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KEY=MOTOR - FRENCH SELLERS

The Dodge Brothers The Men, the Motor Cars, and the Legacy Wayne State University Press At the start of the Ford Motor Company in 1903, the Dodge Brothers supplied nearly every car part needed by the up-and-coming auto giant. After fifteen years of operating a successful automotive supplier company, much to Ford's advantage, John and Horace Dodge again changed the face of the automotive market in 1914 by introducing their own car. The Dodge Brothers automobile carried on their names even after their untimely deaths in 1920, with the company then remaining in the hands of their widows until its sale in 1925 to New York bankers and subsequent purchase in 1928 by Walter Chrysler. The Dodge nameplate has endured, but despite their achievements and their critical role in the early success of Henry Ford, John and Horace Dodge are usually overlooked in histories of the early automotive industry. Charles K. Hyde's book *The Dodge Brothers: The Men, the Motor Cars, and the Legacy* is the first scholarly study of the Dodge brothers and their company, chronicling their lives—from their childhood in Niles, Michigan, to their long years of learning the machinist's trade in Battle Creek, Port Huron, Detroit, and Windsor, Ontario—and examining their influence on automotive manufacturing and marketing trends in the early part of the twentieth century. Hyde details the brothers' civic contributions to Detroit, their hiring of minorities and women, and their often anonymous charitable contributions to local organizations. Hyde puts the Dodge brothers' lives and accomplishments in perspective by indicating their long-term influence, which has continued long after their deaths. The most complete and accurate resource on John and Horace Dodge available, *The Dodge Brothers* uses sources that have never before been examined. Its scholarly approach and personal tone make this book appealing for automotive historians as well as car enthusiasts and those interested in Detroit's early development. **Riding the Roller Coaster A History of the Chrysler Corporation Wayne State University Press** From the Chrysler Six of 1924 to the front-wheel-drive vehicles of the 70s and 80s to the minivan, Chrysler boasts an impressive list of technological "firsts." But even though the company has catered well to a variety of consumers, it has come to the brink of financial ruin more than once in its seventy-five-year history. How Chrysler has achieved monumental success and then managed colossal failure and sharp recovery is explained in *Riding the Roller Coaster*, a lively, unprecedented look at a major force in the American automobile industry since 1925. Charles Hyde tells the intriguing story behind Chrysler—its products, people, and performance over time—with particular focus on the company's management. He offers a lens through which the reader can view the U.S. auto industry from the perspective of the smallest of the automakers who, along with Ford and General Motors, make up the "Big Three." The book covers Walter P. Chrysler's life and automotive career before 1925, when he founded the Chrysler Corporation, to 1998, when it merged with Daimler-Benz. Chrysler made a late entrance into the industry in 1925 when it emerged from Chalmers and Maxwell, and further grew when it absorbed Dodge Brothers and American Motors Corporation. The author traces this journey, explaining the company's leadership in automotive engineering, its styling successes and failures, its changing management, and its activities from auto racing to defense production to real estate. Throughout, the colorful personalities of its leaders—including Chrysler himself and Lee Iacocca—emerge as strong forces in the company's development, imparting a risk-taking mentality that gave the company its verve. **Images from the Arsenal of Democracy Wayne State University Press** While researching his previous study, *Arsenal of Democracy: The American Automobile Industry in World War II* (Wayne State University Press, 2013), award-winning automotive historian Charles K. Hyde discovered the many remarkable photos that were part of the era's historical documentation. In *Images from the Arsenal of Democracy*, Hyde presents a selection of nearly three hundred of these documentary photos in striking black and white, with brief captions. Taken together, the images create a captivating portrait of this crucial moment in American business, military, and cultural history. *Images from the Arsenal of Democracy* spans from 1940 until the end of the war, presenting up-close, rarely seen views of newly built plants and repurposed production lines, a staggering variety of war products and components, and the many workers behind Detroit's wartime production miracles. The human faces that Hyde presents are especially compelling, as photos show the critical role played by previously underused workers—namely women and African