



1914  
*Centennial Tour*  
2014

Where It All Began  
Centennial Tour • June 22 - June 27, 2014 • Detroit, MI, USA

1914 1915 1916 1917 1918 1919 1920 1921 1922 1923 1924 1925 1926 1927 1928 1929 1930 1931 1932 1933 1934 1935 1936 1937 1938 1939 1940 1941 1942 1943 1944 1945 1946 1947 1948 1949 1950 1951 1952 1953 1954 1955 1956 1957 1958 1959 1960 1961 1962 1963 1964 1965 1966 1967 1968 1969 1970 1971 1972 1973 1974 1975 1976 1977 1978 1979 1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014





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John Francis Dodge (*left*)  
October 25, 1864 – January 14, 1920  
and  
Horace Elgin Dodge (*right*)  
May 17, 1868 – December 10, 1920

# 2014 Dodge Brother's Centennial Tour



1914

*The Dodge brothers  
in their first car,  
Detroit, Michigan*





**Come Back To Where It All Began**

*Welcome* to the Dodge Brothers Centennial Tour, an event 100 years in the making. Thank you for coming to Detroit, “Back to where it all began”. If John and Horace were here, what would they be thinking? Maybe something like this ...

**John:** *Well, Horace, here we are after 100 years.*

**Horace:** *Right, John. Time sure flies. It is a shame that we couldn't have stayed on a little longer. I think we would have had some fun!*

**John:** *Yeah, our company has had an interesting history: Matilda and Anna sold the company to those bankers who knew nothing about cars and then they sold it to that young upstart, Chrysler.*

**Horace:** *Probably a good thing, at least he was a gearhead like us. Chrysler Corp. has been in and out of trouble more often than we were.*

**John:** *Right, but when you think about it, of all those guys that were trying to build cars back when we started, very few stood the test of time. Our name is still on cars all over the world.*

**Horace:** *Good point, John, and just think about all of the people that have come to this centennial celebration – nearly 300 people from six countries! And more than 80 old cars!*

**John:** *Horace, when you stop and think about it, we started something pretty good!*

**Horace:** *Indeed we did, John! Indeed we did! I'll drink to that!*

**John:** *So will I! Cheers!*

Your hosts, the members of the **Dodge Main Region** of the Dodge Brothers Club, Inc. welcome you to this celebration of the founding of the Dodge Brothers Motor Car Company. Whether you have come just a few miles or traveled half way around the globe we are happy that you are here. We especially thank those of you who were able to bring a vintage Dodge Brothers or Graham Brothers vehicle. We have an exciting week of activities planned, showcasing the rich automotive heritage of Southeast Michigan. This Centennial Tour is a tribute to the mechanical and business genius of John and Horace Dodge.

*Enjoy the Motor City!*

# Arrival: Sunday, June 22

## ITINERARY

**2:00 – 4:00 pm** Registration in Erie and Ontario rooms at the Hilton Suites.

**5:30 – 7:30 pm** Ice Cream social at Meadowbrook Christian Church.  
Drive old cars. See directions in Tour Book.

At the ice cream social, please consider offering a ride to a visitor in your Dodge Brothers/Graham Brothers vehicle around the parking lot.

**8:00 – 9:30 pm** Registration in Erie and Ontario rooms.














## Hotel to Meadow Brook Christian Church (ice cream social)















(5.7 total miles)

Leave hotel at 5:00 pm

Is your gas tank full?

REF. POINT	TOTAL MILES
<b>A</b> 	Turn <b>right</b> out of hotel parking lot onto <b>Featherstone Rd.</b> Go 1.2 miles.
<b>B</b> 	Turn <b>right</b> onto <b>Squirrel Rd</b> and move immediately to the <b>left</b> lane to make a <b>U-turn</b> .  Go 279 feet.
	1.2 mi
	Make a <b>U-turn</b> onto <b>Northbound Squirrel Rd.</b> Go 2.2 miles.
<b>C</b>  	Turn <b>right</b> onto <b>Walton Boulevard.</b> Go 1.4 miles.
	3.4 mi
<b>D</b>  	Continue through the traffic light at <b>Adams Rd</b> and go 0.3 miles.
	4.8 mi
<b>E</b> 	<b>Meadow Brook Christian Church</b> is at the top of the rise in the road. Turn right into parking lot.
	5.2 mi

## Return from Meadow Brook Christian Church to Hotel

REF. POINT	TOTAL MILES
<b>E</b> 	Turn left out of the church parking lot onto <b>Walton Blvd.</b> Go 0.4 miles.
<b>D</b>  	Continue through the traffic light at <b>Adams Rd.</b> Go 1.4 miles.
<b>C</b>  	Turn <b>left</b> onto <b>Squirrel Rd.</b> Go 2.1 miles.
	1.7 mi
<b>B</b>  	Turn <b>right</b> onto <b>Featherstone Rd.</b> Go 1.2 miles.
	3.8 mi
<b>A</b> 	Turn <b>left</b> onto <b>Executive Hills Dr.</b> Follow the directions to your hotel.
	5.0 mi
	If you are staying at the <b>Hilton</b> , the entrance to the parking lot is on your <b>right</b> .
	5.1 mi
	If you are staying at the <b>Hampton Inn</b> , continue on <b>Executive Hills Dr</b> to the end, about 0.7 miles.
 	Turn <b>right</b> onto <b>Opdyke Rd</b> and go about 0.2 miles.
 	At the traffic light, turn <b>right</b> onto <b>Featherstone Rd.</b> The <b>Hampton Inn</b> is on the right.
	6.2 mi

# Day 1: Monday, June 23

## ITINERARY

- 7:30 am** Leave hotel. Use side exit onto Executive Hills Blvd.  
Follow the printed directions in your Tour Book, **NOT your GPS!**
- 9:00 am** Arrive at The Henry Ford. We will marshal cars outside of Eagle Gate.  
All (vintage and modern cars) will enter the Village together.
- All day** Spend the day visiting Greenfield Village and The Henry Ford Museum.  
Lunch on your own. Eagle Tavern is suggested as a fun place for lunch.

For those taking the **Benson Ford Research Tour** – there is a yellow sticker on your name tag with your tour group written on the sticker. The schedule is as follows:

Tour group **A**: 9:30 am  
Tour group **B**: 11:00 am  
Tour group **C**: 1:00 pm  
Tour group **D**: 3:00 pm

Each tour lasts about 90 minutes. Please be in the lobby of the Benson Ford Research Center 15 minutes before your tour begins.

**Caution: When leaving the Museum or Village to take your tour be sure to have your hand stamped for re-admission.**

You may leave and return to the hotel whenever you are ready. However, we need to be in our cars and leaving the parking lot **no later than 5:00 pm**. Return directions to the hotel are in your Tour Book.

Your combination ticket to the Museum and Village is non-expiring. It is good until it is scanned.

**Evening** Dinner is on your own.

**Fill your gas tank for Tuesday!**



## THE HENRY FORD

The Henry Ford, originally known as The Edison Institute, consists of five attractions – *The Henry Ford Museum, Greenfield Village, The Ford Rouge Factory Tour, IMAX Theater and the Benson Ford Research Center*. Named for its founder, Henry Ford, and based on his desire to preserve items of historical significance and portray the Industrial Revolution, the property houses a vast array of famous homes, machinery, exhibits, and Americana. The collection contains many rare exhibits including John F. Kennedy's presidential limousine, Abraham Lincoln's chair from Ford's Theatre, and the Rosa Parks bus.

### Henry Ford said of his museum:

*"I am collecting the history of our people as written into things their hands made and used.... When we are through, we shall have reproduced American life as lived, and that, I think, is the best way of preserving at least a part of our history and tradition."*

## HENRY FORD MUSEUM

The Henry Ford Museum began as Henry Ford's personal collection of historic objects, which he began collecting as far back as 1906. Today, the 12 acre site is primarily a collection of antique machinery, pop culture items, automobiles, locomotives, aircraft, and other items:

- An Oscar Mayer Weinermobile.
- The 1961 Lincoln Continental, SS-100-X, that President John F. Kennedy was riding in when he was assassinated.
- The rocking chair from Ford's Theatre in which President Abraham Lincoln was sitting when he was shot.
- George Washington's camp bed.
- A ten-person safety bicycle made in 1896.
- A collection of several fine 17th and 18th century violins including a Stradivarius.
- Buckminster Fuller's prototype Dymaxion house.
- The bus on which Rosa Parks refused to give up her seat, leading to the Montgomery Bus Boycott.
- Fokker Trimotor airplane that flew the first flight over the North Pole.
- Bill Elliott's record-breaking race car clocking in at over 212 MPH at Talladega in 1987.
- A working fragment of the original Holiday Inn "Great Sign".
- The Streamliner car, Goldenrod, which set the wheel-driven speed record of 409.277 mph in 1965 at Bonneville.

# Day 1: (continued)

## GREENFIELD VILLAGE

Greenfield Village is the outdoor portion of the largest indoor-outdoor museum complex in America. Nearly one hundred historical buildings were moved to the property from their original locations and arranged in a “village” setting. The museum’s intent is to show how Americans lived and worked since the founding of the country. The Village includes buildings from the 17th century to the present, many of which are staffed by costumed interpreters who conduct period tasks like farming, sewing and cooking. A collection of craft buildings such as pottery, glass-blowing, and tin shops provide demonstrations while producing materials used in the Village and for sale. Greenfield Village has 240 acres of land of which only 90 acres are used for the attraction, the rest being forest, river and extra pasture for the sheep and horses.

The transportation system provides rides by horse-drawn omnibus, steam locomotive, a 1931 Model AA bus (one of about 15 known to exist), and authentic Ford Model Ts. The Weiser Railroad is a standard gauge passenger train that travels around Greenfield Village and has four stations. The railroad, unusual for a heritage railway, has a direct connection to Amtrak.

### Some of the most notable homes and buildings include:

- Noah Webster’s Connecticut home
- The Wright brothers’ bicycle shop and home from Dayton, Ohio.
- Thomas Edison’s Menlo Park laboratory complex from New Jersey
- Henry Ford’s birthplace
- Replica of Henry Ford’s garage where he built the Ford Quadricycle
- Harvey Firestone family farm from Columbiana, Ohio
- The Logan County, Illinois courthouse where Abraham Lincoln practiced law
- William Holmes McGuffey’s birthplace
- Luther Burbank’s office







#### BENSON FORD RESEARCH CTR

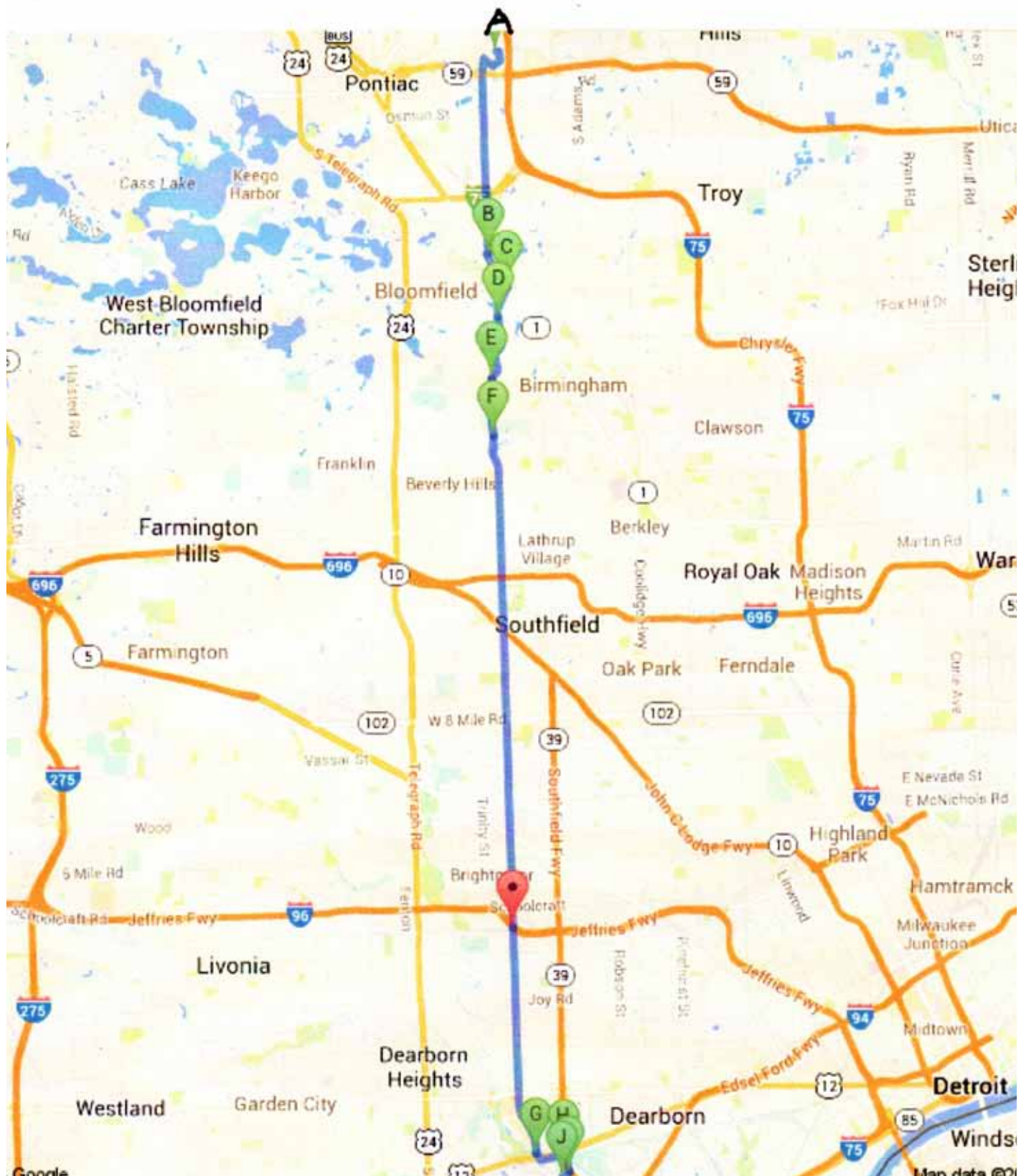
The Benson Ford Research Center uses the resources of The Henry Ford, especially the photographic, manuscript and archival material which is rarely displayed, to allow visitors to gain a deeper understanding of American people, places, events, and things. The Research Center also contains the Ford Motor Archives.

