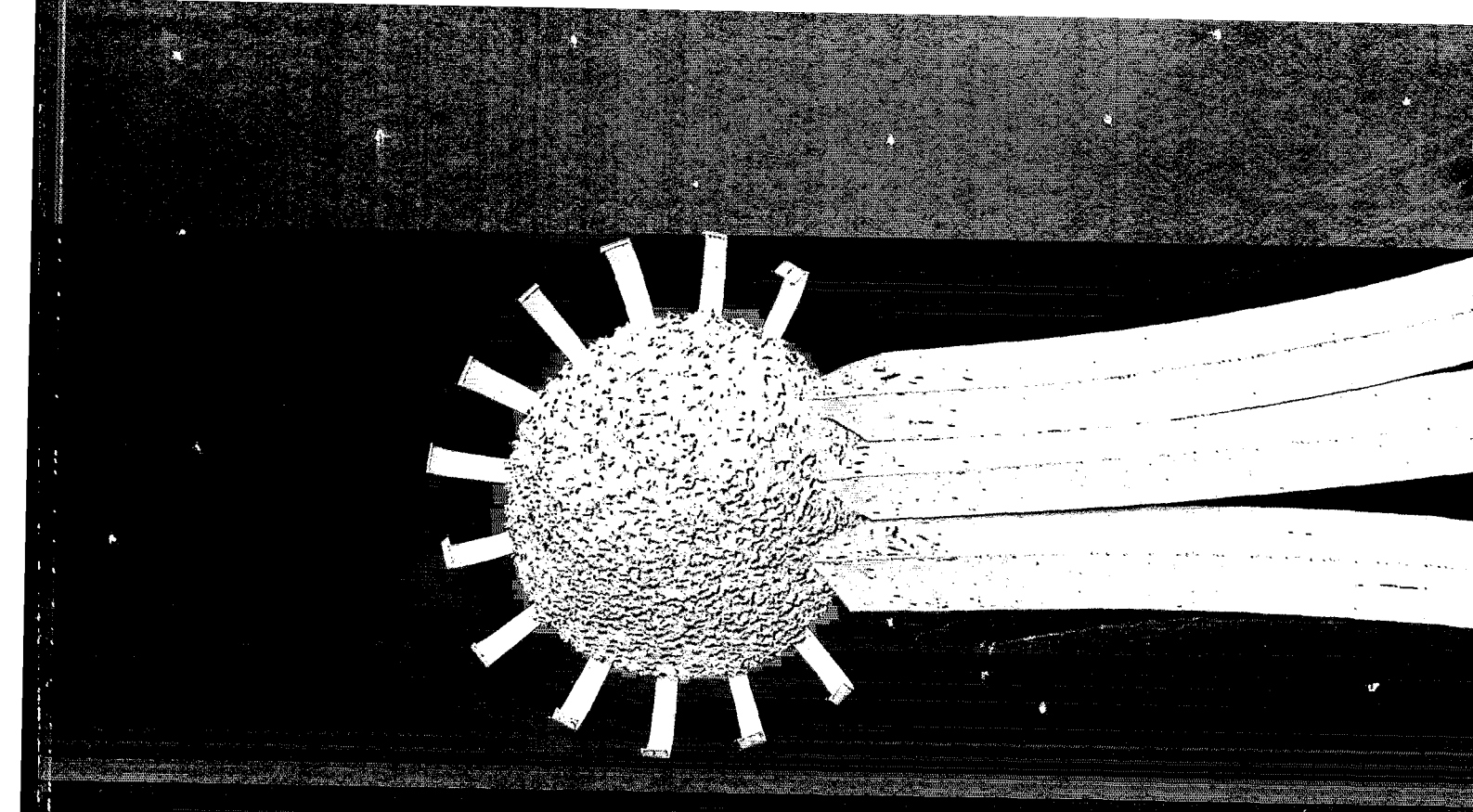
Wimpy's, 16543 E. Warren, Detroit, 881-5857. A casual and cozy little pub, where Pete and Diana Corio serve casual fare amidst friendly surroundings. Hamburgers, salads, chili, sandwiches, and a wide assortment of noshes. Wednesday and Friday feature fish-and-chips specials. Monday-Saturday 11 a.m.-2 a.m. $12. MC, V.

Wong's, 1463 University W. in Windsor, 519-252-8814. A tried-and-true favourite, this Chinese eatery remains firmly entrenched in first place. A dazzling variety of dishes, generously portioned and beautifully presented. Restrained decor and friendly, helpful service complete the picture. Lunch and dinner daily. $30. AE, MC, V.

Woodbridge Tavern, 289 St. Aubin, Warehouse District in Detroit, 259-0578. Enjoy a honky-tonk piano and the boisterous sing-alongs beneath the watchful eye of the moose head in the main floor bar. A family tradition since 1905, offering better-than-average bar fare, substantial sandwiches and beer from around the world. Open daily 11 a.m.-2 a.m. $28. AE, CB, DC, MC, V.

Wooden Nickel, 18584 Mack in the Farms, 886-7510. You'll feel right at home in this casual setting; then, enjoy a hearty, full bowl of meaty chili. The waitresses dish up thick pickles to go with your burgers. Choose from twelve tempting sandwiches. No bar. Open Monday-Wednesday 11 a.m.-9 p.m.; Thursday-Saturday 11 a.m.-10 p.m.; Sunday 11 a.m.-8 p.m. $11. No credit cards.

Za Paul's, 18450 Mack in the Farms, 881-3062. Generous portions of fresh pastas are standouts in this casual, contemporary two-story Tudor building. A fourth reincarnation of the old Manor bar, they serve up ribs, chicken and beef in a setting conducive to table-hopping. Monday-Thursday 11 a.m.-11 p.m.; Friday and Saturday 11 a.m.-midnight, with entertainment; Lounge until 2 a.m. $12. AE, MC, V.



APRIL

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1	2	3	4	5
6	7	8	9	10 South Track South Soccer	11 G.P. Symphony	12 Of Mice and Men
13 Baby Animal Day CROP Walk	14	15 South Tennis South/North Track	16 Career Night North Softball South Baseball	17 AAUW Luncheon Historical Lecture North & South Track Don't Drink The Water	18 Don't Drink The Water North Softball Preludes/East	19 Don't Drink the Water North Soccer
20 Lyric Chamber Ensemble WSU Glee Club	21 South Tennis South Softball	22 South Track	23 The Runner Stumbles North Baseball/ Softball South Softball/ Tennis	24 The Runner Stumbles South Luncheon/ Fashion South Soccer	25 The Runner Stumbles Kingston Trio South Baseball	26 The Runner Stumbles Gaming Workshop
27 The Runner Stumbles	28 North Baseball South Tennis/Softball	29 North Track South Track	30 North Baseball/ Softball/Tennis South Baseball/ Tennis The Runner Stumbles			

MAY

SUNDAY	MONDAY	TUESDAY		THURSDAY	FRIDAY	SATURDAY
				1 The Runner Stumbles Cranbrook Gardens North & South Track Designers' Show House	2 South Softball The Runner Stumbles Designers' Show House	3 South Plays Orch. Hall Civil War Days The Runner Stumble Designers' Show House
4 Fun Run/Walk G.P. Symphony Designers' Show House	5 North Baseball/ Softball Designers' Show House	6 Tennis Invitationals South Track North Soccer Designers' Show House	7 Undiscovered Europe South Baseball North Baseball/ Softball Designers' Show House	8 South Track North Track Designers' Show House	9 South Baseball North Tennis Gaities Designers' Show House	10 Action Auction '86 Gaities Designers' Show House
11 Designers' Show House	12 South Tennis/Softball North Baseball/ Softball Designers' Show House	13 South Track North Track Designers' Show House	14 South Baseball Cranbrook Plant Sale Designers' Show House	15 AAUW Dinner Designers' Show House	16 South Softball Village Antique Show Designers' Show House	17 Village Antique Sho South Baseball Designers' Show House
18 Village Antique Show Lyric Chamber Ensemble Designers' Show House	19 South Baseball Designers' Show House	20 South Softball Pops Choral Concert North Tennis Designers' Show House	21 Designers' Show House	22 Designers' Show House	23 Designers' Show House	24 Scotland USA Charity Suczek: Herbs
25 Greatest Garage Sale	26 Greatest Garage Sale	27 Explore Detroit	28	29 Voters' Forum North/South Concert	30 Christ Church Antiques Preview	31 Christ Church Antiques Spring Viennese Ba

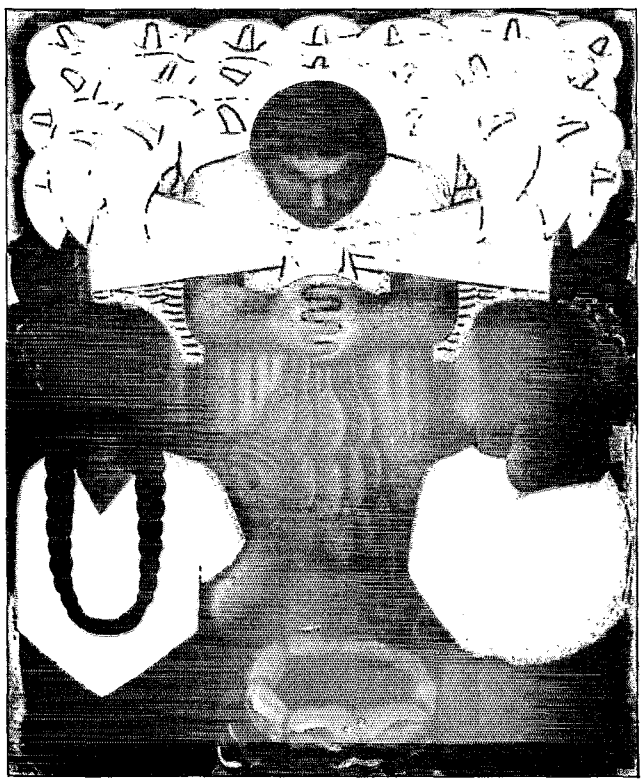
engagements

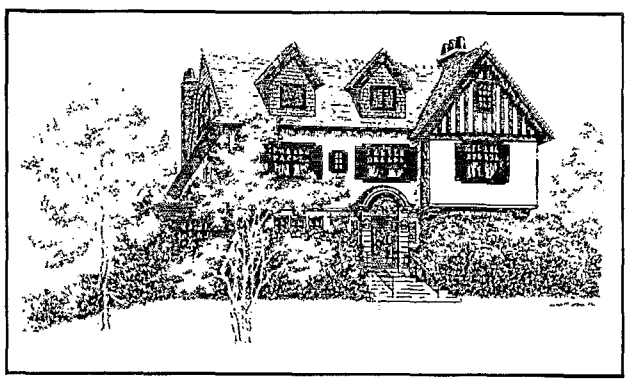
An embarrassment of riches best describes our April/May engagements. With the advent of spring, the cultural calendar swells with a burgeoning assortment of activities both indoors and out.

The Junior League Designers' Show House opens for tours in May, and the Christ Church Antiques Show brings prestigious dealers to town for a two-day sale. The Grosse Pointe Academy holds its annual Action Auction with an offering of elegant fantasies, while the Grosse Pointe South Mothers' Club sponsors a luncheon and choreographed fashion show at the War Memorial. And for the bargain hunters among us, Grosse Pointe's Greatest Garage Sale returns to Jacobson's parking structure.