Americans. *Images from the Arsenal* is divided into chapters by theme, including "Preparing for War before Pearl Harbor"; "Planning Defense Production after Pearl Harbor"; "Aircraft Engines and Propellers"; "Aircraft Components and Complete Aircraft"; "Tanks and Other Armored Vehicles"; "Jeeps, Trucks, and Amphibious Vehicles"; "Guns, Shells, Bullets, and Other War Goods"; "The New Workers"; and "Celebrating the Production Achievements." The first comprehensive and detailed history drawn solely from the surviving photographic record of wartime Detroit, *Images from the Arsenal* will be appreciated by automotive historians, World War II scholars, and American history buffs. **The Birth of Chrysler Corporation and Its Engineering Legacy SAE** This is the story of a remarkable engineering team as told by one of its members, Carl Breer. Breer, Fred Zeder, and Owen Skelton worked together for 35 years, first at Studebaker and then at Chrysler, bringing solid engineering principles to the design and testing of early automobiles. *The Birth of Chrysler Corporation and Its Engineering Legacy* begins with a look at Carl Breer's early years, giving readers a glimpse of his engineering adeptness, even as a youth. The book's focus then shifts to the Zeder, Skelton, and Breer engineering team. Through the eyes of Carl Breer, we see the trio at work first at Studebaker prior to World War I, and then, more importantly, in 1919 as they meet Walter Chrysler and become the engineering building blocks upon which the Chrysler Corporation

was founded. The Birth of Chrysler Corporation and Its Engineering Legacy offers readers a 'behind-the-scenes' look at the many innovations developed by the Zeder, Skelton, and Breer team during Chrysler's early days, including hydraulic brakes, all-steel bodies, 'fresh air' heaters, and more. It also describes the team's groundbreaking wind tunnel research which resulted in the development of the Airflow, an engineering tour de force that was so far ahead of its time that, unfortunately, the marketplace didn't respond well to it. The Airflow's design was so advanced that the aerodynamic principles upon which it was based continue to shape the design of today's cars. **The Dodge Story Crestline Publishing Company** The Dodge Story Thomas A. McPherson. The most complete photographic history available on Dodge cars and trucks from 19 through 1975. More than 1,500 illustrations are backed by detailed, informative descriptions. McPherson traces the development of all Dodge vehicles throughout the early years. Trucks, cars, buses, and other special-bodied vehicles. An important reference work. Hdbd., 8 3/4"x 11 1/4", 32 pgs., 1,54 b&w ill. **Arsenal of Democracy The American Automobile Industry in World War II** Wayne State University Press Throughout World War II, Detroit's automobile manufacturers accounted for one-fifth of the dollar value of the nation's total war production, and this amazing output from "the arsenal of democracy" directly contributed to the allied victory. In fact, automobile makers achieved such production miracles that many of their methods were adopted by other defense industries, particularly the aircraft industry. In Arsenal of Democracy: The American Automobile Industry in World War II, award-winning historian Charles K. Hyde details the industry's transition to a wartime production powerhouse and some of its notable achievements along the way. Hyde examines several innovative cooperative relationships that developed between the executive branch of the federal government, U.S. military services, automobile industry leaders, auto industry suppliers, and the United Automobile Workers (UAW) union, which set up the industry to achieve production miracles. He goes on to examine the struggles and achievements of individual automakers during the war years in producing items like aircraft engines, aircraft components, and complete aircraft; tanks and other armored vehicles; jeeps, trucks, and amphibians; guns, shells, and bullets of all types; and a wide range of other weapons and war goods ranging from search lights to submarine nets and gyroscopes. Hyde also considers the important role played by previously underused workers—namely African Americans and women—in the war effort and their experiences on the line. Arsenal of Democracy includes an analysis of wartime production nationally, on the automotive industry level, by individual automakers, and at the single plant level. For this thorough history, Hyde has consulted previously overlooked records collected by the Automobile Manufacturers Association that are now housed in the National Automotive History Collection of the Detroit Public Library. Automotive historians, World War II scholars, and American history buffs will welcome the compelling look at wartime industry in Arsenal of Democracy. **Master of Precision** Henry M. Leland Wayne State University Press Master of Precision is the fascinating firsthand account of Henry Martyn Leland's