For more information go to: [thehenryford.org](http://thehenryford.org)





# Day 1: Monday, June 23





























# Hotel to The Henry Ford

(26 total miles)

Leave hotel at 7:30 am

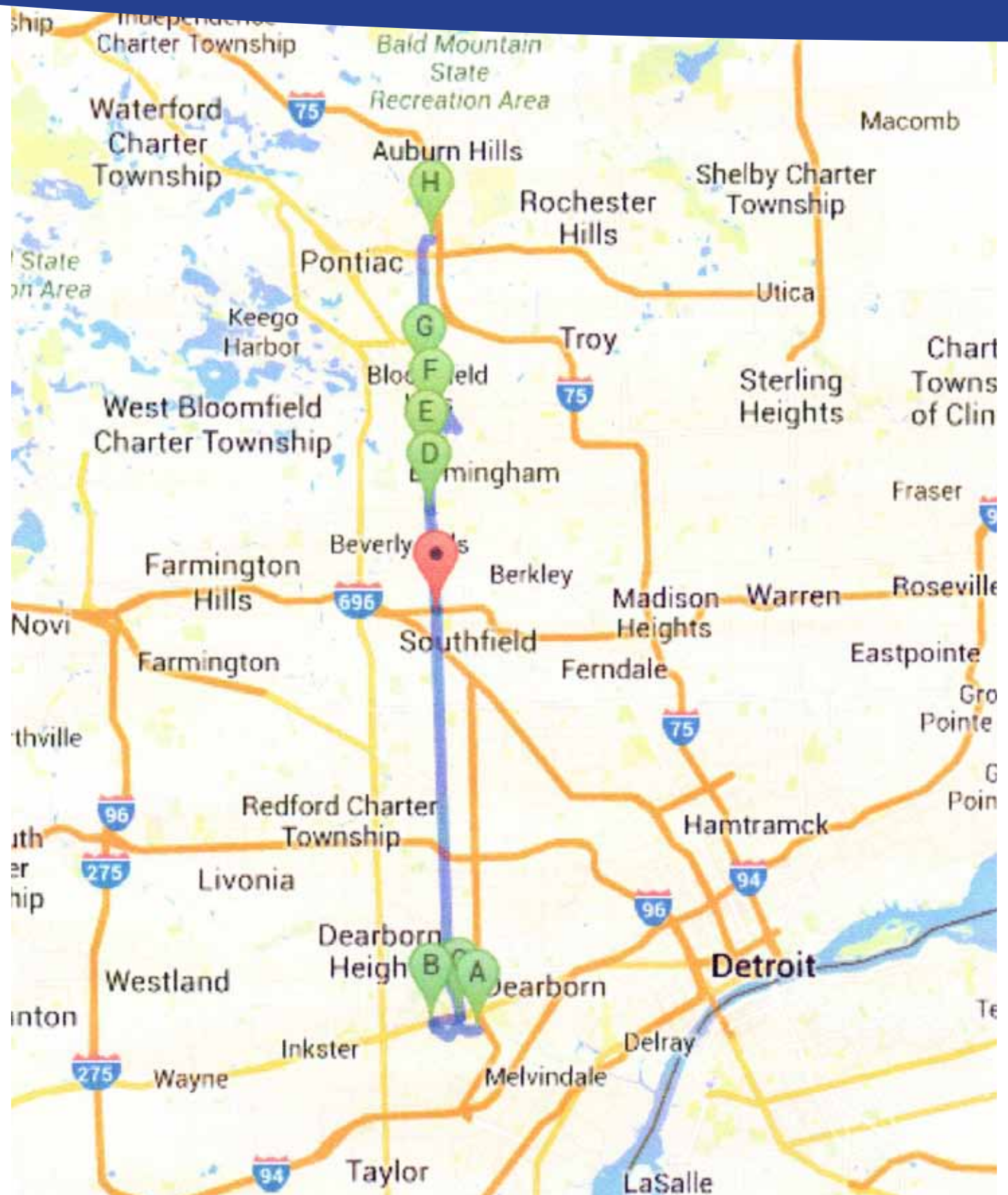
Is your gas tank full?

REF. POINT	TOTAL MILES
<b>A</b> 	Turn <b>right</b> out of the hotel parking lot onto <b>Executive Hills Dr.</b> Go 0.7 miles.
 	At the stop sign, turn <b>left</b> onto <b>Opdyke Rd.</b> Police will be here to assist with this turn. Go 4.2 miles.
	<b>4.9 mi</b>
<b>B</b>  	At the stop sign, turn <b>right</b> onto <b>Woodward Ave.</b> Move immediately to the left lane to make a U-turn.  Go 348 feet.
	Make a <b>U-turn</b> onto southbound <b>Woodward Ave.</b> Go 0.9 miles.
	<b>5.8 mi</b>
<b>C</b> 	Turn <b>right</b> onto <b>Cranbrook Rd.</b> <b>Look for a turn arrow sign.</b> Go 0.7 miles.
	<b>6.6 mi</b>
<b>D</b>  	At the traffic light at <b>Lone Pine Rd,</b> continue straight through the light. There is a slight jog to the right.
	Continue on <b>Cranbrook Rd</b> for 1.4 miles. Go <b>through</b> the traffic light at <b>Quarton Rd.</b>
	<b>8.0 mi</b>
<b>E</b> 	<b>Slight left</b> onto <b>S. Cranbrook Rd.</b> Go 1.2 miles. <b>Look for a turn arrow sign.</b>
	<b>9.2 mi</b>

<b>F</b> 	At <b>14 mile Rd,</b> <b>Cranbrook Rd</b> becomes <b>Evergreen Rd.</b> Continue straight on <b>Evergreen Rd</b> for 14.1 miles to its end.
	<b>There are some rough patches of road ahead and there may be construction.</b>
	<b>Slight left</b> to stay on <b>Evergreen Rd.</b> After <b>Henry Ford Community College,</b> move to the <b>middle lane</b> and stay there. Go 1.3 miles.
	<b>24.6 mi</b>
<b>G</b>  	You are approaching a confusing intersection. Follow the signs to <b>Michigan Ave East.</b> Go 0.2 miles.
	<b>24.8 mi</b>
 	At traffic light, turn <b>left</b> onto <b>Michigan Ave East</b> and move to the <b>far right lane.</b>  Caution, you are crossing multiple lanes here! Go 0.3 miles.
	<b>25.1 mi</b>
	Take exit on right toward <b>M 39/Southfield Freeway South.</b> Go 0.2 miles. Stay to the <b>right.</b>
	<b>25.5 mi</b>
<b>H</b>  	At the stop sign turn <b>right</b> onto the <b>Southfield Freeway Service Drive.</b> <b>Keep right – DO NOT GO DOWN THE RAMP TO THE FREEWAY!</b>
	<b>25.5 mi</b>
<b>I</b>  	Take the first <b>right</b> onto <b>Village Rd.</b> Go 0.2 miles.
	<b>25.7 mi</b>
<b>J</b> 	Arrive at the <b>Eagle Lane Entrance gate,</b> on <b>right.</b>
	<b>25.9 mi</b>


















## Day 1: Monday, June 23



# The Henry Ford to Hotel

(28 total miles)

REF. POINT	TOTAL MILES
<b>A</b> 	At <b>Eagle Lane Gate</b> , turn <b>right</b> onto <b>Village Dr</b> and go 1.1 miles.
	At traffic light, turn <b>right</b> onto <b>Oakwood Boulevard</b> and go 0.7 miles.
	1.1 mi
<b>B</b> 	At third traffic light (under the railroad tracks to top of hill) turn <b>right</b> onto <b>Michigan Ave</b> and go 0.8 miles.
	1.8 mi
<b>C</b> 	Move to the <b>left lane</b> to make a <b>left</b> turn onto <b>Evergreen Rd.</b>
	2.6 mi
	Stay on <b>Evergreen Rd</b> for 16.1 miles.
<b>D</b> 	At <b>14 Mile Rd</b> , <b>Evergreen</b> becomes <b>S. Cranbrook Rd.</b> Continue <b>straight</b> on <b>S. Cranbrook Rd</b> and go 1.2 miles.
	18.7 mi
<b>E</b> 	Turn <b>slight right</b> onto <b>S. Cranbrook Rd</b> and go 1.4 miles. <b>Caution: This turn is easy to miss.</b>
	19.9 mi
	Continue through the traffic light at <b>Quarton Rd.</b>
	Continue through the traffic light at <b>Lone Pine Rd.</b> Slight jog to the right. Continue 0.7 miles.
<b>F</b> 	Turn <b>right</b> onto <b>Woodward Ave</b> and move to the <b>left lane</b> to make a <b>U-turn.</b>  Go 0.2 miles.
	22.0 mi
	Make a <b>U-turn</b> onto <b>Northbound Woodward Ave</b> and move to the <b>right lane.</b> Go 0.9 miles.
	22.9 mi
<b>G</b> 	<b>Slight right</b> onto <b>Opdyke Rd.</b> Go 4.3 miles.
	23.8 mi
<b>H</b> 	Turn <b>right</b> onto <b>Featherstone Rd.</b> Go 0.2 miles.
	28.1 mi
	Arrive at <b>Hotel(s)</b> , on right. <b>Hampton Inn</b> , followed immediately by <b>Hilton Suites.</b>
	28.3 mi

# Day 2: Tuesday, June 24

## ITINERARY

### We are splitting up into two groups today.

If you have a Red TUESDAY sticker on your name tag you are in **Group A**.

If you have a Red WEDNESDAY sticker on your name tag you are in **Group B**.

**8:00 am** Leave the hotel parking lot no later.  
We will all drive to Woodlawn Cemetery  
and when finished there, will split into  
two groups, A and B.

### RED TUESDAY Sticker – Group A

*(look on your name tag)*

**10:00 am** Follow directions and go to the  
**Ford Piquette Plant first** for a tour.

**Lunch** At the Ford Piquette Plant.

**2:00 pm** Edsel and Eleanor Ford House for a tour. Return to hotel.



### RED WEDNESDAY Sticker – Group B

*(look on your name tag)*

**10:00 am** Follow directions and go to the  
**Edsel and Eleanor Ford House first**  
for a tour.

**12:00 pm (noon)** Drive to the Ford Piquette Plant for lunch  
and tour. Return to hotel.

**It is very important that you go with your group!**

**Evening** Dinner is on your own.

**Tomorrow is a bus tour. Fill your gas tank for Thursday!**





### WOODLAWN CEMETERY

Woodlawn was established in 1895 and immediately attracted some of the most notable names in Detroit. The grounds encompass 140 acres and were planned by civil engineer Mason L. Brown and horticulturalist Frank Eurich. At the time of the first burial in 1896, Woodlawn was outside the Detroit city limits.