Farther afield, the Diego Rivera exhibit closes at the DIA and leaves on a national tour. Don't miss this treasure while it's still in our own backyard.

by MICHELE MARTIN





The Junior League's Designers' Show House is open through May.

The Diego Rivera exhibit at the DIA draws to a close.

Ongoing

The Grosse Pointe Historical Society is open to the public Tuesdays and Wednesdays. Exhibits, displays, artifacts and research material are available. 10 a.m. to 4 p.m. Monteith School, Room 105. 1275 Cook Road, Grosse Pointe Woods. 884-7010.

Explore this vast mansion built on the banks of Lake St. Clair in 1926. The **Edsel & Eleanor Ford House** is open Monday through Friday at 3 and 4 p.m., Sunday at 10 and 11:30 a.m. $3 adults, $2 seniors, $1 children under 13. 110 Lake Shore Road, Grosse Pointe Shores. 884-3400.

A variety of services and activities are offered for persons age fifty-five and over at the **Neighborhood Club,** including monthly social gatherings, a senior adult newsletter, a library and billiard room, extended travel trips, and bimonthly lunch outings to different metro area restaurants. Regular weekly activities include Men's Bridge, Monday, 10 a.m. to 4 p.m.; Crafts Class, Tuesday, 10:30 a.m. to 12 noon, and Card Group, 12 noon to 4:30 p.m.; Duplicate Bridge, Thursday, 12:30 to 3:30 p.m., and Square Dancing, 1 to 3 p.m. For further information, contact the Neighborhood Club, 17150 Waterloo, Grosse Pointe. 885-4600.

Beginning May 1

Register now for the **Arthritis Self-Help Course,** which encourages patients to take an active part in their arthritis care. 3 to 5 p.m. $15, includes "The Arthritis Helpbook." Boardroom B, Cottage Hospital, 159 Kercheval Avenue, Grosse Pointe Farms. 561-9096.

Make your reservations now for tours offered by the **Grosse Pointe War Memorial** in June. June 3, 4 and 5, "Have Palette, Will Travel," an outdoor watercolor workshop in various locations; June 5, tour Grosse Ile, where azaleas and rhododendrons will be in bloom; June 9, a picnic tour of Hidden Lake Garden in the Irish Hills; June 18, visit Saunder Farm and Craft Village; June 20, a luncheon tour of Alger mansion and grounds. Reservations, 881-7511.

Through May 4

The Adventures of Stanley Tomorrow, on stage at the Detroit Repertory Theatre, speaks to the joys of growing up and the pitfalls of parenting as three generations of Stanley Larks learn the lessons of life. Thursday through Saturday at 8:30 p.m. Sunday at 7:30 p.m. $6 and $7. 13103 Woodrow Wilson, one block west of the John Lodge Freeway, Detroit. 868-1347.

Beginning May 12

Brush Up On Your Bridge Skills at the Grosse Pointe War Memorial. Morning class meets 10 a.m. to noon, Wednesday, beginning May 14. Evening class meets 8 to 10 p.m., Monday, beginning May 12. $30 for eight sessions. 32 Lake Shore Road, Grosse Pointe Farms. 881-7511.

April 1 - 30

The University Liggett School presents its **Upper School Photography Exhibit.** Monday through Friday, 9 a.m. to 4 p.m. Free. Auditorium Gallery. 1045 Cook Road, Grosse Pointe. 884-4444.

April 3 - May 22

Why not try your hand at painting with **Experiences and Experiments: The Joy of Watercolors.** Carol Lachuisa instructs this eight-week course. Thursday, 9 a.m. to 12 noon. $54. Grosse Pointe War Memorial, 32 Lake Shore Road, Grosse Pointe Farms. 881-7511.

April 5 - May 10

The Detroit Gallery of Contemporary presents an **Invitational Glass Exhibit,** featuring perfume bottles, paperweights, crystal, glass jewelry and more. Free. Monday-Saturday, 11 a.m. to 5 p.m. 301 Fisher Building, Detroit. 873-7888.

April 7 - June 16

New mothers can get back into shape in this **Post Natal Exercise** class. Babies up to six months old are included in the workout, using simple massage and stretching techniques. Class meets Monday and Wednesday, 12:30 to 1:15 p.m. $65. Grosse Pointe War Memorial, 32 Lake Shore Road, Grosse Pointe Farms. 881-7511.

April 8 - May 4

Feelings of guilt and responsibility come into play in this story of the conscience of a police officer. Dennis McIntyre's play, **Split Second,** has been called "explosive, stunning and compassionate," by the *New York Times.* Tuesday through Saturday, 8 p.m. Sunday at 7 p.m. Matinees Wednesday and Sunday at 2 p.m. $12 - $21. Birmingham Theatre, 211 Woodward Avenue, Birmingham. 644-9225.

April 8 - May 15

Enjoy scenic Lake Shore Road and receive healthful information in **Walking for Fitness.** Super Shaper Director Valerie Pokorny-McHugh instructs this six-week class. Tuesday and Thursday, 9:30 to 10:30 a.m. $30. A second session begins May 20. Grosse Pointe War Memorial, 32 Lake Shore Road, Grosse Pointe Farms. 881-7511.

April 8 - June 20

Feel the flow of movement in **Exercise Through Dance Movement,** originated, choreographed and instructed by Myra Halsig. Tuesday and Friday, 9:15 to 10:30 a.m. $45. Neighborhood Club, 17150 Waterloo, Grosse Pointe. 885-4600.

April 9, 16 and 23

Learn how **You Can Control Stress** in this three-day workshop, using lecture, discussion and small-group sessions. 7 to 10 p.m. $25. Boardroom B, Cottage Hospital, 159 Kercheval, Grosse Pointe Farms. Registration, 884-8600, ext. 2390.

Is the Family in Trouble? is the theme of this three-lecture series, where Sherwin Wine discusses "Husbands and Wives — Coping with Equality," "Parents and Children — Coping with Freedom," and "The Old and the Young — Coping with Differences." 9:30 to 11:30 a.m. $6.50 single lecture, $16.50 series. Grosse Pointe War Memorial, 32 Lake Shore Road, Grosse Pointe Farms. 881-7511.

April 10

G.P. South Girls Track team meets Regina at home. 4 p.m.

G.P. South Girls Soccer team meets Fitzgerald at home. 4 p.m.

April 10 - June 12

Discover the artist within you in **Explorations in Watercolor: Art as a Response,** a ten-week class taught by Patricia Dorsey. Thursday, 9 a.m. to noon. $65. Grosse Pointe War Memorial, 32 Lake Shore Road, Grosse Pointe Farms. 881-7511.

April 11

The **Grosse Pointe Symphony** features three teenage Thomas Nester Scholarship winners (a scholarship fund named to honor the late founder of the orchestra) in a **Family Concert.** Featured soloists are Stephen King of Grosse Pointe on trombone, Claudia Valsi on harp and Richard Lupescu on marimba. 8 p.m. $6 adults, $3 students. Performing Arts Center, Grosse Pointe North High School, 707 Vernier, Grosse Pointe Woods. 886-6244.

April 11 - May 17

The Greenfield Village Theatre Company presents **The Crucible.** Inspired by the Salem witch trials of 1692, Arthur Miller created this electrifying drama in 1953. Friday and Saturday evenings. Cocktails at 6:30 p.m., dinner at 7 p.m., performance at 8:30 p.m. $19.25 dinner/theatre, $6 theatre only. Henry Ford Museum Theatre, 20800 Oakwood, Dearborn. 271-1620.

April 11 - May 24

Gilbert and Sullivan's operetta, **The Mikado,** provides entertainment at the Golden Lion Dinner Theatre. Cocktails at 7 p.m., dinner at 7:30 p.m., show following dinner. $19.95 22380 Moross, Detroit. Reservations, 886-2420.

April 12

See the classic film **Of Mice and Men** at University Liggett School. 1 p.m. Free. Auditorium, 1045 Cook Road, Grosse Pointe. 884-4444.

April 13

It's fun for the entire family with Farmer Webster and his animal friends. **It's Baby Animal Day at the War Memorial,** 11 a.m. to 1 p.m. $3 children, $1.50 adults, infants free. 32 Lake Shore Road, Grosse Pointe Farms. 881-7511.

Help feed the hungry by participating in this ten-mile walk-a-thon sponsored by Church World Services. The **CROP Walk** uses the same route as last year, beginning and ending at University Liggett School. Registration at 1 p.m. Rally with celebrity platform at 1:30 p.m. Walk begins at 1:45 p.m. For information or to make a donation, 885-8855.

April 15

A senior citizens' **Blood Pressure Clinic** is sponsored by Bon Secours Hospital and the Neighborhood Club. This hypertension screening program is open from 11 a.m. to 1 p.m. Free. 17150 Waterloo, Grosse Pointe. 885-4600.

G.P. South Boys and Girls Track teams meet G.P. North at home. 4 p.m.

April 15 and 17

Weight No More, a physical, psychological, social and behavioral approach to permanent weight loss, offers a safe, healthy alternative to fad and crash diets. Introductory sessions, taught by dietician Barbara Youngblood, are free. 1:30 to 2:30 p.m. Nurses' Residence, Cottage Hospital, 159 Kercheval Avenue, Grosse Pointe Farms. 884-8600.

April 15 - May 18

The 1985 Tony Award winning musical, **Big River,** comes to the Masonic Temple. This story of Huckleberry Finn was the winner of seven Tonys, including "Best Musical 1985." The cast includes twenty-eight actors, with music written by Roger Miller and performed by a live orchestra. Tuesday through Saturday, 8 p.m. Sunday, 7:30 p.m. Saturday and Sunday, 2 p.m. $25-$29.50. Masonic Temple, 500 Temple, Detroit. 832-2232, 832-6648.

April 16

Hear traditional Sousa-style music as Leonard Smith conducts the **Detroit Concert Band.** 8 p.m. $14, $12 and $10. Light Guard Armory, Eight Mile Road, Detroit. 868-0394.

Career Night at Grosse Pointe South High School provides representatives for career counseling. 7:30 p.m. 11 Grosse Pointe Boulevard, Grosse Pointe Farms. 343-2130.

G.P. North Softball team plays Henry Ford II at home. 4 p.m.

G.P. South Baseball team meets Bishop Gallagher at home. 3:30 p.m.

April 16 - 20

Enjoy Canada's finest when the **Royal Winnipeg Ballet** returns to the Music Hall for five performances. All performances 8 p.m., except 2 p.m. matinee Sunday. $14-$25. 350 Madison Avenue, Detroit. 963-7680.

April 17

Grosse Pointe, The Grand Old Days is the topic of this slide lecture, cosponsored by the Grosse Pointe Historical Society and the Grosse Pointe Schools' Community Education Program. This presentation focuses on the evolution of local dwellings, from the grand summer "cottages" of the 1870s and 1880s to the impressive estates of the 1920s and 1930s. 7:30 p.m. $4. Room 104, Barnes School, 20090 Morningside, Grosse Pointe. Advance registration, 884-7010.