life and work during the early days of the automobile industry. **Automotive giants of America** Men who made our Motor Industry Edizioni Savine ORIGINAL DESCRIPTION (1926): Curiously, although our automobile industry is young, its leaders are not young men. Every one of the twenty is self-made. No other industry in this country or anywhere else in the world ever enjoyed such growth or accomplished so much in the brief space of twenty-five years. Our automotive giants are essentially men of courage, men of initiative, men of vision. How else could there have been created productive capacity of over 5,000,000 vehicles a year, when year after year from the very start there have been direful prophecies of impending "saturation", of impending disaster? How the foremost leaders have brought the automotive industry to its unique eminence is told in short stories, all of which have appeared in Forbes Magazine, half of them written by B. C. Forbes and half by O. D. Foster. **Storied Independent Automakers** Nash, Hudson, and American Motors Wayne State University Press With roots extending back to the first decade of the twentieth century, Nash Motor Company and the Hudson Motor Car Company managed to compete and even prosper as independent producers until they merged in 1954 to form the American Motors Company, which itself remained independent until it was bought in 1987 by the Chrysler Corporation. In Storied Independent Automakers, renowned automotive scholar Charles K. Hyde argues that these companies, while so far neglected by auto history scholars, made notable contributions to automotive engineering and styling and were an important part of the American automobile industry. Hyde investigates how the relatively small corporations struggled in a postwar marketplace increasingly dominated by the giant firms of Ford, General Motors, and Chrysler, which benefited from economies of scale in styling, engineering, tooling, marketing, and sales. He examines the innovations that kept the independents' products distinctive from those of the Big Three and allowed them to survive and sometimes prosper against their larger competitors. Hyde also focuses on the visionary leaders who managed the companies, including Charles Nash, Roy D. Chapin, Howard Coffin, George Mason, George Romney, and Roy D. Chapin Jr., who have been largely unexamined by other scholars. Finally, Hyde analyzes the ultimate failure of the American Motors Company and the legacy it left for carmakers and consumers today. Storied Independent Automakers is based on extensive research in archival collections generated by the three companies. Residing in large part in the DaimlerChrysler Corporate Collection, these sources have been seldom tapped by other scholars before this volume. Auto historians and readers interested in business history will enjoy Storied Independent Automakers. **Michigan Voices** Our State's History in the Words of the People who Lived it Wayne State University Press A fascinating assemblage of old family letters, diaries, journals, photos, and other memorabilia, Michigan Voices introduces the reader to a more personal side of the state's history. **I Invented the Modern Age** The Rise of Henry Ford Simon and Schuster A lively account of Henry Ford's invention of the Model-T places his innovations against a backdrop of a steam-powered world and offers insight into his innate mechanical talents and pioneering work in internal combustion, describing his indelible impact on American culture and the perplexing subsequent changes in his personality. **The Gasoline Age** The Story of the Men who Made it My Forty Years with Ford Wayne State University Press An unflinching eyewitness account of the Ford story as told by one of Henry Ford's closest associates. **Disaster in Dearborn** The Story of the Edsel Stanford University Press Tells the disastrous story of the design and development of the Edsel, with insights into this spectacular failure of the automobile industry to sell a car that it had marketed extensively. **Life of an American Workman** Good Press "Life of an American Workman" by Walter P. Chrysler, Boyden Sparkes. Published by Good Press. Good Press publishes a wide range of titles that encompasses every genre. From well-known classics & literary fiction and non-fiction to forgotten—or yet undiscovered gems—of world literature, we issue the books that need to be read. Each Good Press edition has been meticulously edited and formatted to boost readability for all e-readers and devices. Our goal is to produce eBooks that are user-friendly and accessible to everyone in a high-quality digital format. **Dodge 100 Years** Motorbooks International In 1900, Horace and John Dodge founded the Dodge Brothers Company in a machine shop in Detroit, Michigan. Dodge 100 Years tells the story of how the Dodge brothers' commitment and vision turned an upstart company into