Some notable burials:

Horace Dodge, John Dodge, Anna Thomson Dodge, Matilda Dodge Wilson, Roy Chapin, George Holley, Edsel Ford, Eleanor Ford, Benson Ford, Rosa Parks, Joseph Hudson, Levi Stubbs (The Four Tops), David Ruffin (The Temptations)

We will be visiting the Dodge Mausoleum, burial site of John and Horace Dodge. It was completed in 1915 and is built on the “Egyptian Revival” style. The mausoleum contains 12 crypts.

In addition to John and Horace, the following family members are buried inside:

Ivy S. Dodge – first wife of John Duval  
Dodge – son of John and Ivy  
Anna Thomson Dodge – wife of Horace  
Dodge, Jr – son of Horace and Anna  
Andrew Gehman Dodge – son of  
Horace Dodge III.

The remains of Anna M. Dodge and Daniel G. Dodge, children of John and Matilda, were removed to the adjacent Wilson Mausoleum in 1962.

## Day 2: (continued)

### FORD PIQUETTE PLANT

After being in business for only one year, on April 3, 1904, the Board of Directors of the Ford Motor Company authorized Henry Ford and John Dodge to have plans drawn up for a new factory to be built at the corner of Beaubien and Piquette Streets, less than a mile from where the Dodge Brothers would later build their enormous “Dodge

Main” complex. Construction began the first week of May and Ford moved into the building in December. The new factory was built in the style of a New England mill, three stories tall, with brick walls, post and beam construction, 56 ft. wide and 402 ft. long. As they

were getting settled, someone asked Henry Ford “what will you do with all of this space?” Because of Ford’s enormous success here, they had outgrown the building by 1910 and moved to their new Highland Park facility. Ford assembled almost all of its “alphabet” cars here, models B, C, F, K, N, R and S, but what the factory is most known for is it is the birthplace of the Model T. The first 12,000 Model T’s were assembled in this building.



Today, when you climb the stairs (or take the freight elevator) to the second floor, it is like a step back in time. You immediately notice the creaking maple floors, the peeling paint, thick firewalls between each of the four sections of the building, the huge sliding steel fire doors still stenciled “Positively No Smoking” and the overhead sprinkler system that was fed by a 25,000 gallon water tank on the roof of the building. All 350 of the original windows are in place, either restored or being restored by a volunteer team using the same techniques and materials used in 1904. Each section of the building has its original steel fire escape, certified safe to use in case of fire today. If you close your eyes, it is not hard to imagine the bustling activity that would have been taking place around you 109 years ago and you might even hear the footsteps of John and Horace Dodge. You can feel the history standing in the only early U. S. automobile manufacturing facility open for touring. On the second floor, in the front of the building, Henry Ford’s office has been painstakingly restored in every detail. As you move towards the rear of the building there are displays of automobiles built at Piquette as well as competitors’ cars from the era. There is a Dodge Brothers display, including a 1915 Touring Car.



Upon reaching the third floor you see how cars were built using stationary assembly, commonly used during this time period as well as a wide variety of Model T's, including speedsters, trucks, tractors and a snowmobile. At the rear of the third floor is the "Secret Experimental Room" where Henry Ford and a small team of engineers and designers developed the plans for the "Universal Car". The machinery is gone but otherwise the third floor is just the way Ford left it in 1910.

The Piquette Ave Plant is an outstanding example of what a few dedicated preservationists can accomplish. In the late 1990's the building was in disrepair and in danger of being demolished. A group called the Model T Automotive Heritage Complex was formed and transformed the building into a vital site of historic restoration, tourism and auto enthusiast activity. The building was listed on the National Register of Historic Places in 2002, designated a Michigan State Historic Site in 2003, and designated as a National Historic Landmark in 2006. A recent issue of Hot Rod Magazine listed the Ford Piquette Plant as the number four automotive tourist site in the United States.

For more information, go to: [tplex.org](http://tplex.org)





# Day 2: (continued)

## THE EDSSEL AND ELEANOR FORD HOUSE

The Edsel and Eleanor Ford House became the new residence of the Edsel and Eleanor Ford family in 1929. Edsel Ford was the son of Henry Ford and President of Ford Motor Company. The estate's buildings were designed by architect Albert Kahn, its site plan and gardens by renowned landscape designer Jens Jensen. Edsel Ford died in this house in 1943 and his wife Eleanor Ford lived there until her death in 1976. It was her wish that the property be used for "the benefit of the public."

Located on 87 acres, the 20,000 square foot house has a fine collection of original antiques and art, and beautiful lakefront grounds. Including the frontage on Ford's Cove, the total Lake St. Clair waterfront of the property is 3,100 ft. The estate is listed on the National Register of Historic Places.

### House

The Fords traveled to England with Albert Kahn for the concept's ideas, where they were attracted to the architecture of the Cotswolds. They asked Kahn to design a house that would resemble the closely assembled village cottages typical of



that rural region. Kahn's design included sandstone exterior walls, a traditional slate roof with the stone shingles decreasing in size as they reach its peak, and moss with ivy grown across the house's exterior. Construction on the house began in 1926.

While construction of the house itself took only one year, two were spent fitting it with antique wood paneling and fireplaces brought from English Manor houses. The Gallery, the largest room in the house, is paneled with sixteenth-century oak linenfold relief carved wood paneling, there are fourteenth century stained-glass window medallions and the study has a wooden overmantel with the date 1585. Other interesting design elements include kitchen counters made of German silver, a "secret" photographic darkroom behind a panel of Edsel Ford's office, and Art Deco style rooms.

### Furnishings

The house featured an extensive art collection, reflecting Edsel and Eleanor's status as serious museum benefactors. Original paintings by Cézanne and Rivera remain in the house. After Eleanor Ford's death, many important paintings were donated to the Detroit Institute of Arts. Reproductions of works by Renoir, Degas and van Gogh were hung in their place

### Gardens and Grounds

The estate's gardens were designed by landscape architect Jens Jensen with his traditional 'long view,' giving visitors a glimpse



of the residence down the long meadow after the passing the entry gates, then brief partial views along the long drive, and only at the end revealing the entire house and another view back up the long meadow.

The grounds of the estate include a power house and a gate house along affluent Lake Shore Drive, often mistaken for the actual house. The gate house includes apartments formerly used by staff and an eight-car garage with a turntable. The Recreation House beyond the man-made lagoon and swimming pool contains changing rooms and a squash court with spectator's gallery. Closer to the gate house is Josephine Ford's child-sized playhouse, built for her by her grandmother Clara (Mrs. Henry Ford), in 1930. It features working electricity and plumbing and an exterior decorated with characters from nursery rhymes.

*We will tour the house and grounds. You don't want to miss the cars in this garage!*

For more information, go to: [fordhouse.org](http://fordhouse.org)



## Day 2: Tuesday, June 24















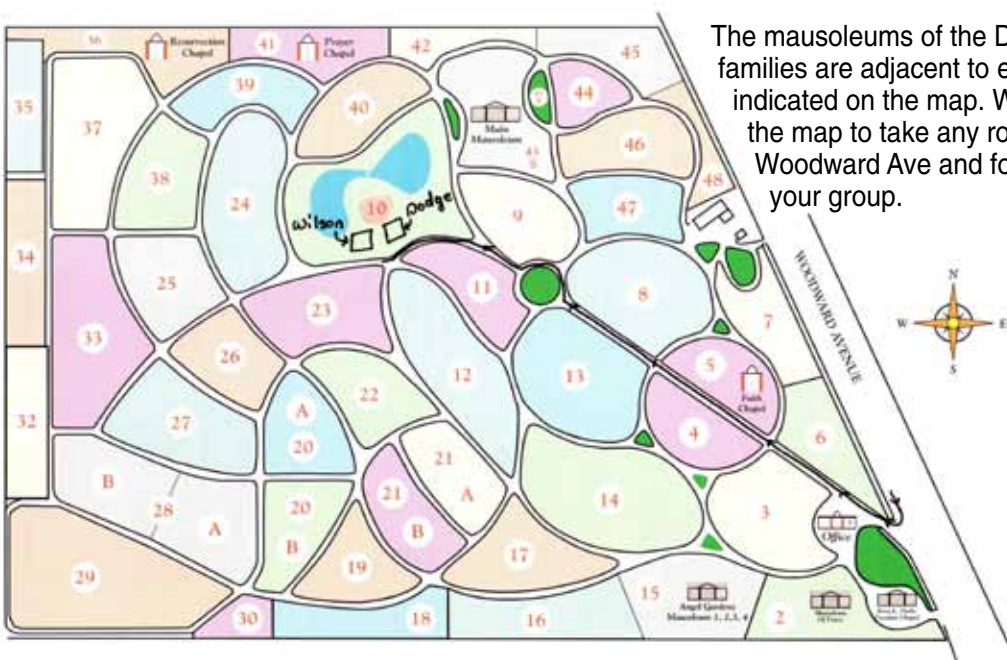
## Hotel to Woodlawn Cemetery

(53 total miles)

Leave hotel at 8:00 am

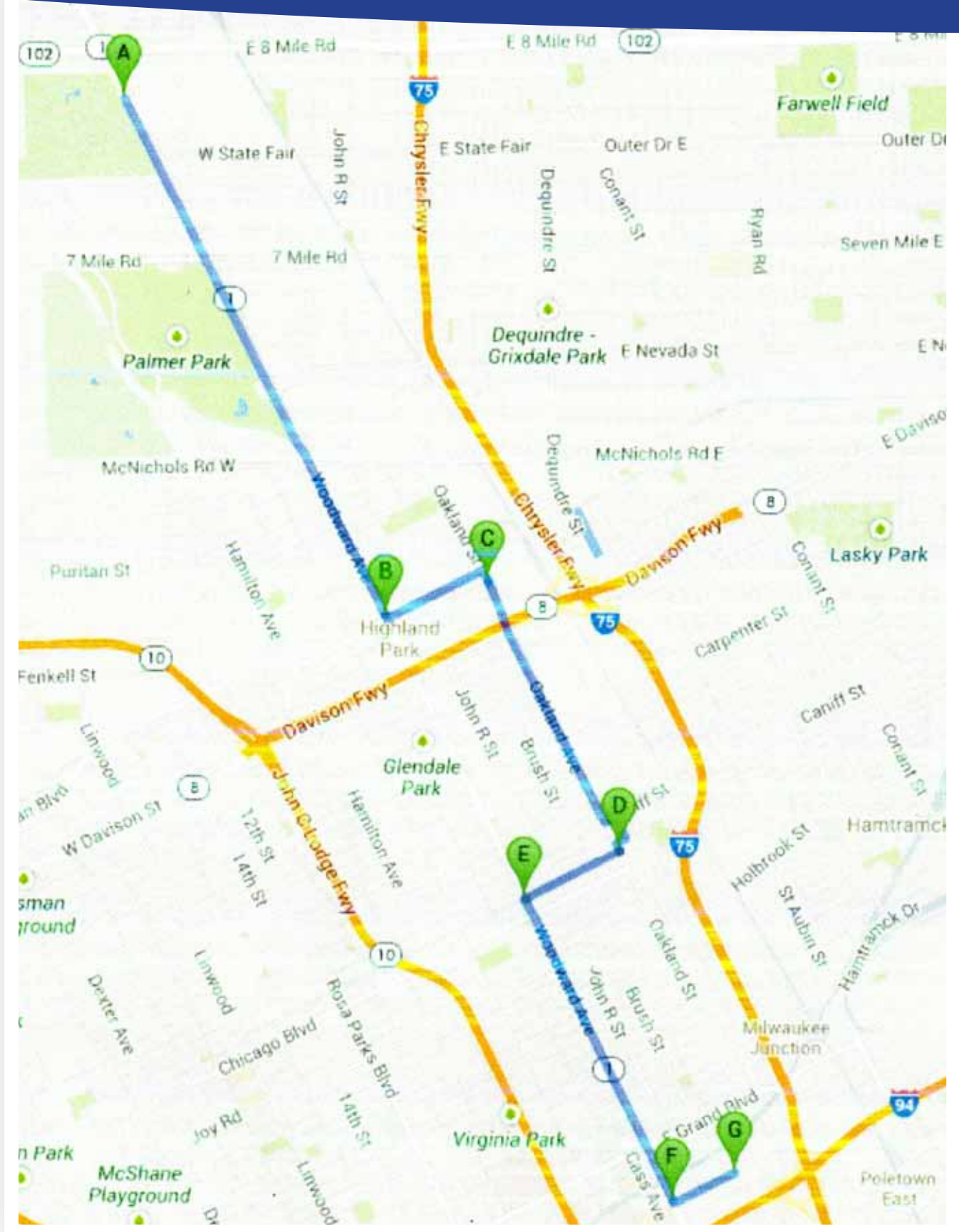
Is your gas tank full?