The **American Association of University Women's Luncheon** features guest speaker M. Jane Kay, Detroit Edison vice-president. Noon. Grosse Pointe Memorial Church, 16 Lake Shore Road, Grosse Pointe Farms. 885-8247.

G.P. North Girls and Boys Track teams meet Port Huron Northern at home. 4 p.m.

G.P. South Boys and Girls Track teams meet Roseville at home. 4 p.m.

April 17 - 19

Grosse Pointe South's Pointe Players, under the direction of Mary Martin, perform **Don't Drink the Water,** a comedy by Woody Allen that's sure to keep you laughing. Thursday, 7:30 p.m. Friday and Saturday, 8 p.m. $3. Grosse Pointe South Auditorium, 11 Grosse Pointe Boulevard, Grosse Pointe Farms. 343-2130.

April 18

DSO violinists Bruce Smith and Linda Snedden are featured artists for the **Preludes/East concert luncheon** sponsored by the Women's Association for the Detroit Symphony Orchestra. The concert, which begins at 11 a.m., is followed by a luncheon at 12:15 p.m. $12 concert and luncheon, $5 concert only. Grosse Pointe War Memorial, 32 Lake Shore Road, Grosse Pointe Farms. Reservations, 886-9102, 884-7837.

G.P. North Softball team meets Rochester at home. 3:30 p.m.

April 18 - May 18

William Gibson, author of "The Miracle Worker" and "Two for the Seesaw" takes up the story of Annie Sullivan and Helen Keller twenty years later, in **Monday After the Miracle,** at the Attic Theatre. Thursday at 8 p.m., $9. Friday at 8 p.m., $11. Saturday at 5:30 p.m. and 9 p.m., $12. Sunday at 2:30 p.m., $9, 6:30 p.m., $11. 3031 W. Grand Boulevard at Third Street, Detroit. 875-8284.

Stratford Festival

Stratford Festival opens its thirty-fourth season, with some great works of Shakespeare, as well as other contemporary plays. Many of the Shakespearean plays scheduled for the Festival Theatre this year are the romance plays written in Shakespeare's later years, while the Avon Theatre has paired many of the Shakespearean classics with similar contemporary plays.

There are several price ranges for theatre tickets, the most inexpensive being the school performance matinees on weekdays. Leftover tickets are sold to the public, with prices ranging from $5.50 - $8.50 (Canadian currency). Preview performance tickets range from $6.50 - $16.50. Performance prices range from $7.50 - $30. For details on times and ticket prices, call Stratford's Detroit number, where tickets can be charged to major credit cards. 964-4668.

Festival Theatre

The Boys from Syracuse, a musical comedy based on Shakespeare's *The Comedy of Errors,* has become a classic in American musical theatre. The score, by Rodgers and Hart, contains such favourites as "This Can't Be Love" and "Falling in Love With Love." Previews, May 9 - 17. Opening May 19 - October 25.

The Winter's Tale tells of an obsession which leads to tragic loss and the journey of self-discovery to reconciliation. Preview and school performances, May 1 - 20 and 28 and 30. Opening May 21 - October 18.

Pericles follows the adventures of Prince Pericles from youth through his middle years. This production includes a musical score composed by Canadian rhythm and blues artist, John Gray. Preview and school performances, May 2 - 22 and 27 and 29. Opening May 23 - October 15.

Avon Theatre

Hamlet, directed by Stratford's artistic director John Neville, examines the dilemma of a man torn by the need to revenge his father's death, yet unable to commit that act of revenge. Preview and school performances, May 1 - 17 and 27 and 29. Opening May 20 - October 18.

Rosencrantz and Guildenstern Are Dead, a contemporary comedy by Tom Stoppard, tells the story of Hamlet as perceived by two minor characters in the play. Preview performances, May 10 - 21. Opening May 22 - October 18.

Henry VIII captures the dramatic tension of the English court as Henry struggles to rid himself of one wife so that he can marry another. Preview and school performances, May 2 - 23 and 28 and 30. Opening May 24 - October 17.

April 19

G.P. North Girls Soccer team meets University Liggett at home. 4 p.m.

April 19 and 20

Remember bobby socks and saddle shoes? Remember the birth of rock and roll? You can relive these moments at Henry Ford Museum's **1950s Great Escape Weekend.** Fifties food, personalities, cars and entertainment make this weekend a special one for the whole family. 9 a.m. to 5 p.m. $8 adults, $4 children. 20900 Oakwood, Dearborn. 271-1620.

April 20

Relax to the sounds of the Lyric Chamber Ensemble in the elegant atmosphere of the Ford House. **Hungarian Rhapsody** features pianists Fedora Horowitz and Joseph Gurt (Eastern Michigan University professor) and percussionists Salvatore Rabbio and Robert Pangborn (DSO members). Music by Liszt and Bartok performed. 3:30 p.m. $8 adults, $6 students/seniors. 1100 Lake Shore Road, Grosse Pointe Shores. 357-1111.

As part of the **Musica Series,** the Wayne State University Men's Glee Club sings at Grosse Pointe Memorial Church. 7:30 p.m. 16 Lake Shore Road, Grosse Pointe Farms. 577-2618.

April 21

G.P. South Boys Tennis team meets L'Anse Creuse North at home. 4 p.m.

G.P. South Softball teams meet East Detroit at home. 4 p.m.

April 21, 28 and May 5

Enjoy a little bit of Italy right here in Grosse Pointe, as Dr. Stephen Bertman presents **The Romantic Cities of Italy.** Using slides and commentary, Dr. Bertman explores "Rome, the Eternal City," "Florence, Birthplace of the Renaissance," and "Venice, Queen of the Mediterranean." Monday, 7:30 to 9 p.m. $8. Grosse Pointe War Memorial, 32 Lake Shore Road, Grosse Pointe Farms. 881-7511.

April 22

G.P. South Girls Track team meets Port Huron at home. 4 p.m.

April 23

The **Wayne State University Chamber Orchestra** appears at the University Liggett School. The Orchestra, conducted by Leo Majar, features David Butzu, a University Liggett alumnus, on piano. 7:30 p.m. Free. University Liggett School Auditorium, 1045 Cook Road, Grosse Pointe, 884-4444.

Come and browse at a **Rummage Sale** sponsored by St. James Church. 10 a.m. to 4 p.m. 170 McMillan, Grosse Pointe Farms. 884-0511.

G.P. North Baseball and Softball teams meet South Lake at home. 4 p.m.

G.P. South Softball and Boys Tennis teams play Port Huron at home. 4 p.m.

April 23-27, April 30-May 3

The Runner Stumbles is a whodunit based on the 1911 trial of a priest accused of murdering a nun in a northern Michigan town. Presented by the Grosse Pointe Theatre, it tells a story of impossible love and offers sobering judgments on the *relationships of men and women who are devoted to God. Performances at Fries* Auditorium in the Grosse Pointe War Memorial, 32 Lake Shore Road, Grosse Pointe Farms. Performance times and prices, call 881-4004.

April 24

Welcome spring with a very special luncheon and fashion show at the Grosse Pointe War Memorial. Sponsored by the Grosse Pointe South Mothers' Club, **Images of Spring** features Bonwit Teller's warm-weather fashion production, choreographed to music. Proceeds from the luncheon benefit special programs and scholarships for the students of South High School. Tickets are $15. Mail check, along with self-addressed stamped envelope, to Grosse Pointe South Mothers' Club, 208 Kerby Road, Grosse Pointe Farms 48236. For more information, call 884-6039 or 884-5445.

The Women's Association of the Grosse Pointe Congregational and American Baptist Church holds a **Rummage Sale.** 9:30 a.m. to 3 p.m. 240 Chalfonte, Grosse Pointe Farms. 884-3075.

G.P. South Girls Soccer teams meet G.P. North at home. Varsity, 4 p.m. Junior Varsity, 5:30 p.m.

The **Cottage Hospital Auxiliary** presents a luncheon and fashion show to benefit *Physical Therapy. Fashions by Walton-Pierce. Cocktails 11 a.m., Luncheon 12 noon.* $20. Assumption Cultural Center, 21800 Marter Road, St. Clair Shores. Reservations, 881-8068.

April 24 - May 18

This musical revue, **Sing for Your Supper,** features the music and lyrics of Richard Rodgers and Lorenz Hart, the musical team who are remembered for hits such as "The Lady is a Tramp" and "Falling in Love with Love." For ticket prices and performance times, 377-3300. Meadow Brook Theatre, Oakland University, Rochester.

April 25

Back in 1957, three college students got their start singing in coffee houses around San Francisco. Tonight, **The Kingston Trio** plays at the Macomb Center for the Performing Arts with the MCC Macombers. 8 p.m. $12 adults, $10 students/seniors. Macomb County Community College, Center Campus, 44575 Garfield at Hall Road, Clinton Township. 286-2222.

G.P. South Baseball teams play Port Huron Northern at home. 4 p.m.

April 25 - 29

The Neighborhood Club sponsors a **Trip to Baltimore's Inner Harbor** for seniors. The trip features visits to the National Aquarium and Six Flags Power Plant. $355, based on double occupancy, includes transportation, lodging, admission to featured sites and three dinners. $100 deposit. Reservations, 885-4600.

April 25 - May 23

The **Detroit Artists Market** presents two shows, "Artists Interpret Utility," downstairs, and "All Media Juried Show," upstairs. Free. Tuesday-Saturday, 11 a.m. to 5 p.m. 1452 Randolph Street, Detroit. 962-0337.

April 25 - May 25

Don't miss the Michigan premiere of Arthur Kopit's comedy, **End of the World,** at the Actors Alliance Theatre. Kopit's story blends absurd hilarity with serious reality in this tale of a young playwright turned detective. Friday at 8:30 p.m. $9. Saturday at 5:30 p.m. $8. Saturday at 9 p.m., $10. Sunday at 6:30 p.m. $8. 30800 Evergreen at Thirteen Mile Road, Southfield. 642-1326.

April 26

The **Gaming Workshop,** taught by Eric Wujcik of the3 Detroit Gaming Center, teaches games, along with practical applications for all ages. 10 a.m. to 12 noon, introduction for ages 8 to 12; 1 to 3 p.m., role-playing games for ages 13 and older; 3 to 4:30 p.m., open forum for all ages. Free. Grosse Pointe Central Library, 10 Kercheval Avenue, Grosse Pointe Farms. 343-2074.

April 26 - June 21

Spring Soccer Leagues, at the Neighborhood Club, offer instructional and competitive soccer, with separate leagues for boys and girls. The Instructional Leagues, for grades K and 1, are $22.50. The Competitive Leagues, for boys, grades 2-5, and girls, grades 2-8, are $27.50. 17150 Waterloo, Grosse Pointe. 885-4600.

April 27

Help the Grosse Pointe United Methodist Church raise money and have a clean car at the same time. **The Paper Drive/Car Wash** is open 9 a.m. to 5 p.m. 211 Moross Road, Grosse Pointe Farms. 886-2363.

April 28

G.P. North Baseball teams meet Carl Brablee at home. 4 p.m.

G.P. South Boys Tennis team meets G.P. North at home. 4 p.m.

G.P. South Softball teams play L'Anse Creuse North at home. 4 p.m.