a worldwide automotive leader. From e **Edsel The Story of Henry Ford's Forgotten Son SAE International** Carefully crafted from thousands of Ford archives, written interviews, and first-hand accounts told by people who knew the man, Edsel: The Story of Henry Ford's Forgotten Son, brings into focus the remarkable life of Edsel Ford. The book chronicle's Edsel's life from his early days of growing up in and around his father's company, through the controversy of his World War I draft notice and eventual exemption, the design change from the Model T to the Model A, and the creation of the Ford Foundation. Twenty-seven chapters in all help to shed light on the life of a man who preferred to spend most of his life out of the limelight. **Motor History of America Or, The Gasoline Age, the Story of the Men who Made it Billy Durant Creator of General Motors University of Michigan Press** Praise for the first edition: "A fascinating book [and] a sympathetic look at the man who glued General Motors together and in the process made Flint one of the great industrial centers of America." ---Detroit Free Press "It is refreshing to report that Billy Durant is one of the best researched books dealing with an automotive giant." ---Antique Automobile "Billy Durant fills in a masterly way the only important void remaining concerning the work of the motorcar pioneers." ---Richard Crabb, author of Birth of a Giant: The Men and Incidents That Gave America the Motorcar What explains Billy Durant's powerful influence on the auto industry during its early days? And why, given Durant's impact, has he been nearly forgotten for decades? In search of answers to these questions, Lawrence Gustin interviewed Durant's widow, who provided a wealth of previously unpublished autobiographical notes, letters, and personal papers. Gustin also interviewed two of Durant's personal secretaries and others who had known and worked with the man who created General Motors. The result is the amazing account of the mastermind behind what would become, as the twentieth century progressed, the world's largest company. **Roy D. Chapin: The Man Behind the Hudson Motor Car Company Wayne State University Press** "John Cuthbert Long's Roy D. Chapin is a thorough and detailed biography of a remarkable, but little-known Detroit automobile industry pioneer. Historians should include Roy Dikeman Chapin (February 23, 1880-February 16, 1936) in any listing of significant American auto industry pioneers, along with the Duryea brothers, Ransom E. Olds, Henry Leland, Henry Ford, William C. Durant, and the Dodge brothers. Outside the cloister of automotive historians, Roy Chapin is an unknown. This is in part because no company or car bore his name. Unlike many contemporary auto pioneers, Roy Chapin was a modest man who did not promote himself. Even Long's superb biography of Chapin is not well-known because it was privately printed in 1945 with a small press run. In reprinting this volume, Wayne State University Press is making an important contribution to automotive history." -From the introduction by Charles K. Hyde, Department of History, Wayne State University **The Dodges, the Auto Family Fortune & Misfortune Drive! Henry Ford, George Selden, and the Race to Invent the Auto Age Statement of responsibility from jacket. Chrysler, Ford, Durant and Sloan Founding Giants of the American Automotive Industry McFarland** The American automobile industry has been called the favorite child of capitalism. Four decades of exceptional earnings allowed Henry Ford, Walter Chrysler, William Durant and Alfred P. Sloan (both of General Motors), and their companies to make developments in production, design and marketing that have set the standard for consumer products and industrial firms. Four men are primarily responsible for these concepts and for the formation of "the big three." New research lends important insight into the relationship of Walter Chrysler's business career to the careers of the other three automotive giants. This comparative study details the career histories and visions of each of the men, exploring their individual business methods, the innovations for which they were responsible, and their impacts on the industry. **Ford, the Men and the Machine Little Brown & Company** Spanning more than one hundred years and four generations, this biography of Henry Ford, the automobile company he created, and the dynasty he founded, reflects the rise of industrial America and the American dream **Soldados Razos at War Chicano Politics, Identity, and Masculinity in the U.S. Military from World War II to Vietnam University of Arizona Press** What were the catalysts that motivated Mexican American youth to enlist or readily accept their draft notices in World War II, Korea, or Vietnam? In Soldados Razos at War, historian and veteran Steven Rosales chronicles the experiences of Chicano servicemen who fought for the United States, explaining why these men served, how they served, and the impact of their service on their identity and political consciousness. As a social