REF. POINT	TOTAL MILES
<b>A</b> 	Turn <b>right</b> out of hotel parking lot onto Executive Hills Dr. Go 0.7 miles.
<b>B</b> 	Turn <b>left</b> onto <b>N Opdyke Rd.</b> Go 4.2 miles. <b>0.7 mi</b>
<b>C</b>  	Turn <b>right</b> onto <b>Woodward Ave</b> and move immediately to the left lane to make a U-turn.  Go 92 feet. <b>4.9 mi</b>
	Make a <b>U-turn</b> and head south on <b>Woodward Ave.</b> Go 12.1 miles.
<b>D</b> 	After traveling about 9.2 miles you will approach the <b>696 expressway</b> (watch for the big green signs.) Move toward the left to take the <b>underpass</b> under the expressway. Continue 2.2 miles. <b>14.1 mi</b>
<b>E</b> 	After traveling about 2.2 more miles you will approach <b>Eight Mile Rd</b> (watch for the big green signs.) Move toward the left to take the overpass over <b>Eight Mile Rd.</b> Go 0.7 miles. <b>16.3 mi</b>
	As you come down the overpass over <b>Eight Mile Rd</b> , move to the <b>right most lane</b> as soon as possible.
<b>F</b> 	<b>Woodlawn Cemetery</b> is on the <b>right</b> . Make a <b>sharp right turn</b> into cemetery. <b>17 mi</b>
	Follow map of <b>Woodlawn Cemetery</b> to the <b>Dodge Mausoleum</b> .



The mausoleums of the Dodge and Wilson families are adjacent to each other, as indicated on the map. When leaving, just use the map to take any road that leads back to Woodward Ave and follow the directions for your group.

## Day 2: (continued) Group A








## Woodlawn Cemetery to Ford Piquette Plant

(6.3 total miles)

### Group A

REF. POINT	TOTAL MILES
<b>A</b>  Turn <b>right</b> out of <b>Woodlawn Cemetery</b> onto Woodward Ave and continue south on Woodward Ave. In about 0.8 miles you will come to a traffic light at <b>7 Mile Rd</b> , where there is an <b>Historic Landmark</b> .	
<b>Historic Landmark:</b> <i>You're driving on it! The mile of Woodward Ave between 7 Mile Rd and 6 Mile Rd (McNichols St) is the first concrete paved highway in America.</i>	
	Continue about 1.5 miles. You will pass under railroad tracks. As you come up the other side, there is an Historic Landmark on your <b>left</b> . See next description.
<b>Historic landmark: Ford Highland Park Plant</b> ("The Crystal Palace") is on left. Part of it has been torn down to build the "Model T Plaza". The Administration Building is near the street (just before MacDonald's) and has a Michigan Historical Marker in front. Most of the 15 million Ford Model T's were assembled in this factory. The moving assembly line was inaugurated in this factory in 1913.	
	<b>2.7 mi</b>
	<b>Follow the next set of directions very carefully. We are going to drive by the John Dodge residence on Boston Boulevard.</b>
<b>B</b>  Turn <b>left</b> at the traffic light in front of the <b>Model T Plaza</b> onto <b>Manchester St</b> . Continue to the stop sign at the end of the block. The Ford Highland Park Plant once consumed this entire block.	

<b>C</b>  Turn <b>right</b> onto <b>Oakland St</b> and continue 1.4 miles to <b>Boston Boulevard</b> .	
<b>D</b>  Turn <b>right</b> onto <b>Boston Boulevard</b> .	
<b>E Historic Landmark: 75 Boston Boulevard, just before Woodward Ave, is the John Dodge residence. The iconic photo of John and Horace in their first car was taken in front of this house. The house is now the residence of the Catholic Archbishop of Detroit.</b>	
	<b>4.4 mi</b>
 Turn left onto <b>Woodward Ave</b> and continue 1.6 miles. After crossing <b>Grand Boulevard</b> there is another <b>railroad underpass</b> . Begin moving to the <b>left lane</b> to make a <b>left</b> turn ahead.	
<b>F</b>  Turn <b>left</b> onto <b>Piquette Ave</b> . Go 0.3 miles.	<b>6.0 mi</b>
<b>G</b>  Arrive <b>Ford Piquette Ave Plant</b> , on <b>left</b> . You will be directed where to park.	<b>6.3 mi</b>







## Day 2: (continued) Group A









## Ford Piquette Plant to Edsel & Eleanor Ford House

(15.4 total miles)

### Group A

REF. POINT	TOTAL MILES
<b>A</b>  From <b>Ford Piquette Plant</b> , at intersection of <b>Piquette</b> and <b>Beaubien</b> , continue straight on <b>Piquette</b> . Go to the stop sign at the end of the second block (end of the abandoned GM plant on your right).	
<b>B</b>  At the stop sign, turn <b>left</b> onto <b>Hastings St.</b> No street sign here. Go one block under elevated railroad tracks to traffic light.	<b>0.2 mi</b>
 Take first <b>right</b> onto <b>Milwaukee St.</b> You will go under more railroad tracks and over the Chrysler Expressway. Go 0.6 miles to the traffic light. Notice to your left in the distance an old factory complex with the sign "Russell Trade Center". This was the Murray Body Works.	<b>0.4 mi</b>
<b>C</b>  Turn <b>right</b> onto <b>Grand Boulevard E. (General Motors Boulevard)</b> and continue on <b>Grand Boulevard</b> for 3.7 miles. <b>Grand Boulevard</b> will make several sharp turns.	<b>1.0 mi</b>

**Historic Landmark:** In front of you and to your left as you continue is the huge General Motors Detroit/Hamtramck Assembly Plant. The Chevrolet Volt, Impala and Malibu as well as the Cadillac ELR and Opel Ampera are built here. It is the site where DODGE MAIN once stood and there is an excellent chance that all or part of your car was built on this spot!









	<b>Grand Boulevard</b> makes a <b>sharp left</b> turn. Continue through the traffic light at Chene St.
<b>D</b> 	<b>Grand Boulevard</b> makes a <b>right</b> turn over the Edsel Ford Expressway.
	Continue through the <b>traffic light</b> and move to the <b>left</b> lane when possible.
<b>E</b> 	After the traffic light, <b>Grand Boulevard</b> makes a <b>sharp left</b> turn. <b>DO NOT CONTINUE STRAIGHT!</b> After making the left turn, continue through the traffic light at <b>Mt. Elliott St.</b> As you cross Mt Elliott, look ahead to the bridge across <b>Grand Blvd.</b> You are approaching the next Historic Landmark. Drive by it slowly so that you can appreciate the enormity of this site! <b>1.9 mi</b>
<b>F</b>	<b>Historic Landmark:</b> On both sides of the street are the crumbling remains of the <b>Packard Plant</b> , built in 1903 by the <b>Packard Motor Company</b> . The plant once contained 3.2 million square feet of manufacturing space on 40 acres of land. It closed in 1958, then housed a variety of small business ventures until the early 2000's and then was left to deteriorate to what you see today. It is reputed to be the largest abandoned building in the world. It is the premier " <b>Ruin of Detroit</b> ". <b>2.6 mi</b>
	Continue on <b>Grand Boulevard</b> for 0.2 miles.
<b>G</b> 	Make a <b>sharp right</b> turn to stay on <b>Grand Boulevard</b> and go 1.3 miles. <b>2.8 mi</b>

Continue to the next page

# Day 2: (continued) Group A

## Ford Piquette Plant to Edsel & Eleanor Ford House

*Continued from the last page, see map on page 26*

REF. POINT	TOTAL MILES	
<b>H</b> 	Continue on <b>Grand Boulevard</b> . There is a busy intersection with traffic lights at <b>Warren Ave</b> , followed immediately by one at <b>Gratiot Ave</b> ( <i>pronounced gra-shut</i> ). Continue on <b>Grand Boulevard</b> through both traffic lights. <b>3.3 mi</b>	<i>has 7 bedrooms, 11583 sq ft, a walk-in safe and a 4 car garage with automobile turntable. It last sold in 2010 for \$675000. This is a three street neighborhood of Detroit called <b>Indian Village</b>. It was once home to many of the early auto barons. Residents included names such as <b>Ford, Holley, Hupp and Leland</b>. Two of the <b>Graham Brothers</b> also had homes here.</i>
	The next major intersection is <b>Mack Ave</b> . Continue through the traffic light at Mack Ave for about 0.7 miles. After crossing Mack Ave, Grand Blvd narrows to one lane with a center turn only lane. <b>4.0 mi</b>	 At the stop sign, turn <b>left</b> onto <b>Saint Paul St</b> and continue one block to <b>Burns St</b> . <b>4.9 mi</b>
<b>I</b> 	Turn <b>left</b> at the <b>third</b> traffic light after <b>Mack Ave</b> onto <b>Kercheval St</b> (a green & white market on corner) and go 0.7 miles. <b>4.7 mi</b>	 Turn <b>right</b> onto <b>Burns St</b> and continue two blocks to the traffic light at <b>Jefferson Ave</b> .
	Turn <b>right</b> onto <b>Iroquois St</b> . and continue <i>about 0.1 miles</i> to <b>1723 Iroquois St</b> at the corner of St. Paul St, an Historic Landmark. <b>4.8 mi</b>	<b>K</b>  Turn <b>left</b> onto <b>Jefferson Ave</b> and note the Historic Landmark (church) on your left. <b>5.2 mi</b>
<b>J</b>	<b>Historic Landmark:</b> <i>On your right at 1723 Iroquois (just before the stop sign at St Paul and Iroquois, house # hard to see, two lions guarding front steps), is the home <b>John Dodge</b> built for his daughter <b>Winifred</b> as a wedding present for her marriage to William Gray Jr. The house was built in 1916 at a cost of <b>\$50,000</b> when most of the homes around it were being built for \$15,000 - \$25,000. It</i>	<b>Historic Landmark:</b> <i>On your left, at the corner of Burns and Jefferson, is the <b>Jefferson Ave Presbyterian Church</b>, the home church of <b>Horace and Anna Dodge</b>. Anna was buried from this church in 1971. There is a Michigan Historical Marker honoring the Dodge family in front of the church on Jefferson Ave.</i>
	 Continue on <b>Jefferson Ave</b> for 10.2 miles.	<b>Geographic note:</b> <i>It is a well known fact that Canada is <b>NORTH</b> of the United States, right? You are now traveling <b>EAST</b> and to your <b>RIGHT</b>, on the other side of the Detroit River is Canada. Think about it!</i>