April 29

G.P. North Girls Track teams meet Bloomfield Andover at home. Junior Varsity game at 4 p.m. Varsity game at 5:30 p.m.

G.P. South Girls Track team meets Regina at home. 4 p.m.

G.P. South Boys Track team meets L'Anse Creuse North at home. 4 p.m.

April 30

G.P. North Baseball and Softball teams meet Lake Shore at home. 4 p.m.

G.P. North Boys Tennis team plays Lakeview at home. 4 p.m.

G.P. South Boys Tennis and Baseball teams meet Mt. Clemens at home. 4 p.m.

MAY

May 1

Visit spectacular **Cranbrook Gardens** when its season opens today. The gardens feature wildflowers, daffodils, tulips, bog and tree peonies in bloom. 1 to 5 p.m. daily. $2 adults, $1.50 students/seniors, children under 5 free. 380 Lone Pine Road, Bloomfield Hills. 645-3149.

G.P. South Girls Track team meets Port Huron Northern at home. 4 p.m.

G.P. North Boys and Girls Track teams meet Clintondale at home. 4 p.m.

May 1 - May 23

The Junior League of Detroit opens this year's Designers' Show House at 266 Lakeland, Grosse Pointe City. Designed by Albert Kahn and built in 1912, "Rosecroft" was named after its lovely rose gardens. Leading designers from the metropolitan area will work their decorating magic on the stately English Tudor owned by Mr. and Mrs. Peter Kernan. Proceeds benefit the League's numerous community projects. Advance tickets (before April 30), $4; tickets at the door, $6; group tickets (25 or more), $3.50. Monday-Sunday, 11 a.m. to 4 p.m.; Wednesday, Thursday and Friday evenings, 6:30 to 9 p.m. Last admission one-half hour before house closes. Junior League office, 32 Lake Shore Road, Grosse Pointe Farms. 881-0040.

May 2

Shop for bargains at a **Rummage Sale** sponsored by Grosse Pointe United Methodist Church. 8:30 to 11 a.m. 211 Moross, Grosse Pointe Farms. 886-2363.

G.P. South Softball team plays Roseville at home. 4 p.m.

At The Detroit Institute of Arts

Through April 27

Diego Rivera: A Retrospective celebrates the one hundredth anniversary of this brilliant and controversial Mexican artist. This exhibition is the first public showing of his huge preparatory cartoons for the Detroit frescoes, which were rediscovered in 1979. Included in the exhibit are 115 paintings and 130 works on paper. Exhibit hours, 9:30 a.m. to 5 p.m., Tuesday through Sunday. Extended hours Wednesday evenings until 7 p.m. Free.

Ongoing

Free daily docent tours offered Tuesday through Sunday. Free gallery talks feature a "Masterwork of the Week," 1:30 p.m., Wednesday and Friday. Sunday mornings feature live performances in the "Brunch with Bach" series in Kresge Court. "Sunday Afternoon in the Crystal Gallery" provides entertainment by versatile pianist Bess Bonnier, with cocktails, coffee and light menu.

April 22 - June 29

Sollie 17, a tableau of the bleak life of an old man living in a dilapidated hotel, is a mixed media work combining actual building materials, objects and plaster cast figures. The subject is depicted in three attitudes as seen through the hotel room door.

The DIA is located at 5200 Woodward Avenue, Detroit. For information, 833-7900. Ticket office, 832-2730.

May 3

Discover the full potential of your Cuisinart in **Cuisinart Class I,** "Tips and Techniques" at the Pointe Pedlar. Barbara Miller prepares bread, pastry, cake, meatloaf and salad. 10 a.m. to noon. Free. Reservations necessary. 88 Kercheval, Grosse Pointe Farms. 885-4028.

Young and old alike will enjoy the Detroit Dance Collective in a festive **May Pole Dance,** along with selections from their permanent repertory. The Detroit Youtheatre sponsors this show, for ages 5 years to adult, which is presented on the lawn of the Detroit Institute of Arts. 11 a.m. and 2 p.m. $3.50. 5200 Woodward, Detroit. 832-2730.

Grosse Pointe South plays Orchestra Hall in a Band, Orchestra and Choir concert. Here the "Overture to the Barber of Seville" by Rossini, Mendelsohn's "Piano Concerto," "Moldau" by Smetana and other classical works. 8 p.m. Orchestra Hall. 3711 Woodward, Detroit. Information, 343-2140.

May 3 and 4

Historic Fort Wayne reopens with a bang! See hundreds of uniformed Union and Confederate troops in drills and demonstrations as part of their annual Civil War Days. 10 a.m. to 4 p.m. $1 adults, 50¢ children/seniors. 6325 W. Jefferson, Detroit. 297-9360.

May 3 through 10

The Grosse Pointe Artists Association opens its **Forty-Eighth Annual All Member Juried Art Exhibit,** with a reception May 3 from 6 to 8 p.m. Art works ranging from oil paintings and watercolours, to pottery and photography are on display. 9 a.m. to 9 p.m., Monday through Friday, 9 a.m. to 5 p.m. Saturday. Grosse Pointe War Memorial. 32 Lake Shore Road, Grosse Pointe Farms. 881-7511.

May 4

Wild Wings Gallery presents an **exhibition** of paintings and limited edition lithographs by nationally renowned wildlife artist, **David Maass.** Mr. Maass and author Gene Hill will be present from 12 noon to 5 p.m. 155 South Bates, Birmingham. 645-2266.

The Sixth Annual Cottage Hospital **Fun Run/Walk,** for runners, racewalkers and pedestrians, is a 5-K race beginning at Grosse Pointe South High School. Details, 884-8600, ext. 2456.

The **Grosse Pointe Symphony,** under the direction of Felix Resnick, plays an "International Masterpieces" concert, featuring pianist David Strickland. Reception follows. 3:30 p.m. $6 adults, $3 students. Parcells Auditorium. Mack at Vernier, Grosse Pointe Woods. 886-6244.

May 5

G.P. North Baseball and Softball teams play L'Anse Creuse at home. 4 p.m.

May 5 - June 16

Expectant mothers can keep fit through a **Pre-Natal Exercise Class** offered by the Grosse Pointe War Memorial. Doctor's permission is required for enrollment. Class meets 6:30 to 7:15 p.m., Monday and Wednesday. $36 for twelve sessions. 32 Lake Shore Road, Grosse Pointe Farms. 881-7511.

Girls Just Want to Have Fun is a great way for teen girls to get in shape for summer. Aerobics done to the latest music gives a total body workout. 5:30 to 6:30 p.m., Monday and Wednesday. $24 for 12 sessions. Grosse Pointe War Memorial, 32 Lake Shore Road, Grosse Pointe Farms. 881-7511.

May 6

G.P. North, Port Huron and Edsel Ford come to G.P. South for the **Boys Tennis Invitationals.** 4 p.m.

G.P. South Boys Track team meets Anchor Bay at home. 4 p.m.

G.P. North Girls Soccer teams meet Ann Arbor Pioneer at home. Varsity, 4 and 5:30 p.m.; Junior Varsity, 5:30 p.m.

May 6 - June 10

Children, ages 10-13, can get direction in drawing and sketching methods at the Grosse Pointe War Memorial. **Drawing Techniques** encourages personal interpretation of various art forms. 4 to 5:30 p.m, Tuesday. $22 for six sessions, includes supplies. 32 Lake Shore Road, Grosse Pointe Farms. 885-7511.

May 6 - June 26

Take injury out of aerobics in **Fitness in Tempo,** a low-impact aerobics class offered by the Grosse Pointe War Memorial. 6:30 to 7:30 p.m., Tuesday and Thursday. $36 for 16 sessions. 32 Lake Shore Road, Grosse Pointe Farms. 881-7511.

May 7

Visit **Undiscovered Europe** when Frank Klicar presents an armchair adventure at the Grosse Pointe War Memorial. This travelogue explores a number of charming locations, virtually unknown to North American travellers. An optional regional dinner is available before the film. Film at 8 p.m., dinner at 6:30 p.m. $16.50 complete evening, $4.15 film only. 32 Lake Shore Road, Grosse Pointe Farms. Reservations, 881-7511.

G.P. South Baseball teams play East Detroit at home. 4 p.m.

G.P. North Baseball and Softball teams play Clintondale at home. 4 p.m.

May 7 - 9

See student works of art in a mixed media **Art Show** at **Grosse Pointe South** High School. Included in the exhibit is photography, drawing and painting, commercial design work, ceramics and more. 9 a.m. to 3:30 p.m. Free. Cleminson Hall, 11 Grosse Pointe Boulevard, Grosse Pointe Farms. 343-2130.

May 7 - June 11
Children ages six to nine learn new skills using brushes, paint, pastels, crayon, pencil and felt pen in **Drawing and Painting Techniques,** offered by the Grosse Pointe War Memorial. $22 for six sessions, includes supplies. 4 to 5:30 p.m., Wednesday. 32 Lake Shore Road, Grosse Pointe Farms. 881-7511.

May 8
G.P. South Boys Track team meets Mt. Clemens at home. 4 p.m.

G.P. North Girls and Boys Track teams meet East Detroit at home. 4 p.m.

May 8 - 11
Experience the good old-fashioned American charm of Greenfield Village's **Tent Chautauqua.** This tradition, which originated in the late nineteenth century, started in Chautauqua, New York and traveled to different parts of the United States. Greenfield Village recreates the original Great Chautuaqua of 1912 with live musicians, humor, storytelling and political oratory. 9 a.m. to 5 p.m. $8 adults, $4 children (includes admission to Greenfield Village). 20900 Oakwood, Dearborn. 271-1620.

May 9
G.P. South Baseball teams play Port Huron at home. 4 p.m.

G.P. North Boys Tennis team plays Notre Dame at home. 4 p.m.

May 9 and 10
Grosse Pointe Unitarian Church presents **Gaities,** its eighteenth annual dinner performance, featuring the musical "Sing Me a Kern Song." 7:30 p.m. Tax deductible donation for tickets. 17150 Maumee, Grosse Pointe. Reservations, 881-0420.

May 10
Need a new car this spring? Four automotive classics go on the block as part of the **Grosse Pointe Academy's Action Auction '86.** Other offerings include a cruise to South America on the *Sea Goddess,* a week at the Ocean Reef Club, a Hawaiian vacation at the Mauna Kea or a three-hour cocktail cruise for one hundred aboard the *Infinity.* Tickets are $35 per person, and all proceeds benefit The Grosse Pointe Academy. 171 Lake Shore Road, Grosse Pointe Farms. 886-1221.

See this childhood favourite, **Jack and the Beanstalk,** as Bob Brown Puppet Productions returns to the Detroit Youtheatre with their classic marionettes, including a people-size giant (no strings attached!). 11 a.m. and 2 p.m. $3.50. DIA, 5200 Woodward, Detroit. 832-2730.

May 12
G.P. South Boys Tennis hosts the Second Invitationals with Grosse Pointe North, Grand Blanc and Chippewa Valley. 3:30 p.m.

G.P. South Softball teams meet Port Huron Northern at home. 4 p.m.

G.P. North Baseball and Softball teams play Lakeview at home. 4 p.m.