space imbued with its own martial and masculine ethos, the U.S. military offers an ideal way to study the aspirations and behaviors that carried over into the civilian lives of these young men. A tradition of martial citizenship forms the core of the book. Using rich oral histories and archival research, Rosales investigates the military's transformative potential with a particular focus on socioeconomic mobility, masculinity, and postwar political activism across three generations. The national collective effort characteristic of World War II and Korea differed sharply from the highly divisive nature of American involvement in Vietnam. Thus, for Mexican Americans, military service produced a wide range of ideological reactions, with the ideals of each often in opposition to the others. Yet a critical thread connecting these diverse outcomes was a redefined sense of self and a willingness to engage in individual and collective action to secure first-class citizenship. **The Four Trials of Henry Ford** The Four Trials of Henry Ford chronicles the Ford Motor Company founder's forays into landmark litigation during the early years of the twentieth century. Piché follows Ford's lonely defense against alleged infringement of the Selden patent on the automobile brought by a powerful automotive monopoly determined to control prices and competition in the emerging automobile market. He explores a minority shareholder oppression lawsuit brought against Ford by the Dodge brothers who initially manufactured all of the mechanical parts for Ford's cars. He covers Ford's libel suit against the Chicago Tribune for calling him an "anarchist" and "ignorant idealist" in the midst of the patriotic fervor during the U.S. Mexico Intervention and the run-up to World War I, and finally, he examines a Jewish lawyer's persistent libel action against Ford for the defamation of himself and his race in anti-Semitic diatribes widely published and circulated in his personally owned newspaper, The Dearborn Independent. In recounting the Ford litigation, Piché examines Ford's parallel manipulation of public media to advance his own political and narcissistic agenda to become a public sage and an American President. It follows the initial rise of his reputation as a Progressive capitalist to its ultimate erosion as a mean-spirited bigot and contributor to the propaganda that fueled the Holocaust. **Hitler's American Friends The Third Reich's Supporters in the United States Thomas Dunne Books** A book examining the strange terrain of Nazi sympathizers, nonintervention campaigners and other voices in America who advocated on behalf of Nazi Germany in the years before World War II. Americans who remember World War II reminisce about how it brought the country together. The less popular truth behind this warm nostalgia: until the attack on Pearl Harbor, America was deeply, dangerously divided. Bradley W. Hart's Hitler's American Friends exposes the homegrown antagonists who sought to protect and promote Hitler, leave Europeans (and especially European Jews) to fend for themselves, and elevate the Nazi regime. Some of these friends were Americans of German heritage who joined the Bund, whose leadership dreamed of installing a stateside Führer. Some were as bizarre and hair-raising as the Silver Shirt Legion, run by an

eccentric who claimed that Hitler fulfilled a religious prophecy. Some were Midwestern Catholics like Father Charles Coughlin, an early right-wing radio star who broadcast anti-Semitic tirades. They were even members of Congress who used their franking privilege—sending mail at cost to American taxpayers—to distribute German propaganda. And celebrity pilot Charles Lindbergh ended up speaking for them all at the America First Committee. We try to tell ourselves it couldn't happen here, but Americans are not immune to the lure of fascism. Hitler's American Friends is a powerful look at how the forces of evil manipulate ordinary people, how we stepped back from the ledge, and the disturbing ease with which we could return to it. **The Arts of Leadership OUP Oxford** Leadership is still much discussed, studied, and sought after, even though we now live in supposedly more democratic times with flatter organizations and empowered employees. But how can we best understand leadership? Are leaders born or made? Do they have particular traits or are we all potential leaders? Do the requirements for leadership change over time or are there timeless patterns? Do traditional approaches help us to pick and develop leaders or are there alternative ways that advance our understanding? In this book, Keith Grint who has been studying and teaching leadership for over a decade investigates the notion of leadership in a series of historical case studies and rich essay portraits of some of the most famous, and infamous, leaders (e.g. Florence Nightingale, Richard Branson, Horatio Nelson, Martin Luther King, Henry Ford, etc.). The scenarios are drawn from right