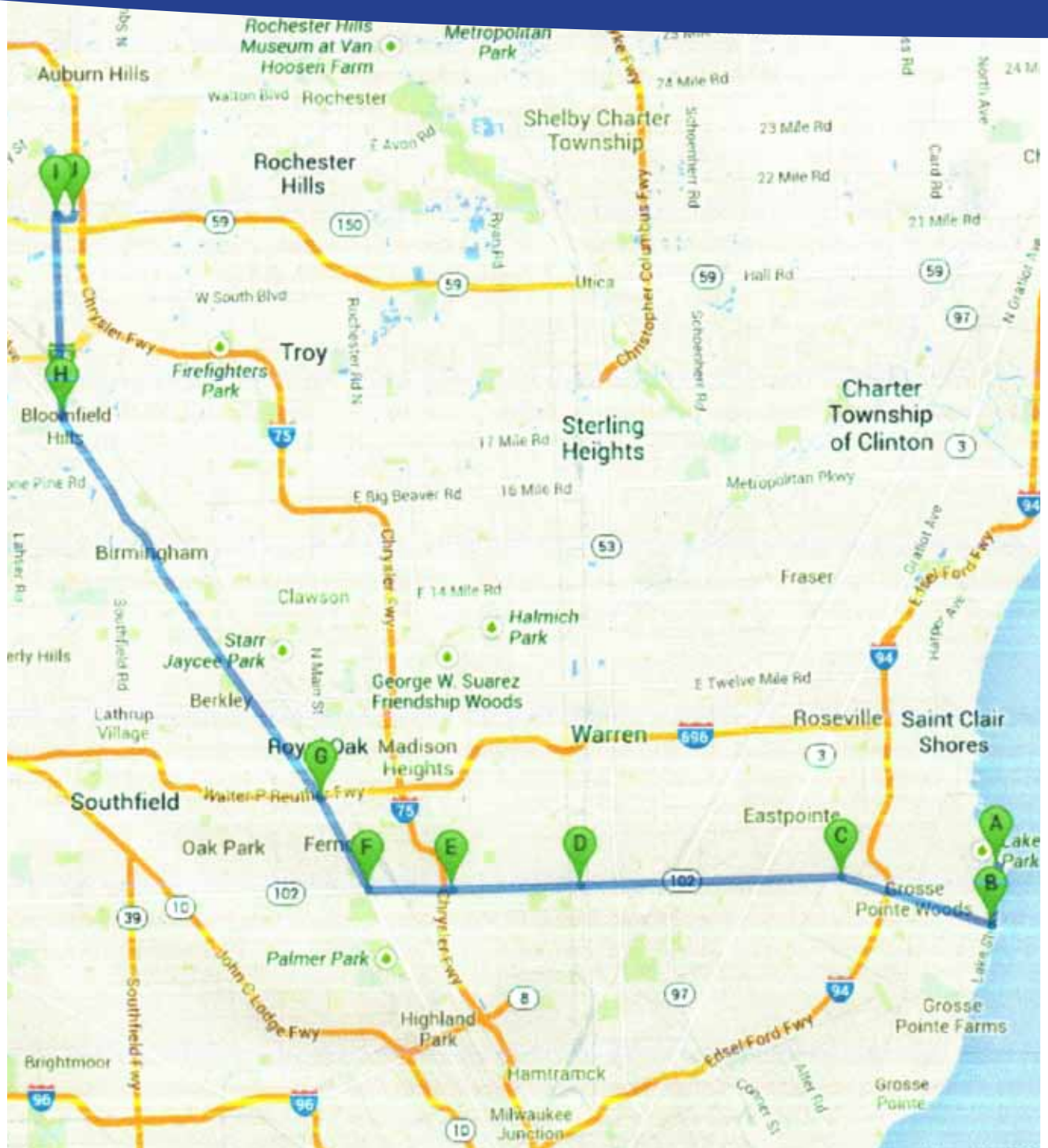


REF. POINT	TOTAL MILES
<b>Point of interest:</b> As you travel up Jefferson Ave you will see the Chrysler Jefferson North Assembly Plant on the left. The Jeep Grand Cherokee and Dodge Durango are assembled here. Just beyond the plant, also on the left, look for a tall chimney with the word "Continental" on it. This is where <b>Continental engines</b> (Senior Six) were built.	
↑ Continue on <b>Jefferson Ave</b> to Historic Landmark.	
<b>L Historic Landmark:</b> On your right, behind the tall black wrought iron fence, is <b>Dodge Place</b> , where the home of <b>Horace Dodge, Jr.</b> once stood.	<b>10.3 mi</b>
<b>L Historic Landmark:</b> Right next door is <b>Rose Terrace</b> , the site where two homes called Rose Terrace once stood. The first, built by Horace and Anna Dodge in 1912, was torn down by Anna after Horace died and was replaced in 1934 by a larger mansion, the one we normally see pictured when Rose Terrace is mentioned. It was torn down in 1976.	
↑ <b>Jefferson Ave</b> now becomes <b>Lakeshore Rd.</b> Continue on <b>Lakeshore Rd</b> for 1.1 miles to the next Historic Landmark.	

<b>Geographic note:</b> The lake on your right is <b>Lake St. Clair</b> , a small puddle between two of the <b>Great Lakes, Huron and Erie</b> . The shoreline on the other side is the province of <b>Ontario, Canada</b> . It is estimated that during Prohibition, 75% of the illegal booze that entered the U.S. came across this lake and the Detroit River. There are reports of convoys of cars and trucks crossing the lake when frozen in winter. Occasionally one would fall through the ice. One can only wonder how many 1920's vehicles rest on the bottom of this lake! Maybe a DB or two?	
<b>M Historic Landmark:</b> Ahead on the right is what appears to be a concrete pier jutting out into the lake. As you get closer you will see that it is a boat slip. This was built by <b>John Dodge</b> . There was (some claim there still is) a tunnel under the road that led to the mansion he was building on the other side, up on the hill. Construction began in the late teens and ended with his death in 1920. Matilda eventually used some of the materials in the construction of Meadow Brook Hall. After standing as an empty shell for 20 years, Matilda sold the property to a developer and it was torn down.	<b>11.4 mi</b>
↑ Continue on <b>Lakeshore Rd</b> for about 4.0 miles to our destination.	
<b>N</b> ↗ Arrive at <b>Edsel and Eleanor Ford House</b> on right at <b>1100 Lakshore Rd.</b>	<b>15.4 mi</b>

See map on page 26





## Day 2: (continued) Group A








## Edsel & Eleanor Ford House to Hotel

(32 total miles)

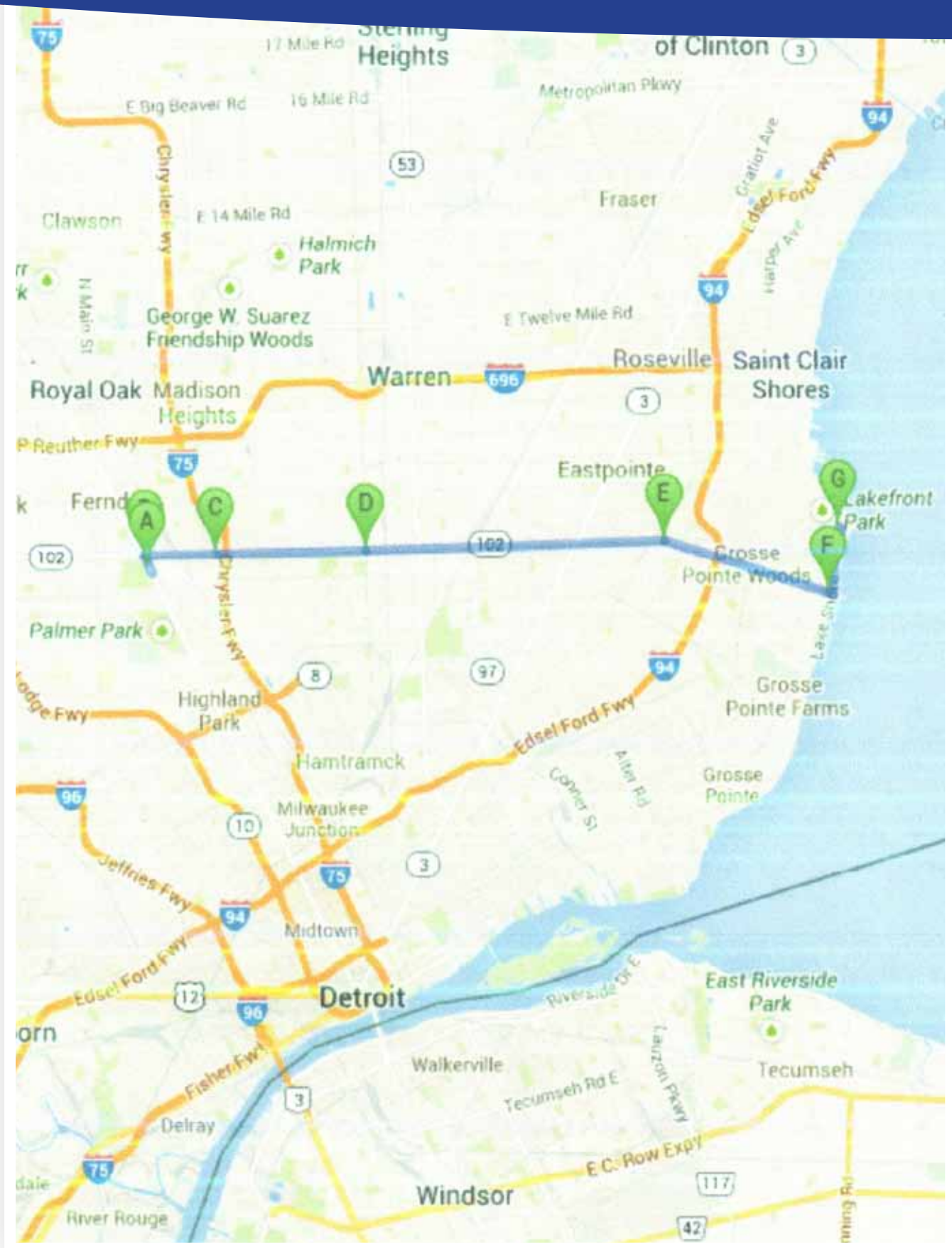
### Group A

REF. POINT	TOTAL MILES
<b>A</b> 	From parking lot, cross the median and turn <b>left</b> onto <b>Lakeshore Rd.</b> Go 1.4 miles.
<b>B</b> 	At second traffic light, turn <b>right</b> onto <b>Vernier Rd</b> and go 12.9 miles. <b>1.4 mi</b>
<b>C</b> 	Shortly after crossing the <b>94 Expressway</b> , <b>Vernier Rd</b> becomes <b>8 Mile Rd.</b> Continue another 5.3 miles to a point of Historical interest, <b>D.</b> <b>4.6 mi</b>
<b>D</b>	<b>Historic Landmark:</b> <i>On your right, at the corner of <b>Eight Mile Rd</b> and <b>Mound Rd</b> is the <b>Dodge (RAM) Truck Assembly Plant.</b> Continue on <b>Eight Mile Rd.</b></i> <b>9.9 miles</b>
<b>E</b> 	As you approach the <b>75 Expressway</b> ( <b>watch for the big green signs</b> ) move toward the left to take the overpass over the expressway. Continue on <b>Eight Mile Rd</b> to <b>Woodward Ave.</b> <b>12.6 mi</b>

<b>F</b> 	Turn <b>right</b> onto <b>Woodward Ave.</b> Go 10.5 miles on <b>Woodward Ave.</b> <b>14.2 mi</b>
<b>G</b> 	As you approach the <b>696 Expressway</b> ( <b>watch for the big green signs</b> ), move toward the <b>left</b> to take the <b>underpass</b> under the expressway. <b>15.3 mi</b>
<b>H</b> 	Make a <b>slight right</b> onto <b>Opdyke Rd.</b> Go 4.3 miles on <b>Opdyke Rd.</b> <b>24.8 mi</b>
<b>I</b> 	Turn <b>right</b> onto <b>Featherstone Rd.</b> The hotel(s) are on the right. <b>30.9 mi</b>
<b>J</b> 	Turn <b>right</b> into <b>hotel</b> parking lot. <b>31.5 mi</b>










## Day 2: (continued) Group B







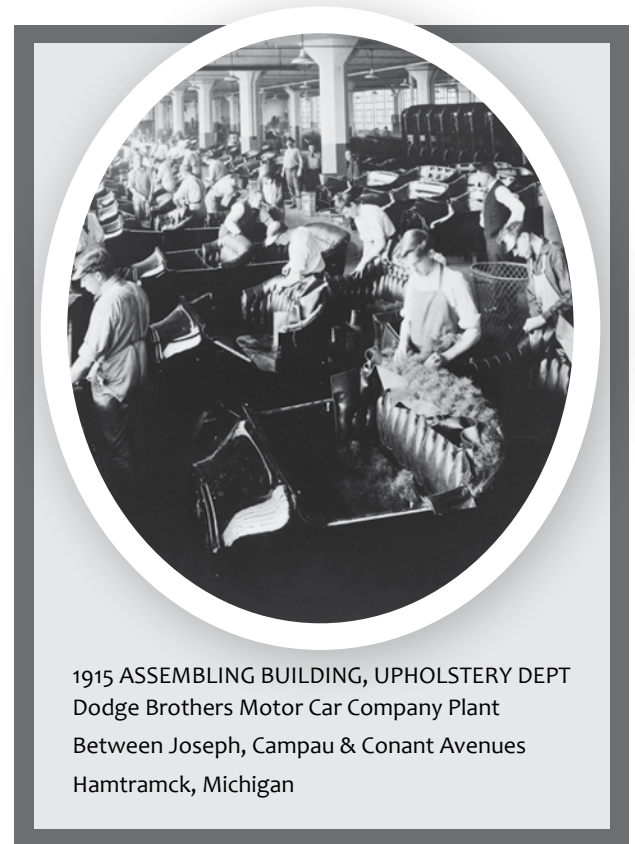
## Woodlawn Cemetery to Edsel & Eleanor Ford House

(15 total miles)