May 12 - June 23
Learn the elegant art of **Ballroom Dancing** at the Grosse Pointe War Memorial. Beginning class, 7:30 to 8:30 p.m., Monday. Advanced class, 8:30 to 9:30 p.m., Monday. $18 for six sessions. 32 Lake Shore Road, Grosse Pointe Farms. 881-7511.

May 13
G.P. South Girls Track team meets East Detroit at home. 4 p.m.

G.P. North Boys and Girls Track teams meet Lakeview at home. 4 p.m.

May 13 and 20
An Advanced Smocking Class is held at the War Memorial. Knowledge of basic smocking stitches is required. 9:30 to 11:30 a.m. $29 for two sessions, includes materials. 32 Lake Shore Road, Grosse Pointe Farms. 881-7511.

May 13 - June 8
See the Biblical story of Joseph brought to life on stage at the Birmingham Theatre. **Joseph and the Amazing Technicolor Dreamcoat,** with music by Andrew Lloyd Weber and lyrics by Tim Rice, tells of the trials and tribulations of Joseph and his eleven jealous brothers. 8 p.m. Tuesday through Saturday, 7 p.m. Sunday and 2 p.m. matinees Wednesday and Sunday. $17-$22.50. Preview performances $13-$17. 211 Woodward, Birmingham. 544-9225.

May 14
Heartsaver CPR Classes provide instruction through lecture, film, demonstration and individual practice on mannequins. 7 to 10 p.m. Free. Boardrooms A and B, Cottage Hospital. 159 Kercheval, Grosse Pointe Farms. Reservations, 884-8600, ext. 2390.

Hear traditional Sousa-style music as Leonard Smith conducts the **Detroit Concert Band.** 8 p.m. $10-$14. Light Guard Armory, Eight Mile Road, Detroit. 868-0394.

G.P. South Baseball teams play L'Anse Creuse North at home. 4 p.m.

Take a bit of beautiful Cranbrook home with you from the fourteenth annual **Cranbrook Gardens Greenhouse Spring Plant Sale.** More than 1,000 plant varieties, ranging from wildflowers and culinary herbs to perennials and miniature plants are sure to entice veteran and novice gardeners alike. Proceeds of the sale are used for maintenance and improvement of the forty acres of gardens and grounds surrounding Cranbrook House. 10 a.m. to 5 p.m. 380 Lone Pine Road, Bloomfield Hills. 645-3149.

May 14 - July 2
Refresh the body and mind through **Yoga,** sponsored by the Grosse Pointe War Memorial. 7:30 to 8:30 p.m. Wednesday. $30 for eight sessions. 32 Lake Shore Road, Grosse Pointe Farms. 881-7511.

May 15
The **American Association of University Women-Grosse Pointe** holds a dinner at Grosse Pointe Memorial Church. Music by the AAUW-GP Chorus. 5:30 p.m. 16 Lake Shore Road, Grosse Pointe Farms. Tickets, 885-8247.

May 15 - June 22
Eugene O'Neill's last full-length play, **A Touch of the Poet,** is brought to life by the Detroit Repertory Theatre Company. 8:30 p.m. Thursday through Sunday. 7:30 p.m. Sunday. $6 and $7. 13103 Woodrow Wilson, one block west of the John Lodge Freeway, Detroit. 868-1347.

May 16
G.P. South Softball teams play Mt. Clemens at home. 4 p.m.

May 16 - 18
Henry Ford Museum and Greenfield Village host the second **Village Antique Show,** with merchandise exhibited by forty-five dealers from across the country. The three-day show includes a special preview and lecture by Dr. Robert Bishop, director of the Museum of Folk Art in New York City. 11 a.m. to 9 p.m. Friday and Saturday, 11 a.m. to 5 p.m. Sunday. $5. Lovett Hall, Education Building, 20900 Oakwood, Dearborn. 271-1620.

May 17
G.P. South Baseball team plays G.P. North at home. 11 a.m.

May 17, 18 and 24
Mother Goose heads the cast of **A Pocketful of Rhymes,** a fast-paced musical salute to the nursery rhyme, at the Detroit Institute of Arts. The Detroit Youtheatre's own Prince Street Players provide a dazzling close to the season. Ages 3 years and older will enjoy this show. May 17 is a special Wiggle Club show for first-time theatre-goers, designed to hold attention with 10- to 20-minute segments. 11 a.m. and 2 p.m. Saturday, 2 p.m. Sunday. $3.50. 5200 Woodward, Detroit. 832-2730.

May 18
Hear the story of creation through reconciliation and ultimate jubilation at Grosse Pointe Baptist Church's **Song of Thanksgiving.** This musical concert, written by Nelson and Young, is performed by the Chancel Choir. 6:30 p.m. Free. 21336 Mack, Grosse Pointe Woods. 881-3343.

Hear the **Best of Brahms** as the Lyric Chamber Ensemble performs all three violin sonatas. Stay for the afterglow and tour the Ford Home. 3:30 p.m. $8 adults, $6 students/seniors. Edsel & Eleanor Ford House, 1100 Lake Shore Road, Grosse Pointe Shores. 357-1111.

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industry" — for the seven LondonCoach cabs he bought in July. Rucker's westside Detroit company operates a fleet of seventy taxis, half of which are aging Checkers which are becoming increasingly difficult to outfit with replacement parts.

Although it's too soon for Rucker to know the LondonCoach taxi's repair and track record, he feels positive about his investment. "This is a shot in the arm for the whole industry," says Rucker. "London taxis give people a positive perception of taxi cabs. The other day a lady called in just for a ride around the block in 'one of those London cabs.' They're enhancing my business, and if there's enough of them on the street, they'll have a dramatic impact on the renaissance of the city of Detroit. I look forward to buying more."

Landers has already incorporated the dramatic charm of the London taxi in his marketing strategy. Boston was among the first regions targeted, in part because of the British flavour of its streets and neighborhoods. (Landers points out that Boston already has a double-decker London bus.) Other regions now marketing the LondonCoach are Washington, D.C. and Detroit, with the New York-New Jersey area to be added soon.

"Of course, one of the problems," says Landers, "is we are a little bitty company in a great big country." Because there is no nationwide chain of LondonCoach dealerships (sales are made directly from the factory), Landers has set up an 800 number for parts ordering, and is projecting twenty-four-hour delivery within the country. The London taxi uses bolt-on body panels for fast repairs. Most of these types of repairs are handled by the taxi company's own mechanics; service for the engine and transmission is available at Ford service outlets.

To date, Landers has received more than 1,500 inquiries from taxi companies, individuals and limousine services. (LondonCoach also produces the London Sterling, a $26,000 limo built with the same body shell.) Landers realizes these inquiries imply incredible geographic logistics.

"Who wants to buy a car without seeing it?" asks Landers. "At this point, we want to grow at a conservative pace, maintaining a reputation for a good service and parts organization." In the meantime, all the inquiries are going into a computerized map for future regional marketing plans.

When not looking to the future, Landers reconstructs the past. He and his wife, Donna, an antiques devotee and former dealer, are restoring their second home, a 1688 house in Essex, Connecticut. And this Grosse Pointe resident, who lives (of course) in an English Tudor townhouse built in the Twenties, has recently taken an interest in his family genealogy.

One of Landers' relatives traced the family back to a John Case who came to Connecticut from England. Landers suspects Case changed his name, possibly to avoid religious persecution, but he is still attempting to pick up Case's trail in England. He has become a member of the Society of Genealogists in London, and with every visit to Great Britain he resumes his search — wherever the Case may be.

"I spend a lot time checking tombstones," says Landers. ◊

Dan Acosta is an area freelance writer, and regular contributer to HERITAGE.

May 19

G.P. South Baseball teams meet Roseville at home. 4 p.m.

May 19 - 21

Plant a seedling and watch it grow as part of the Grosse Pointe Garden Center's Trial Gardens. **Planting Day** is an annual event with this year's plan featuring theme garden plots with emphasis on colourful perennials. The award-winning Trial Gardens, planted along the shore of Lake St. Clair behind the War Memorial, are always open to the public. Free. 32 Lake Shore Road, Grosse Pointe Farms. 881-4594.

May 20

G.P. South Softball teams play Anchor Bay at home. 4 p.m.

May 21

Free Blood Pressure screening is offered on a drop-in basis at Cottage Hospital. Free literature on high blood pressure and related diseases is also available. 5:30 to 7:30 p.m. Boardroom B. 159 Kercheval, Grosse Pointe Farms. 884-8600.

See Grosse Pointe South's Towerbelles, Pointe Singers, Concert Choir and Girls' Chorus as they perform in a **Pops Choral Concert** in the high school auditorium. 7:30 p.m. Free. 11 Grosse Pointe Boulevard, Grosse Pointe Farms. 343-2140.

G.P. North Boys Tennis team meets Ann Arbor Pioneer at home. 4 p.m.

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to him," comments accompanist Fran Wilson. "I've had some very chilling experiences — chilling in the sense that they have produced goosebumps of pleasure."

Over the years, the Grosse Pointe Community Chorus has performed with members of the Detroit Symphony Orchestra, solo singers, pianists, folk singers, bell ringers, and talented high school performers. Unfortunately, the Chorus does not perform regularly with the Grosse Pointe Symphony. This writer would like to see the two groups join forces to present major choral works in the community and to give local singers an opportunity to learn and perform the great choral works of the master composers.

Indeed, one comment I often hear from students returning to the area (and high school graduates who remain home) is the lack of opportunity to continue their choral singing. I always recommend the Community Chorus and local church choirs, but many wish to perform major works with orchestra.

A great many fine musicians live in the Grosse Pointe area, and the possibility of joining these forces and presenting a major musical event is an exciting one. A good example would be Carl Orff's *Carmina Burana,* using the Symphony, Community Chorus (perhaps augmented by local church choirs) and dancers. This type of event could bring needed vitality and interest to the local arts scene.

In the meantime, however, the Grosse Pointe Community Chorus continues to give local singers opportunities to perform and learn new material. As such, it is another jewel in Grosse Pointe's musical crown.

We wish to thank Betty Campbell for her help in preparing this column on the Grosse Pointe Community Chorus. If you would like more information about the Chorus, please call 885-8746.

May 24

Join Grosse Pointe War Memorial travellers in a day-long adventure to **Scotland, USA** at the nineteenth Annual Alma Highland Festival and Games. The Highland Festival features an authentic Scottish parade, a sheepherding exhibition, Highland and country dancing, professional and amateur athletic competition, Scottish bagpipe and fiddle music and much more. Dinner is planned for the historic Heritage House restaurant. 7 a.m. to 10 p.m. $45 includes transportation, box lunch and dinner. 32 Lake Shore Road, Grosse Pointe Farms. 881-7511.

Charity Suczek: Herbs, offered by the Pointe Pedlar, explains the many culinary and medicinal uses of herbs. Mme. Suczek speaks on the lore of growing herbs and their remarkable flavoring qualities in salads, omelets, soups and more. 11 a.m. to 1 p.m. $5. 88 Kercheval, Grosse Pointe. Reservations, 885-4028.