across the spectrum to include business, politics, society, and the military. The first part of the book considers four sets of parallel cases where leadership appears to be a major explanation of success and failure. The second part takes the four critical issues arising from these parallel cases (identity, strategic vision, organizational tactics, and persuasive communication) and explores them in detail. One main reason we have such difficulty in explaining and enhancing leadership, Grint argues, is because we often adopt perspectives and models that obscure rather than illuminate the issues involved. The reliance upon traditional scientific analysis has not provided the anticipated advances in our understanding because leadership is more fruitfully considered as an art, or more exactly an array of arts, rather than as a science. Grint's rich and meticulously-researched profiles combine to reveal these Arts of Leadership. **Idea Man A Memoir by the Co-founder of Microsoft Penguin** By his early thirties, Paul Allen was a world-famous billionaire—and that was just the beginning. In 2007 and 2008, Time named Paul Allen, the co-founder of Microsoft, one of the hundred most influential people in the world. Since he made his fortune, his impact has been felt in science, technology, business, medicine, sports, music, and philanthropy. His passion, curiosity, and intellectual rigor—combined with the resources to launch and support new initiatives—have literally changed the world. In 2009 Allen discovered that he had lymphoma, lending urgency to his desire to share his story for the first time. In this classic memoir, Allen explains how he has solved problems, what he's learned from his many endeavors—both the triumphs and the failures—and his compelling vision for the future. He reflects candidly on an extraordinary life. The book also features previously untold stories about everything from the true origins of Microsoft to Allen's role in the dawn of private space travel (with SpaceShipOne) and in discoveries at the frontiers of brain science. With honesty, humor, and insight, Allen tells the story of a life of ideas made real. **The Deal Maker How William C. Durant Made General Motors John Wiley & Sons Incorporated** Describes the accomplishments and misfortunes of the man who founded General Motors in the early 1900s **Fins Harley Earl, the Rise of General Motors, and the Glory Days of Detroit HarperCollins** The New York Times bestselling author of Bitter Brew chronicles the birth and rise to greatness of the American auto industry through the remarkable life of Harley Earl, an eccentric six-foot-five, stuttering visionary who dropped out of college and went on to invent the profession of automobile styling, thereby revolutionized the way cars were made, marketed, and even imagined. Harley Earl's story qualifies as a bona fide American family saga. It began in the Michigan pine forest in the years after the Civil War, traveled across the Great Plains on the wooden wheels of a covered wagon, and eventually settled in a dirt road village named Hollywood, California, where young Harley took the skills he learned working in his father's carriage shop and applied them to designing sleek, racy-looking automobile bodies for the fast crowd in the burgeoning silent movie business. As the 1920s roared with the sound of mass manufacturing, Harley returned to Michigan, where, at GM's invitation, he introduced art into the rigid mechanics of auto-making. Over the next thirty years, he functioned as a kind of combination Steve Jobs and Tom Ford of his time, redefining the form and function of the country's premier product. His impact was profound. When he retired as GM's VP of Styling in 1958, Detroit reigned as the manufacturing capitol of the world and General Motors ranked as the most successful company in the history of business. Knoedelseder tells the story in ways both large and small, weaving the history of the company with the history of Detroit and the Earl family as Fins examines the effect of the automobile on America's economy, culture, and national psyche. **We the Corporations: How American Businesses Won Their Civil Rights Liveright Publishing** A landmark exposé and “deeply engaging legal history” of one of the most successful, yet least known, civil rights movements in American history (Washington Post). In a revelatory work praised as “excellent and timely” (New York Times Book Review, front page), Adam Winkler, author of Gunfight, once again makes sense of our fraught constitutional history in this incisive portrait of how American businesses seized political power, won “equal rights,” and transformed the Constitution to serve big business. Uncovering the deep roots of Citizens United, he repositions that controversial 2010 Supreme Court decision as the capstone of a centuries-old battle for corporate personhood. “Tackling a topic that ought to be at the heart of political debate” (Economist), Winkler surveys more