### Group B

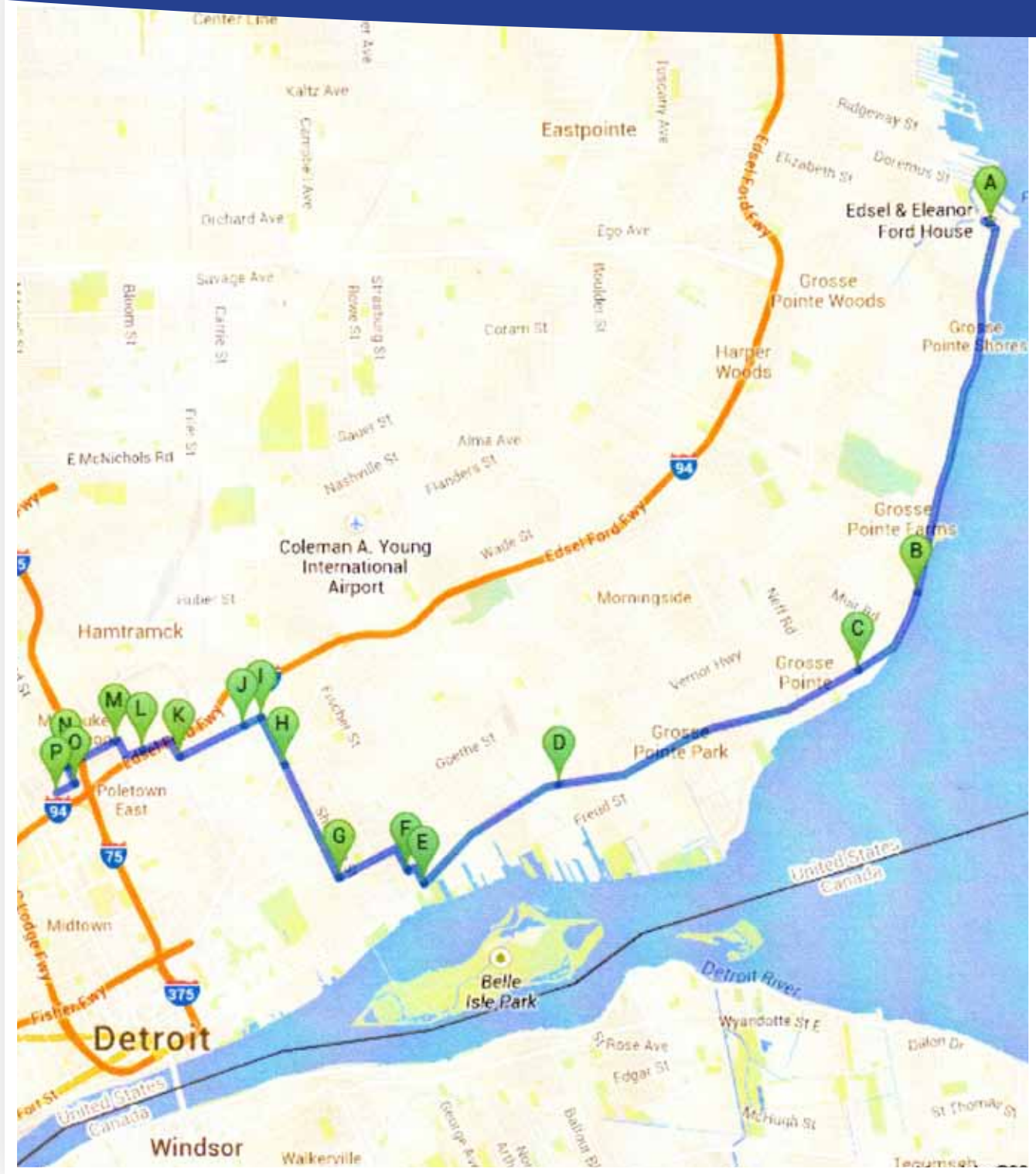
REF. POINT	TOTAL MILES
<b>A</b> 	Turn <b>right</b> onto <b>SB Woodward Ave</b> and <b>move immediately to far left lane to make a U-turn</b> . Go 0.1 miles.
	Make a <b>U-turn</b> onto <b>NB Woodward Ave</b> and move to the far right lane to make a right turn at <b>Eight Mile Rd (M102)</b> . Go 0.3 miles. <b>Caution: DO NOT turn into the shopping center parking lot.</b>
	<b>0.4 mi</b>
<b>B</b>  	Turn <b>right</b> onto <b>Eight Mile Rd</b> . You will stay on <b>Eight Mile Rd</b> to its end in 12.5 miles! When possible, move from the right lane one lane to the left. <b>DO NOT</b> stay in the right lane!
<b>C</b> 	After about 1.4 miles take the overpass over the <b>75</b> expressway ( <b>watch for the big green signs</b> ). Continue on <b>Eight Mile Rd</b> another 2.7 miles to a <b>point of Historical interest, D</b> .
	<b>1.8 mi</b>
<b>D</b>	<b>Historic Landmark:</b> <i>On your left, at the corner of <b>Eight Mile Rd</b> and <b>Mound Rd</b> is Chrysler's <b>Warren Truck Assembly Plant</b>. If you own a <b>Dodge</b> or <b>Ram</b> truck, it was built here.</i>
	<b>4.5 mi</b>
<b>E</b> 	Continue on <b>Eight Mile Rd</b> another 5.4 miles. Eight Mile Rd does a <b>slight right</b>  at <b>Eastland Center</b> and becomes <b>Vernier Rd</b> . <b>DO NOT follow the signs for Eight Mile Rd!</b>
	<b>10.0 mi</b>

	Continue on <b>Vernier Rd</b> for 3.3 miles to its end at <b>Lakeshore Rd, F</b> .
<b>F</b>  	Turn <b>left</b> onto <b>Lake Shore Rd</b> . Go 1.3 miles.
	<b>13.2 mi</b>
<b>G</b> 	Arrive at <b>Edsel &amp; Eleanor Ford House</b> on <b>right</b> , 1100 Lakeshore Rd.
	<b>14.5 mi</b>



1915 ASSEMBLING BUILDING, UPHOLSTERY DEPT  
Dodge Brothers Motor Car Company Plant  
Between Joseph, Campau & Conant Avenues  
Hamtramck, Michigan

## Day 2: (continued) Group B





## Edsel & Eleanor Ford House to Ford Piquette Plant

(16.3 total miles)

### Group B

REF. POINT		TOTAL MILES
A	↶	Leaving <b>Edsel &amp; Eleanor Ford House</b> , cross the median and turn <b>left</b> onto <b>Lakeshore Rd.</b> Go 4.1 miles.
		<p><b>Geographic note:</b> Soon you will be driving along a lake on your <b>left, Lake St. Clair</b>, a small puddle between two of the Great Lakes, <b>Huron</b> and <b>Erie</b>. The shoreline on the other side is the province of <b>Ontario, Canada</b>. It is estimated that during Prohibition, 75% of the illegal booze that entered the U.S. came across this lake and the Detroit River. There are reports of convoys of cars and trucks crossing the lake when frozen in winter. Occasionally one would fall through the ice. One can only wonder how many 1920's vehicles rest on the bottom of this lake!</p> <p>4.7 mi</p>
B		<p><b>Historic Landmark:</b> As you drive along Lake St. Clair you come to three parks jutting out into the lake. Pier Park and Crescent Sail Club are the first two. The third one is of interest to us. If you look carefully, you will see a long concrete boat slip. This was built by <b>John Dodge</b>. In the teens, he and Matilda were building a mansion on the other side of the road and this was going to be his boat dock. There was a tunnel under the road, leading to the mansion. Construction of the mansion began in the late teens and ended with John's death in 1920. Matilda later used some of the materials in the construction of Meadow Brook Hall. After standing as an empty shell for years Matilda sold the property to a developer and it was torn down.</p>
	↑	Continue on Lakeshore Rd. Go 1.1 miles.
C		<p><b>Historic Landmark:</b> On your left, at the traffic light at Fisher Rd, is <b>Rose Terrace</b>, the site of two homes called <b>Rose Terrace</b>. The first, built by Horace and Anna Dodge in 1912. It was later torn down by Anna after Horace died and in 1934 was replaced by a larger mansion, the one we normally see pictured when Rose Terrace is mentioned. It was torn down in 1976.</p> <p>5.2 mi</p>
		<p><b>Historic Landmark:</b> Right next door on your left, behind the tall black wrought iron fence, is <b>Dodge Place</b>, where the home of <b>Horace Dodge, Jr.</b> once stood.</p> <p>5.2 mi</p>
D	↑	Continue on <b>Lakeshore Rd</b> which has now become <b>Jefferson Ave.</b> Go 5.1 miles.
		<p><b>Geographic note:</b> It is a well known fact that Canada is <b>NORTH</b> of the United States, right? You are now traveling <b>WEST</b> and Canada is on your left. Think about it!</p>
D		<p><b>Place of Interest:</b> On your <b>right</b> watch for <b>Chrysler's Jefferson North Assembly Plant</b>. The <b>Dodge Durango</b> and <b>Jeep Grand Cherokee</b> are built here.</p>

Continue to the next page



# Day 2: (continued) Group B


## Edsel & Eleanor Ford House to Ford Piquette Plant

*Continued from the last page, see map on page 32*

REF. POINT TOTAL MILES



**E** **Historic Landmark:** *On your right, at the corner of **Burns** and **Jefferson**, is the **Jefferson Ave Presbyterian Church**, the home church of Horace and Anna Dodge. Anna was buried from this church in 1971. There is a Michigan Historical Marker honoring the Dodge family in front of the church on Jefferson Ave.*  
10.3 mi

**E**   Continue through the traffic light for 0.1 miles and turn right at the next street, **Iroquois St**. **Red Crown Cleaners** is on corner.



**E**  Turn **right** on **Iroquois St**. Go 0.4 miles to the **Historic Landmark** at **1723 Iroquois St**.  
10.4 mi


**F** **Historic Landmark:** *On your left at **1723 Iroquois St** (corner of Iroquois and St Paul, house # is hard to see, 2 lions guarding stairs) is the home **John Dodge** built for his daughter **Winifred** as a wedding present for her marriage to William Gray Jr. The house was built in 1916 at a cost of \$50,000 when most of the homes around it were being built for \$15,000 - \$25,000. It has 7 bedrooms, 11583 sq ft, a walk-in safe and a 4 car garage with automobile turntable. It last sold in 2010 for \$675000. This is a three street neighborhood of Detroit called **Indian Village**. It was once home to many of the early "auto barons". Residents included names such as **Ford**, **Holley**, **Hupp** and **Leland**. Two of the **Graham Brothers** also had homes here.*  
10.9 mi

 Continue on **Iroquois St** for 0.1 miles to stop sign at **Kercheval St**.

  Turn **left** onto **Kercheval St** and continue 0.7 miles to traffic light at **Grand Boulevard**.