May 25 and 26

Your admission fee to **Grosse Pointe's Greatest Garage Sale** goes to raise money for Grosse Pointe's own Thanksgiving Parade. The garage sale, sponsored by the Grosse Pointe Village Association, features treasures of every imaginable variety, from household white elephants, to arts and crafts, to antiques. Exhibitor space is also available for $50. 50¢ adults, children under 12 free. Sale is held in parking structure behind Jacobsons. For exhibitor space call 885-1900, leave message.

May 27

Spend a day with friends from the Grosse Pointe War Memorial exploring Detroit. This **Historic Overview of Detroit** includes the Ren Cen, Rivertown, Belle Isle, Indian Village, the Eastern Market, the Medical and Cultural centers and the New Center Commons. Guests are free to lunch on their own in Greektown and shop in the newly renovated Trappers Alley. 9:30 a.m. to 3:30 p.m. $22, includes guide, transportation. 32 Lake Shore Road, Grosse Pointe Farms. 881-7511.

May 29

Meet Grosse Pointe School Board candidates in a **Voters' Forum** at the Grosse Pointe War Memorial, presented by the League of Women Voters. 7:30 to 10 p.m. Free. 32 Lake Shore Road, Grosse Pointe Farms. 881-7511.

Bands from G.P. North and South High Schools meet on the front lawn of South to perform at an **Outdoor Band Concert and Ice Cream Social.** The bands play separately for the first half of the concert and combine in the second half. 7 p.m. Free. 11 Grosse Pointe Boulevard, Grosse Pointe Farms. 343-2140.

May 30 - June 1

Antique collectors and enthusiasts can find treasures at **Christ Church Grosse Pointe Antiques Show,** featuring forty-two exhibitors from New York, Ohio, Illinois and Michigan. Friday night's preview includes a champagne supper. 7:30 to 10 p.m. $25. Reservations, 885-4841. Saturday and Sunday, the "Angel Cafe" is open for lunch, and "High Tea" is served from 3 to 5 p.m. in the church. Exhibit hours, 10 a.m. to 6 p.m. Saturday, 12 to 6 p.m. Sunday. $3. Grosse Pointe South High School gymnasium. 11 Grosse Pointe Boulevard, Grosse Pointe Farms. 885-4841.

May 31

The **Annual Spring Viennese Ball** takes place at the Grosse Pointe War Memorial. Festivities include dancing to Viennese waltzes by the Johann Strauss Salon Orchestra and sparkling refreshments. Formal attire is suggested. 9 p.m. to midnight. $13.50 per person. 32 Lake Shore Road, Grosse Pointe Farms. 881-7511.

May 31 - June 1

Wild Wings Gallery presents an **exhibition** of paintings and limited edition lithographs of famous watercolour artists, **Nita Engle** and **Joe Garcia.** Both artists will be present from 12 to 5 p.m. 155 South Bates, Birmingham. 645-2266.

Wayne State University Theatre

Spring promises to be entertaining at Wayne State's Hilberry and Bonstelle Theatres, with plays ranging from classic to contemporary.

The Hilberry

Margaret Spear directs Shakespeare's romantic comedy, **A Midsummer Night's Dream,** a popular classic that treats the folly of love playfully. April 3 and 11 at 8 p.m. April 5 at 2 p.m.

Directed by Joseph Calarco, Molière's masterpiece of high comedy, **The Misanthrope,** describes the ironic pursuit of a painfully truthful man after a not-so-sincere woman of fashion. April 4, 5, 10, 12 and 26 at 8 p.m. Also matinees April 9 and 26 at 2 p.m.

This long-running Broadway hit, **All Over Town,** is a hilarious modern farce that makes outrageous fun of present-day society and its assorted ills. April 18, 19, 24 and 25 at 8 p.m.

The Bonstelle

Period of Adjustment, Tennessee Williams' first full-length comedy, tells the story of two marriages at points of acute crisis. April 25 and 26 at 8 p.m. April 27 at 2 p.m. Ticket prices for both theatres range from $3 to $8. For more information contact the Hilberry, 577-2972 or the Bonstelle, 577-2960.

Detroit Symphony Orchestra

April 24, 25 and 26

Cecile Ousset is featured pianist, as the Symphony, conducted by Maestro Herbig, performs Dorati, Haydn and Rachmaninoff. On April 24, a free pre-concert talk by Richard Hancock of the DSO begins at 7 p.m. in the Orchestra Lounge at Ford Auditorium.

May 1 - 3

Gunther Herbig conducts the DSO with soloist Ida Haendel performing on violin. This weekend's musical selections include Schoenberg's "Verklaerte Nacht" ("Transfigured Night"), Wieniawski's "Violin Concerto No. 2" and Schubert's "Symphony No. 6."

May 8-10

The DSO, under the direction of Gunther Herbig, performs works by Ravel, DeFalla, Strauss and Prokofiev.

May 9 - 11

The Canadian Brass comes to Detroit as part of the DSO's Merrill Lynch Weekender Pops Series.

May 15 - 17

Cellist James Staker is featured in this weekend's concert series. Gunther Herbitg conducts Webern's "Passacagla," Vivaldi's "Cello Concerto, Op. 3, No. 9, "Bloch's "Schelomo" and Beethoven's "Symphony No. 5."

Performances are staged at Ford Auditorium and Orchestra Hall, depending on the program. Ticket prices range from $10 to $20. For information, 567-1400.

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Montpetit, was eleven years old and living in Hull, Quebec, in 1910. "Those days, not too many people were educated," the lively French-American told HERITAGE. "It said in the papers that it would be the end of the world. The priest said we'd better all go to church and pray, so people walked through the snow from miles around. A friend of mine said, 'Hey, let's go outside and see this.' I figured, if we're all going to die, what's the difference, inside or outside? So we went out.

"It was pitch black outside," continued Montpetit. "You couldn't even see your hand in front of your face. Suddenly there was a big reddish-blue ball of fire with a long tail. I don't know how long we stood watching, but after a while we ran back into the church shouting, 'We're all safe! We're all safe!' Everyone rushed out of church to celebrate."

The newspapers reported that, on the afternoon of the eighteenth, a carrier pigeon fell to the ground in front of 740 Mack Avenue, creating a frightful ruckus when the investigating policeman supposed that the pigeon was "cosmically poisoned while sweeping through the higher altitudes." By nightfall, many area residents stood atop office buildings and apartment houses with spyglasses, and many were turned away, disappointed, from the Majestic Building, whose roof was open "by invitation only." About 9 p.m. an excited man rushed into the lobby of the Ford Building and dragged the night watchman out to see the comet, but it turned out to be only the light over the Majestic Building. At the foot of Third Street, a party of watchers waited until the wee hours for signs of wonders; one Detroiter, most likely a very inebriated one, claimed he had seen the comet, looking like a jellyfish, and that it had crossed over to Windsor, not going very fast at all.

There were a few suicides around the world, and the authorities were just in time to stop the sacrifice of some virgins in Oklahoma, of all places; but no one died because of passing through the tail of Halley's Comet. There were no meteorite showers, no phosphorescence, no tidal waves, no gases, nothing noticeable. It was quite a disappointment. W.J. Hussey of the University of Michigan Observatory commented, "I saw nothing to prove (that earth had passed through the tail). We must accept the computations of scientists of the past and deductions made by astronomers of the present, and believe that we passed through the comet. The transit was supposed to have begun at 10:30 o'clock last night and ended about seven hours later. Until my observations reveal something to contradict these computations, I must accept them."

The third graders at Kerby Elementary School are all very eager to view Halley's Comet this spring, and some will probably be around to see the comet again in 2062. When asked what they'd tell their grandchildren about Halley's Comet and their way of life "way back in 1986," most admitted that it was difficult to "think that old." But one young lady gave some practical advice. "I'd tell my grandchildren," she said, "to look at Halley's Comet well, remembering all the details, because *your* grandchildren might ask you about it."

Lynne Guitar lists astronomy among her many interests and hopes to see Halley's the next time around, too; that's the only way she'll ever be able to finish all her writing projects.

COMING IN JUNE!

REAL ESTATE AND GROSSE POINTE

Grosse Pointe is renowned worldwide for the character and style of its architecture. Real estate has always been a good investment within the boundaries of Grosse Pointe, and is expected to remain so indefinitely.

What makes an outstanding community with high property values? HERITAGE takes a look at real estate in general, and Grosse Pointe properties in particular, in our June issue.

Join us for a tour of the Pointes with an historical overview. We'll discuss the theory of real estate investment; we'll trace the development of Grosse Pointe from a summer cottage community to the establishment of fine homes by leaders of the Industrial Revolution. You may be surprised to learn the original uses of some local renovated structures; you'll certainly enjoy seeing how an old home is renovated, step-by-step.

Don't miss this special issue of HERITAGE, available at local newsstands in early June.
Subscriptions available at $18 for those living in Grosse Pointe; $26 outside of Grosse Pointe. Call 777-2350 or write HERITAGE at 20010 Nine Mile Road, St. Clair Shores, MI 48080.

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already been made, and they go on to a different subject.

"When AMC people flew into Paris from Detroit for a meeting, I'd say, 'Here's how it will turn out.' They'd ask how I knew, and it was because I'd been privy to the pre-meeting discussions."

"I learned quite a bit from that experience," reflects Chapin. "I tend to be aggressive, and it was good for me to learn to back off and be less confrontational."

In Chapin's opinion, AMC's vice-chairman, Jose J. Dedeurwaerder, has been extremely successful in getting the two companies to work together smoothly. "The people at AMC and Renault really didn't know each other," he says. "There were, of course, challenges arising from the fact that there were cultural differences, a language barrier and pure physical distance."

Today, says Chapin, who started in the industry when he was sixteen, students who are considering a career in the automobile industry must become globally minded. Although he worked hard to learn French at Renault's language school in Paris, he also thinks Spanish is important as the industry continues to do business with Central and South American countries.

While he was in Europe, Chapin found that the image of the Ugly American persists. "Probably the biggest criticism of Americans in Europe is that they are unwilling to develop an understanding of, and a relationship to, other cultures," he says.

"Grosse Pointe youngsters are fortunate because many of them have an opportunity to travel," Chapin says. "Grosse Pointe is a close-knit community, but kids have the advantage of summers abroad, or a year overseas to broaden themselves."

Chapin practices what he preaches. This February his schedule took him to China to meet with officials at the Beijing Jeep Corporation (BJC), a partnership between AMC and Beijing Automotive Works, the exclusive manufacturer of four-wheel-drive vehicles in China. BJC was established in May 5, 1983 as China's first automotive venture with a foreign partner.

Chapin's job in China was to assist AMC's Chinese partners in developing a marketing plan for the next three to four years. Chapin says, "The Chinese are very willing and eager to receive what we have to say. They want to implement the ideas on their own, however. My goal was to share ideas and let them do their own work."

Even with his international outlook, Chapin still calls Grosse Pointe home. "In 1984, when I came back from Europe, I considered moving to the northern suburbs or Ann Arbor," he says, "but, after two years, it was really nice to come home to Grosse Pointe where I have a lot of friends."

Among Chapin's Grosse Pointe crowd is Edsel Ford II, a close friend since first grade at Grosse Pointe University School (now University Liggett). Recalling his early school days, Chapin says with a smile, "Basically, I was a rotten student. Let's say, 'My priorities were in other areas.' Anyway, my parents felt strongly that I needed to get into the eastern boarding school environment, into a disciplined setting."