than four hundred years of diverse cases—and the contributions of such legendary legal figures as Daniel Webster, Roger Taney, Lewis Powell, and even Thurgood Marshall—to reveal that “the history of corporate rights is replete with ironies” (Wall Street Journal). **We the Corporations** is an uncompromising work of history to be read for years to come. **Men, Money, and Motors The Drama of the Automobile Automotive Bodywork and Rust Repair CarTech Inc** Vehicle maintenance. **The Detroit Electric Scheme A Mystery Minotaur Books** Will Anderson is a drunk, heartbroken over the breakup with his fiancée, Elizabeth. He's barely kept his job at his father's company---Detroit Electric, 1910's leading electric automobile manufacturer. Late one night, Elizabeth's new fiancé and Will's one-time friend, John Cooper, asks Will to meet him at the car factory. He finds Cooper dead, crushed in a huge hydraulic roof press. Surprised by the police, Will panics and runs, leaving behind his cap and automobile, and buries his blood-spattered clothing in a garbage can. What follows is a fast-paced, detail-filled ride through early-1900s Detroit, involving murder, blackmail, organized crime, the development of a wonderful friendship, and the inside story on early electric automobiles. Through it all, Will learns that clearing himself of the crime he was framed for is only the beginning. To survive, and for his loved ones to survive, he must also become a man. The Detroit Electric Scheme is populated with fascinating characters, both real and fictional, from a then-flourishing Detroit: The Dodge brothers and Edsel Ford come to life, interacting with denizens of the sordid underbelly of the Motor City, such as Vito Adamo, Detroit's first Mob boss, and Big Boy, the bouncer at a saloon so notorious the newspapers called it “The Bucket of Blood.”

This expertly plotted debut delivers with great research, wonderfully flawed yet likable characters, and a shattering climax. **The Woman and the Car A Chatty Little Handbook for All Women who Motor Or who Want to Motor Pre-Incident Indicators of Terrorist Incidents The Identification of Behavioral, Geographic and Temporal Patterns of Preparatory Conduct DIANE Publishing** This is a print on demand edition of a hard to find publication. Explores whether sufficient data exists to examine the temporal and spatial relationships that existed in terrorist group planning, and if so, could patterns of preparatory conduct be identified? About one-half of the terrorists resided, planned, and prepared for terrorism relatively close to their eventual target. The terrorist groups existed for 1,205 days from the first planning meeting to the date of the actual/planned terrorist incident. The planning process for specific acts began 2-3 months prior to the terrorist incident. This study examined selected terrorist groups/incidents in the U.S. from 1980-2002. It provides for the potential to identify patterns of conduct that might lead to intervention prior to the commission of the actual terrorist incidents. Illustrations. **Summary: Ford Review and Analysis of Lacey's Book Primento** The must-read summary of Robert Lacey's book: "Ford: The Men and the Machine". This complete summary of the ideas from Robert Lacey's book "Ford: The Men and the Machine" tells the fascinating story of the men and women behind the giant automobile industry. In this entertaining and detailed biography, the author focuses on the public and private lives of manufacturer Henry Ford, his son Edsel and his grandson Henry II. This summary offers an insight into how this family-run business empire transformed our way of life, including Ford's early failures, Henry Ford's revolutionary standards and the triumph of the Model T. Added-value of this summary: • Save time • Understand key concepts • Expand your knowledge To learn more, read "Ford: The Men and the Machine" to discover the story behind the giant company and the people behind it. **The Arsenal of Democracy FDR, Detroit, and an Epic Quest to Arm an America at War Houghton Mifflin Harcourt** Chronicles Detroit's dramatic transition from an automobile manufacturing center to a highly efficient producer of World War II airplanes, citing the essential role of Edsel Ford's rebellion against his father, Henry Ford. 35,000 first printing. **Michigan's C. Harold Wills The Genius Behind the Model T and the Wills Sainte Claire Automobile Arcadia Publishing** One of the unsung heroes of the auto world, C. Harold Wills designed the Model T when he worked as Henry Ford's right-hand man. Later, he founded his own company to produce the legendary Wills Sainte Claire. Every endeavor displayed his trademark inventiveness, from the development of the overhead cam engine to the toboggan run on the roof of his house. He used his money to create one of the first worker model cities at Marysville, Michigan. In this long-overdue biography, Alan and Lynn Lyon Naldrett preserve the legacy of an automotive icon.