**G**   At traffic light turn **right** onto **Grand Boulevard** and go 1.9 miles.  
11.7 mi

**H**   After crossing **Mack Ave** there is a busy intersection with two traffic lights at **Gratiot Ave** (*pronounced gra-shut*) followed immediately by **Warren Ave**. Continue through both traffic lights, staying on **Grand Boulevard**.  
13.0 mi

**I**  **Grand Boulevard** makes a sharp left turn! East Blvd Church of Christ on corner. **Do NOT go straight!** Go 0.2 miles to the next Historic Landmark. Drive slowly so that you can appreciate the enormity of this site!  
13.5 mi

**J** **Historic Landmark:** *On both sides of the street are the crumbling remains of the **Packard Plant**, built in 1903 by the **Packard Motor Company**. The plant once contained 3.2 million square feet of manufacturing space on 40 acres of land. It closed in 1958, then housed a variety of small business ventures until the early 2000's and then was left to deteriorate to what you see today. It is reputed to be the largest abandoned building in the world and is the premier "Ruin of Detroit".*  
13.6 mi

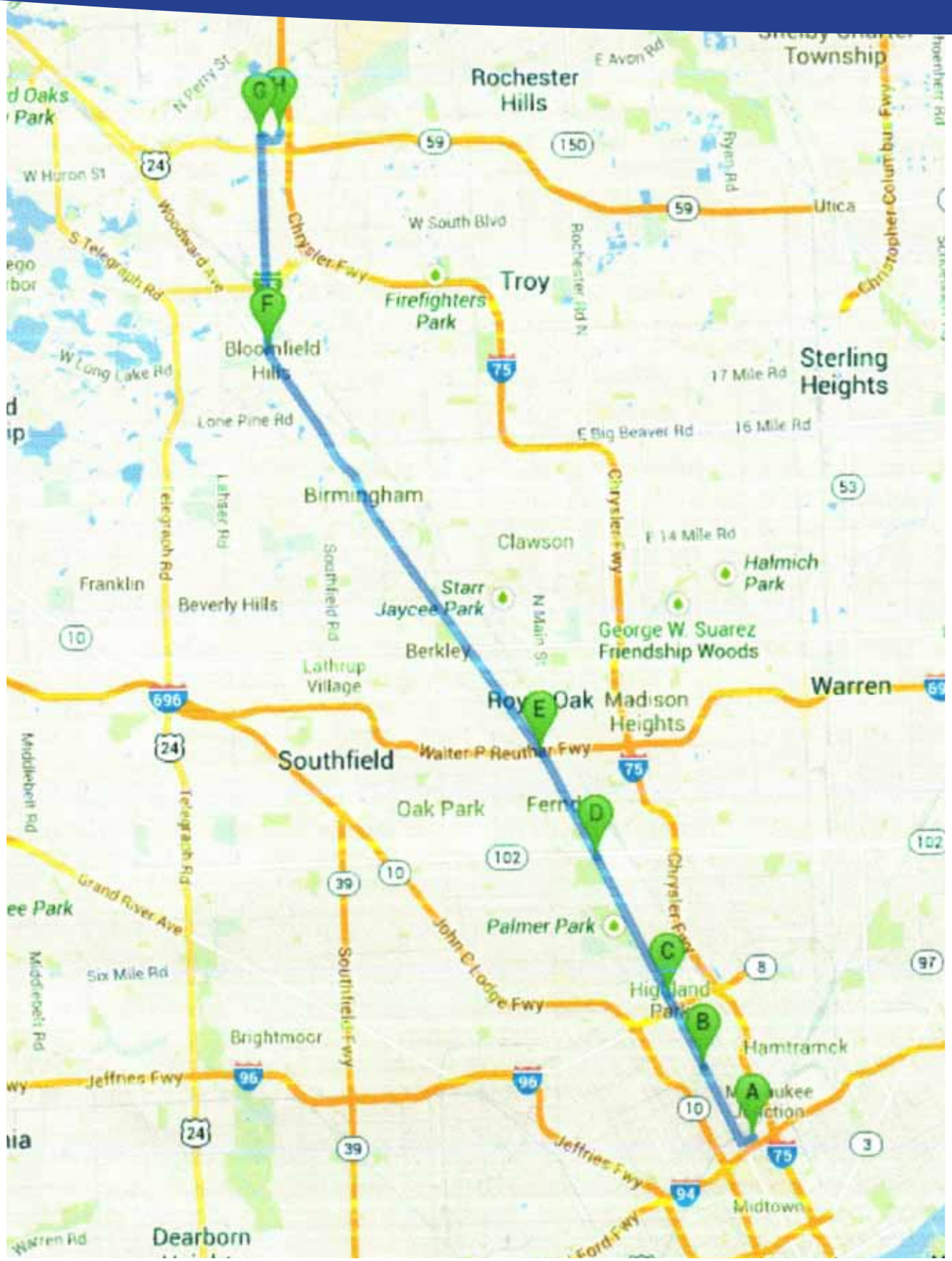
	↑	Continue past the <b>Packard Plant</b> on <b>Grand Boulevard</b> . Continue through the traffic light at Mt Elliott St. Go 1 mile.
<b>K</b>	↗	<b>Grand Boulevard</b> makes a <b>sharp right</b> turn! <b>13.9 mi</b>
	↑	Continue through traffic light and cross over the <b>Edsel Ford Expressway</b> .
	↖	<b>Grand Boulevard</b> makes a sharp <b>left</b> turn after crossing the expressway. Continue on <b>Grand Boulevard</b> through the traffic light at Chene St for about 0.6 miles. <b>14.3 mi</b>
<b>L</b>	<b>Historic Landmark:</b> <i>On your right as you drive along Grand Blvd is the huge <b>General Motors Detroit/Hamtramck Assembly Plant</b>. The Chevrolet Volt, Impala and Malibu as well as the Cadillac ELR and Opel Ampera are built here. It is the site where <b>DODGE MAIN</b> once stood and there is an excellent chance that all or part of <b>your car</b> was built on this spot!</i>	
	↗	<b>Grand Boulevard</b> makes a <b>sharp right</b> turn. Move to the left most lane after the turn.

<b>M</b>	🚦 ↖	Turn <b>left</b> onto <b>Milwaukee St</b> at the traffic light (second street on left after the sharp right turn) and continue 0.6 miles to stop sign at Hastings St. You will cross over the Chrysler Expressway and under several elevated railroad tracks. As you emerge from under the tracks there is a traffic light at <b>Hastings St</b> . You will turn left here. This area is known as <b>Milwaukee Junction</b> and was once the hub of automobile production in America! <b>15.3 mi</b>
<b>N</b>	🚦 ↖	Turn <b>left</b> on <b>Hastings St</b> and continue under more railroad tracks for 1 block to the stop sign at <b>Piquette Ave</b> . <b>15.9 mi</b>
<b>O</b>	🛑 ↗	Turn right at stop sign onto <b>Piquette Ave</b> and continue 0.2 miles to the <b>Ford Piquette Plant</b> on your <b>right</b> . <b>16.1 mi</b>
		Arrive at <b>Ford Piquette Ave Plant</b> . You will be directed where to park. <b>16.3 mi</b>

See map on page 32



## Day 2: (continued) Group B


















## Ford Piquette Plant to Hotel

(23 total miles)

### Group B

REF. POINT TOTAL MILES

<b>A</b>		Leave <b>Piquette Plant</b> heading west on <b>Piquette Ave</b> and continue 0.3 miles to the end of the street at <b>Woodward Ave</b> .	
	 	Turn <b>right</b> onto <b>Woodward Ave</b> and continue for about 1.6 miles to the <b>Historic Landmark</b> at the corner of <b>Woodward Ave</b> and <b>Boston Boulevard</b> .	<b>1.9 miles</b>
<b>B</b>		Just before the BIG CATHEDRAL on the right, turn <b>right</b> onto <b>Boston Boulevard</b> . <b>Look for a turn arrow sign here.</b> Bear to the <b>right</b> and continue to the <b>second turn-around</b> . <b>Make a U-turn.</b> 	
		<i>If you miss the turn onto Boston Boulevard, don't worry. Continue past the Cathedral of the Most Blessed Sacrament and turn right  at the next traffic light, Trowbridge St. Go one block on Trowbridge, to the stop sign. Turn right  onto John R St and go one block to Boston Boulevard. Turn right  onto Boston Boulevard and proceed to the John Dodge House, on your right.</i>	
<b>Historic Landmark:</b> <i>Corner of Woodward Ave and Boston Boulevard (75 Boston Blvd), on right, is the John Dodge residence. The iconic photo of John and Horace in their first car was taken in front of this house. The house is now the residence of the Catholic Archbishop of Detroit.</i>			<b>2.2 mi</b>

	 	At the stop sign, turn right onto <b>Woodward Ave</b> and continue 1.5 miles to the next Historic Landmark.	
<b>C</b>		<b>Historic landmark: Ford Highland Park Plant, "The Crystal Palace" is on the right.</b> <i>Part of it has been torn down to build the "Model T Plaza". Most of the 15 million Ford Model T's were assembled in this factory and Ford introduced the \$5 day here in January, 1914. Just past the CVS Pharmacy on the right is a Michigan Historical Marker.</i>	<b>3.7 miles</b>
		Continue on <b>Woodward Ave</b> . Go 14.8 miles.	
<b>D</b>		As you approach <b>Eight Mile Rd</b> ( <b>watch for the big green signs</b> ) move toward the center lanes to take the <b>overpass</b> over <b>Eight Mile</b> .	<b>6.8 mi</b>
<b>E</b>		As you approach the <b>696 expressway</b> ( <b>watch for the big green signs</b> ) move toward the center lanes to take the <b>underpass</b> under <b>696</b> .	<b>9.1 mi</b>
<b>F</b>		<b>Slight right</b> turn onto <b>Opdyke Rd</b> . Go 4.3 miles.	<b>18.5 mi</b>
<b>G</b>		Turn <b>right</b> onto <b>Featherstone Rd</b> . The hotel(s) are on the right.	<b>22.8 mi</b>
<b>H</b>		Arrive at <b>Hotel</b> on <b>right</b> .	<b>23.0 mi</b>

# Day 3: Wednesday, June 25

## ITINERARY

- 7:45 am** Board buses in hotel parking lot. **Buses leave at 8:00 am.**
- 9:15 – 9:45 am** Rest Area stop.
- 11:15 am** Arrive at Gilmore Museum.
- 11:15 am – 3:15 pm** Tour the Gilmore Museum.
- Lunch** Provided according to the following schedule:
- 11:45 am – 12:15 pm** **(Only) RED WEDNESDAY sticker** on your name badges, Heritage Center reserved dining area  
*(the first three buses will let passengers off here).*
- 12:30 – 1:00 pm** **Lunch for the NO Red Wednesday sticker** on your name badge  
Heritage Center reserved dining area.  
*Buses 4, 5 & 6 will let passengers off at the Lincoln building.*
- 3:00 pm** Be on the bus. **Bus departs at 3:15 for the hotel.**
- 5:15 – 5:45 pm** Rest Area stop.  
The meet committee has provided a gratuity to your bus driver.  
It is not necessary for you to do so.
- Evening** Dinner on your own.
- 7:30 pm** Board of Directors meeting in Erie or Ontario Room.

## THE GILMORE CAR MUSEUM

The Gilmore Car Museum looks forward to hosting Dodge Brothers Club members for a day as part of the Club's 2014 Centennial Meet. You will discover that the *Gilmore Car Museum – America's Signature Collection* – is like no other car museum in the nation. During your visit to our 90-acre park-like campus you'll encounter over 350 extraordinary vehicles in both restored and recreated period buildings. You'll find exhibits ranging from an 1899 steam powered Locomobile to classic Duesenbergs, Auburns, Cords, Lincolns and Cadillacs in addition to a '48 Tucker and cars of the 1940's, 50's and beyond.





The Museum also showcases the world's largest collection of Kalamazoo-built cars, including examples from Barley, Checker, Roamer and Handley-Knight. And there's much more than just cars and related memorabilia. You will be awed by the massive historic barns, an 1890's train depot, 1930's gas station, a fully operational 1940's diner and a vintage Disney movie set.

In addition to the Gilmore Car Museum, the campus is also home to the Classic Car Club of America Museum, the Pierce-Arrow Museum, the Franklin Collection, Model A Ford Museum, the Tucker Historical Collection, and the Cadillac- LaSalle Museum. You will visit all of these as part of a seamless experience.

*Of special interest to Club members is two very significant Dodge Brothers vehicles, both beautifully maintained in original condition.*

*A 1919 3- Passenger Coupe was the last automobile owned and driven by Horace E. Dodge. Horace's widow, Anna, donated this car to the Detroit Historical Museum in 1963. A 1919 4-Door Sedan was the last automobile owned and driven by Horace's brother, John F. Dodge. John's widow, Matilda, donated this car to the Detroit Historical Museum in 1952.*

The Detroit Historical Museum, lacking space to appropriately display these vehicles, made a long term loan of them to the Gilmore Car Museum.

For more information, go to:  
[gilmorecarmuseum.org/](http://gilmorecarmuseum.org/)

# Day 4: Thursday, June 26

## ITINERARY

**8:15 am** Leave hotel parking lot in old cars. Exit parking lot onto Featherstone Rd. Follow directions to Meadow Brook Hall. You will be directed where to park for the car show.

**11 am – 2:30 pm** Our cars will be on public display. **Do not leave before 2:30 pm.** While at Meadow Brook Hall, there will be a variety of activities. Please do as many as you are able:

- Tour the mansion.
- Tour the grounds, including Knole Cottage and Danny's Cabin (see Dan and Janice Kerr's car here).
- Stop in the Coach House and see the Dodge Brothers display, including the club's 1919 Graham Brothers truck builder, the 1915 Touring car donated to Meadow Brook Hall by the Petz family and the 1925 Depot Hack owned by Meadow Brook Hall.
- Lectures by author Dr. Charles K. Hyde and Meadow Brook Hall curator, Madelyn Rzakowolski.
- Give a ride in your car to a visitor.

**After 2:30 pm** Return to the hotel when you are ready. Directions in your Tour Book.

**Banquet** Back at Meadow Brook Hall according to the following schedule:

**5:30 – 6:30 pm** Cocktail reception (cash bar)  
**6:30 – 7:00 pm** Dinner seating and short program  
**7:00 – 8:00 pm** Dinner served  
**8:00 – 8:30 pm** Announcements/program  
**8:30 – 9:00 pm** Entertainment

Drive safely back to hotel.