Roy D. Chapin, Jr. agrees with his son. "Bill's scholastic inclinations were minimal. The only thing he wanted to do was get out of high school and go to work in the auto industry," he recalls.

"I told him if he didn't graduate from college I could promise him that he wouldn't be able to get a job at AMC or any of the Big Three. 'It's great to have that driving urge,' I said, 'but it's also great to be as well-educated as the next guy.' "

So young Chapin spent seventh and eighth grade at Harvey School, a pre-prep school in Katonah, New York and then went on to Wilbraham Academy in Massachusetts for high school. He reluctantly enrolled in Babson College in Wellesley, Massachusetts but, to his surprise, found his years there very rewarding. To both his father's and his own gratification, he graduated from Babson with a degree in business administration. That degree, combined with Chapin's natural abilities, seems to predict a successful future in the auto industry.

Says his father, "Bill's got a good personality. He's got the ability to get people to do things, and that is the secret of being a good executive; in fact, it's the secret of being successful in many things in this world."

Looking back on those early school years, Chapin concedes that he obtained a good education but says if he has children some day he doesn't know if he would proceed the same way. "It depends on the individual kid and individual circumstances," he says. "It worked out for me, but today it seems there's a more relaxed relationship between parents and children. I was told, 'You *will* go there.' Today there's more communication about *whether* a child will go or not."

Though Chapin is not yet a parent, and is still a very

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color-coded Cadillac "one-lungers" underwent a standardization test. The cars were completely disassembled, and eighty-nine parts were removed and replaced with other stock parts. The three reassembled cars, despite their peculiar, patchwork appearance, worked perfectly, even after each had been driven five hundred miles around the track.

Leland's successful application of the concept of interchangeable parts was rewarded in February, 1909, when he received the prestigious Dewar Trophy from the Royal Automobile Club in England.

The inventor's never-ending drive and determination for improvement is clearly seen in attainment of a world land speed record on January 12, 1904, by Henry Ford and Ed "Spider" Huff in New Baltimore, Michigan. Following the unique construction of a cinder-laid race track on the ice of Lake St. Clair, the pair set a straightaway speed record of 91.37 miles per hour by completing a mile in 39.4 seconds. The weather was cold and raw with high winds, and the hundred or so spectators cheered wildly as the newly rebuilt "999" racer crossed the finish line. However, it proved to be a hair-raising event that nearly cost the pair their lives. In reporting the ice sprint, the *Free Press* wrote: "The carborator is designed to be regulated by the driver by means of a foot pedal. The jarring of the auto made this impossible, and "Spider" Huff volunteered riding in front of the windshield and controlling the throttle. Neither wore face protectors. The machine twice swerved from the track, striking the banked snow."

It is popular belief that Huff's real job was to lie over the front seat and blow on a piece of rubber hose to regulate the mixture of gas and air to the carburetor. This human supercharger had agreed upon a system of signals with Ford. One kick meant "blow harder," and two kicks meant "stop." Ford kicked twice to cease blowing, but "Spider" got the signals mixed up, and the more he was kicked, the harder he blew. Ford finally swerved into a snow bank at the finish as the only way to check his blower system.

The Lake St. Clair event not only exemplifies the true spirit of inventors, but also gives better insight into the early years of the automobile industry, when colourful inventors played what newspaper reporters referred to as the "automobile game." ◇

Tim Tipton is a former editor of the Rochester Clarion *newspaper, with an avid interest in inventors and early automotive history.*

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eligible bachelor, he gets along well with children. Says Edsel Ford II, "My two kids call him Uncle Willie and claim he is the favourite of all our friends."

Chapin is learning about the realities of parenthood by observing his friends. "It's hard these days to call up and make spontaneous plans with friends who are bringing up their kids," he says. "They can't just run out and go to a movie on a moment's notice."

When he does get together with the Fords and other close friends, Chapin prefers small dinner parties, though he confesses that he's "woefully behind in paying back their invitations." He's putting that off, he says, until restoration is completed on the carriage house he purchased in Grosse Pointe last year.

Working with the contractor on that project has been a form of recreation, says Chapin, who walks several miles daily to keep in shape.

Although he sees himself as highly competitive, Chapin says he is usually able to leave his work behind at the end of the day. He thinks the old stereotype of the auto executive who worked twelve to fourteen hours a day and never saw his kids is changing.

"I think there's a higher emphasis on personal development, personal growth and family. My father was one of those hardworking executives, and we saw him rarely. Today I see friends of mine, whose fathers played important roles in the car business, spending more time with their kids and working a little less. They don't go in on Saturdays unless it's important."

This is not to say that Chapin doesn't take his work seriously. "You can't have a father in the car business and not be affected," he says. "I grew up eating, breathing and living cars. Ever since I was eight, I knew I wanted to work in the auto industry."

As a third generation member of the American Motors Corporation, William Chapin got just what he wanted. ◇

Katie Elsila got her driver's education certificate from Mumford High School. Her first car was a '57 Chevy.

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Ford's strategies to combat the competition fall into three categories. "For the short term, we are required to meet federal fuel economy standards for U.S.-made cars, and that means staying competitive with the EXP, Escort-Lynx and Tempo-Topaz," says executive vice-president Louis Ross. Ford, GM, Chrysler and AMC must achieve an average of twenty-six miles per gallon for all their fleets. That's done by selling lots of fuel-efficient small cars to balance sales of larger cars that use more gas.

"Short range, we will move those cars by offering competitive prices, rebates and interest rate programs consistent with anyone in the industry," Ross says.

Medium range is where the cheaper imports come in. "We'll cover the lower-priced end of the market which is so price-sensitive," he says. Cars will move in from Taiwan's Lio Hot Ltd., Korea's Kia Industrial Company and Ford's Mexican plants. Not all are at the low end. The Mexican cars (in cooperation with Mazda) will probably replace the sporty Mustang coupe, which also will come from Mazda's Flat Rock, Michigan plant.

"Long term, we have to become competitive in the U.S. manufacture of the remaining cars. We've made a great deal of progress, and we have to make as much progress in the next ten years to ensure building price-sensitive cars in the United States," Ross concedes.

Even if the bargain-basement cars from the third world aren't competitive now, that doesn't mean they won't be, he says. "It took the Japanese ten years to get a commercially viable car when they first came to the United States. We're looking at that same ten-year time frame here."

That's vitally important in trying to assess where the auto industry is going. The third world competition won't go away. It will shake out, but things won't be the same, anymore than they were after the Japanese geared up.

Other automakers are taking steps to protect the low end of the market. GM already imports the Sprint minicar. "There are a few areas where we can't build competitively, and our challenge with projects like Saturn is to find out how to get more competitive. We don't intend to reduce our model lineup. We will be a broad-based supplier of products," says Lloyd Reuss, executive vice-president of GM's North American passenger car groups.

Volkswagen U.S. and Subaru are reacting quickly with small cars of their own that will meld into their entire line. The idea is to offer price competition consistent with maintaining brand image for all the models.

"We say 'Subaru. Inexpensive and built to stay that way.' There's a world of difference between cheap and inexpensive," according to Doug Mahin, vice-president of corporate communications for Subaru, which will bring in the minicar, Justi, for less than $5,000. "It's important to position it in terms of traditional Subaru value. We see it

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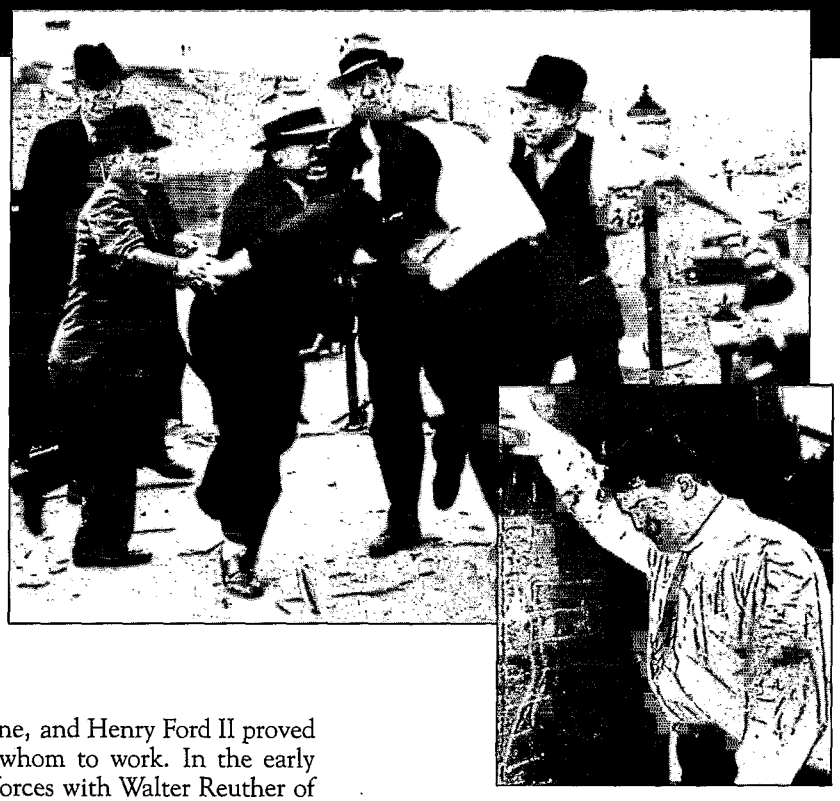

Right: Members of the Ford Service Department attack UAW organizer Richard Frankensteen on an overpass next to the Ford Rouge plant. The violent confrontation is now known as the "Battle of the Overpass."

Inset: Richard Frankensteen after the attack.

Photos from the Archives of Labor and Urban Affairs, Wayne State University.

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Harry Bennet had left the scene, and Henry Ford II proved a more amenable man with whom to work. In the early 1950s, Henry II even joined forces with Walter Reuther of the UAW and Gus Scholle of the CIO to launch the local United Way charity organization.

Conflicts and strikes continued between the UAW and the auto manufacturers, but basic recognition had been won, and the most violent times were over. The UAW went on to gain such milestones as supplemental unemployment benefits to see workers through the periodic layoffs inherent in the auto industry. Cost of living allowances (COLA), pension funds, and greater plant safety were also among the first gains the UAW sought.

The UAW differed from the early AFL in that it pressed for social and civic responsibility rather than just monetary improvement. After Homer Martin's stirring figurehead was no longer needed, Walter Reuther took over the presidency of the UAW and, fueled by his socialist upbringing, made concrete gains toward creating a better quality of life for auto workers. Reuther, always ahead of his time, was born the day before Labor Day in 1907. Until his death in a 1970 plane crash, he forged his way with a firm belief in the dignity of the working man and a vision of securing a more equitable distribution of income in the United States.

One of Reuther's far-reaching plans involved demanding concessions in extreme cases. During the Korean War, inflation in the United States soared so high that even the recently won cost of living allowance failed to keep pace. Calling the collective bargaining contracts "living documents," he pressed infuriated auto executives until they were forced to relent.

Much later, in 1979, Chrysler executives were the ones calling the contracts "living documents." UAW economists agreed that the Chrysler contract needed revision to keep the corporation viable. By that time, UAW leaders had reached a level of sophistication and professionalism that made it possible for then-president Douglas Fraser to sit on the Chrysler Board of Directors. The UAW's Owen Bieber now sits on the Board.

In the face of rising imports and increased automation in the factories, the nature of UAW concerns has changed dramatically from the days of the recognition campaigns.

Job security is the number one task of the UAW now. Members are willing to agree to concessions if it means keeping a factory open. In their view, the auto companies are thankful the UAW exists. Without it, there would be chaos among workers who were told that they would have to take pay cuts or make other sacrifices.

Now, in the 1980s, robots are coming into common use. Since the days of Walter Reuther, there has been a guiding principle in the UAW not to oppose technological advances in automobile assembly. Reuther once said, "You can't stop technological progress, and it would be silly to try it if you could."

In recent contract talks, the UAW and the Big Three agreed that no worker with more than one year seniority would be laid off as a result of new technology. Instead, workers will be retrained, relocated, or given other tasks.

The reindustrialization of America is under way. The process will require creative solutions to the problems of lost jobs and plant closings. The UAW expects to work closely with management to secure a socially accountable future for both UAW members and company stockholders.

Henry Ford and Walter Reuther might yet become allies. ◇

While in Bangkok, Gary Freeman worked for The Nation Review *newspaper and* Focus *magazine.*

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a last, futile fling at automobile manufacturing. This was an involvement with the Outing Car Company which, to all indications, never produced a single car.

During the late 1920s, Bobby Hupp became a leading proponent of hydraulic brakes. He owned several patents and, as assistant general manager of the Four-Wheel Hydraulic Brake Company, maintained an office in the General Motors Building. The family lived on a farm called Cherry Gardens, north of Pontiac, and Bobby Hupp's son remembered vehicles with prototype brake systems there, and the hillside vegetable garden his father designed with an ingenious irrigation system.

Both Bobby Hupp and his wife, Elsie, were healthy and active in sports. Elsie was an avid golfer, and Bobby kept fit at the Detroit Athletic Club. It was there, in the locker room, that Bobby Hupp died of a cerebral hemorrhage after playing a game of squash. The date was December 7, 1931; he was fifty-five years old.

What had been happening to the Hupp Motor Car Company in the years since 1911, when Bobby Hupp left? It had been doing very well, thank you. Production reached 7,640 in 1912 and continued to climb, hitting 12,543 in 1913 (the year the R.C.H. Corporation went bankrupt) and continuing even through the difficult war years of 1914-1918. In 1919, the first year of peace, production soared to 17,442, and by 1922 the company was claiming record profits of over three million dollars. In 1927 the firm introduced the "Century," the very first Hupmobile ever touted as stylish and beautiful, not just rugged and reliable. All production records were broken; the company made 65,862 cars in 1928 and bought out the Chandler-Cleveland Motors Corporation in Ohio, announcing their intention of producing 100,000 cars in 1929. But only 50,579 Hupmobiles left the assembly lines. The factory tried to force unrealistic quotas on its dealers to improve sales—and then Wall Street crashed.

In 1931, when Bobby Hupp died, production at the Hupp Motor Car Company was down to 17,451. There were lengthy court battles and bad publicity about the company throughout the 1930s. The company sold off some of its plants and other assets to try to remain solvent; but, through the mismanagement of eight different presidents in fewer than ten years, the Hupp Motor Car Company lost twenty-five million dollars and filed for reorganization under bankruptcy on November 1, 1940.

Robert Craig Hupp III, an engineering graduate of the University of Detroit, died in 1984. His son (also named Robert Craig Hupp, although he prefers to be called Craig), his wife, Ginger, and their three daughters, Bronwen, Katie and Laura, ages 7, 10 and 12, are the current keepers of the "Boy Auto Builder's" records and mementos. Ironically, it was not too long ago that the family had its first ride in a Hupmobile. They were watching the annual Grosse Pointe Park Civic Association's Fourth of July Parade and met Lou Mushro, another Grosse Pointer, who drove his custom-body Hupmobile circa 1929/30 in the parade. ("It's a real beauty," Craig Hupp told HERITAGE with a yearning gleam in his eye, "unique.") Later that summer, Mushro drove the Hupp family in his Hupmobile to an antique car meet in Ann Arbor. Before returning to Grosse Pointe, they visited Rochester. In total, it was a ride of over two hundred miles that garnered many an envious look while cruising down the freeways.

Craig Hupp, who is an attorney with Bodman, Longley & Dahling, told HERITAGE, "I'm tired of being asked why I don't own a Hupmobile. It's long been the family ambition, well, dream really," he chuckles, "to acquire one each of every car that Bobby Hupp, my grandfather, produced. But the cost is prohibitive. It's over $10,000 to buy a restored Hupp 20, and if you buy one that needs restoring, it would take $10,000 to complete the restoration! I've got a 1924 Dodge, though, if anyone's interested in a swap." ◇

Lynne Guitar, a native of the Motor City area, is interested in obscure automotive vehicles and the more adventurous and/or unique inventors and entrepreneurs.

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comes an uneconomic exercise."

In what amounts to recognition of that fact, U.S. automakers will continue to rely on cheap labor markets for components and fully assembled vehicles to round out their product lines.

Part of the attraction of this outsourcing stems from the value of the U.S. dollar, which seems certain to decline over the next half-century as America's budget deficit question is settled and foreign economies stabilize. To some extent, Brady explains, the problem of trade deficits eventually develops its own solution.

"If you look at whole units coming over from countries such as Japan and Korea, it will reach the point where the yen, for example, will start re-valuating and ultimately make their products less desirable based on cost," he says. "And that intermediate effect is what will equilibrate (trade) in the long run."

Ford's chief economist, John V. Deaver, believes a correction of the trade imbalance might stem the tide of outsourcing.

"If we get back whole again (achieve trade balance)," he says, "then I think the movement that we've been seeing offshore, particularly in supplying parts and components of autos, but also bringing in built-up vehicles, may not turn around, but will stop growing."

But outsourcing merely accounts for shifts in employment among nations: behind a forty-percent decline in the overall number of auto industry jobs is the gradual yet formidable revolution of capital intensity. In fact, say auto manufacturers and industry observers, one of the goals of capital intensity is to reduce outsourcing by rendering cheap labor obsolete.

"Possibly by the year 2000 we will be so capital intensive that it won't make any difference if someone out there wants to use a dollar-an-hour laborer to take our markets," says Jouppi. "They will not be able to compete with us because we wouldn't need that kind of labor. We'll be using more machinery."

In the meantime, governments will have to respond with something other than import restraints and domestic content legislation. A protected industry stands less chance of adapting to rapid change than one open to the best its competitors can provide. A century from now, more significant than outsourcing will be the ability of capital intensity to provide, in the United States and across the globe, the economic input which the auto industry has provided for one hundred years. ◇

David Vanker is a 1984 graduate of the U of M who now works in Detroit as a business copywriter.

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as a second car for Subaru owners and as a good entry-level vehicle for younger buyers who can later move up," Mahin says.

VW will bring in a baby Beetle from Brazil with the same idea. "Ours will be a well-equipped vehicle that will come in just four or five colors," says James Fuller, president. "The minis are going to be the next big segment, with anywhere from 600,000 to one million cars a year. The Brazilian car (code name Project 99) will make us a full-line manufacturer," he predicts.

American Honda will let its low-priced Civics handle things for now, although it markets the City minicar in Japan. "Price is not crucial if you are in the ballpark," says Tom Elliott, vice-president of operations. "Entry-level is where we came from, and we're not abandoning that to move upscale," he said. True, Honda isn't, but a new division, Acura, is raising the stakes with its Legend and Integra cars.

"If the mini segment does show growth, we have the Micra we can bring in," says C.P. King, senior vice-president of Nissan. "We see them mainly competing against used cars."

Toyota also has a mini in Japan but feels its $5,500 Tercel will handle the competition. "Those newcomers will have to establish a track record," says Robert McCurry, senior vice-president.

Suzuki of America sees price as important for its $6,550 sports utility vehicle, the Samurai. "Our market strength with this vehicle is as a segment shooter, not in going head-to-head with the competition," says Doug Mazza, national marketing director.

Jack Reilly, senior vice-president of American Isuzu, is aiming for "the happy hunting ground between upscale and cheap." He sees minicars chiefly as commuter cars.

Yugo, the one that began the whole bargain-basement movement, has plans to go upscale, at least in small cars. A new GVS model is $1,000 more than the base, and in 1987 a convertible version is due. A new hatchback comes in 1988, and in 1989 an "aero Italian design" is planned with a price tag under $10,000.

The Japanese have gotten selfish and shortsighted, like the U.S. car companies . . .

Yugo doesn't fear competition, says William Prior, president. "There's lots of room for basic transportation. And it won't be filled by domestics importing cars. Detroit has a short memory. The Japanese have gotten selfish and shortsighted, like the U.S. car companies who look more at the average selling price. All they want is price protection for their higher-priced products. It's not a profitable segment for them, but we're only in the small car business," he adds.

But Yugo has problems, including an adverse *Consumers Report* article and skepticism about the old Fiat-designed Yugo. "They are on the trailing edge of technology," says one wag.

Chrysler, while importing small cars from Mitsubishi, with whom it has initiated a joint venture, is moving its U.S.-made subcompact offerings to more expensive grazing. The new Plymouth Sundance and Dodge Shadow are described as upscale entries which emphasize performance and comfort.

Chrysler vice-chairman Bennett Bidwell revealed Chrysler could have sold the Yugo through its dealers but turned the deal down. Instead, this spring, Chrysler will introduce $5,499 versions of its Omni and Horizon four-door models. These are not stripped-down versions. Chairman Lee Iacocca says manufacturing efficiencies and volume made a $710 price cut possible. "This really is one time where we'll make it up on volume," he says, calling the project an experiment.

So far, no one has endorsed Bidwell's quick fix for the onslaught of third world cars. "Nuke 'em," he says. ◇

Ralph Gray is a veteran Detroit automotive writer who specializes in marketing.

VARIATIONS ON A THEME: INTIMATIONS OF MORTALITY FROM RECOLLECTIONS OF HELGA'S TRILLIUMS

"To me the meanest flower that blows can give
Thoughts that do often lie too deep for tears."

I've been stealing lilacs from the Southfield Cemetery.
Blowing uncontrolled:
purple bedraggled dead yard pitched above a bawling freeway and
glass stacked buildings where E. F. Hutton lives. God,
I bring them home to reek out my living room with Grandma Bradley's
lolling lilac breasts cleaving a snotty kleenex when I was five.

Now it is the marigold I admire,
In a rectangular brick chipped planter,
Clustered neat, clumped orange with clotted nipples.
They deter mosquitoes, are functional,
In control.
I have lost the spring somewhere,

for, Helga,
I do not recollect these trilliums:
their solitary lily heads;
only remember the warning that once picked they could never flower again,
only dream of their headlessness,
their green blades spreading across some great breast of
forest,
wild
and aching like a cancer.

— Elizabeth Bennett

Elizabeth Bennett is a resident of Grosse Pointe Woods. She teaches English at Notre Dame High School, where she is also moderator for the school newspaper.

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