**Fill your gas tank for Friday!**





#### MEADOW BROOK HALL

Meadow Brook Hall is the historic home of one of the automotive aristocracy's most remarkable women, Matilda Dodge Wilson, her second husband Alfred Wilson, a lumber broker and their four children, Frances and Danny Dodge, and Richard and Barbara Wilson. It exists as an indirect product of the achievements and good fortune of her first husband, automotive pioneer John F. Dodge, co-founder of Dodge Brothers Motor Car Company who quickly prospered in the burgeoning auto industry before his tragic death in 1920, leaving Matilda one of the world's wealthiest women. This fortune not only built one of America's finest residences and country estates, it also supported numerous Detroit charities and organizations.



## Day 4: (continued)

Meadow Brook Hall was built during the country place era, a time when wealthy American industrialists pursued rural life in settings of great beauty. It represents one of the finest examples of Tudor-revival architecture in America and is especially renowned for its superb craftsmanship, architectural detailing and grand scale of 88,000 square feet. Inspired by the country manor homes in England, it was designed and built by the Detroit architectural firm of Smith, Hinchman and Grylls between 1926 and 1929, at a cost of nearly \$4 million.

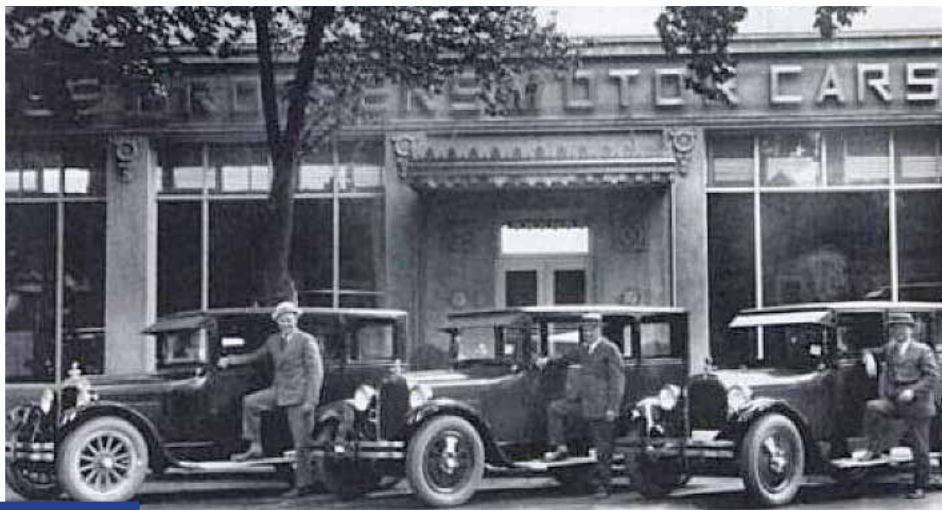
Carefully preserved with original family furnishings and art, the 110-room mansion is elaborately detailed with carved wood and stone, ornate plaster ceilings, Tiffany stained glass, custom made hardware, and filled with fine and decorative art. Although the interiors reflect various historic styles, the house is equipped with every “modern” amenity appropriate to the active lifestyle of the Wilson’s and their children.



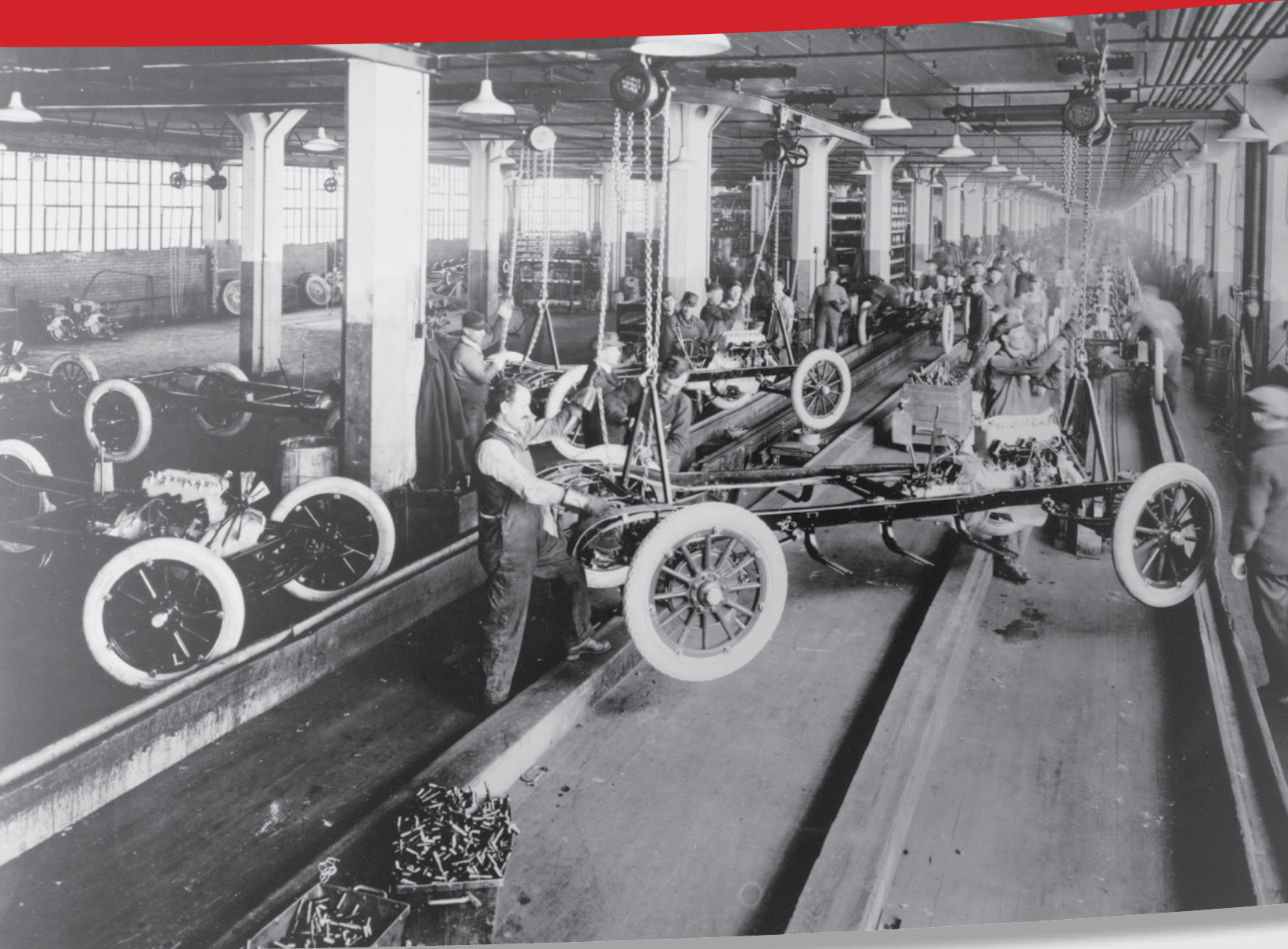
Meadow Brook Hall was built on the 320-acre farm estate John and Matilda Dodge had purchased years earlier as a weekend country retreat. The Wilson’s expanded the estate to include 1,500 acres and several residences. For the Dodge and Wilson families, the farm estate provided a splendid setting for recreational activities and pastimes such as equestrian sports, motoring, and gardening and developed into one of the finest agricultural complexes, producing the finest lines of pedigree livestock.

For more information, go to:

[meadowbrookhall.org](http://meadowbrookhall.org)



*A new law went into effect in 1919 requiring all operators of motor vehicles in Michigan to carry a license. A license with no expiration date was issued to anyone 14 years old or older who requested one. No test was required.*



*A typical factory worker at Dodge Brothers in 1914 earned about \$15 a week for a 51-hour week and paid about \$9 a month for rent. With the newly introduced Dodge Brothers Touring Car priced at \$785, it would have taken a full year's gross wages to purchase that touring car.*



## Day 4: Thursday, June 26





## Hotel to Meadow Brook Hall

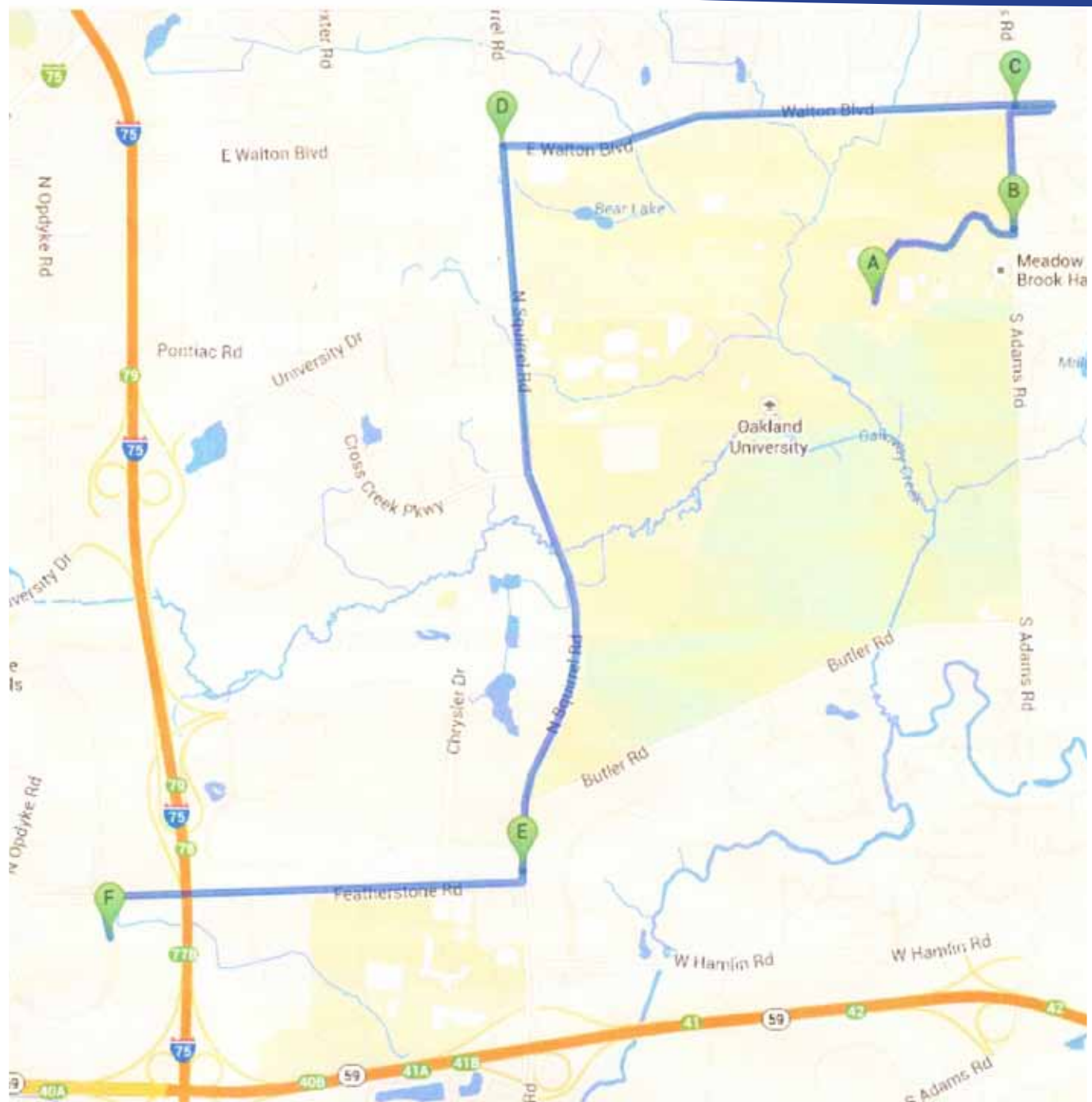
(5.7 total miles)

Leave hotel at 9:30 am

MAP REF		TOTAL MILES
<b>A</b>	➡	Turn <b>right</b> out of hotel parking lot onto <b>Featherstone Rd.</b> Go 1.2 miles.
<b>B</b>	➡	Turn <b>right</b> onto <b>Squirrel Rd</b> and move immediately to the <b>left</b> lane to make a <b>U-turn</b> . Go 279 feet. 1.2 mi
	↩	Make a <b>U-turn</b> onto <b>Northbound Squirrel Rd.</b> Go 2.2 miles. 1.3 mi
<b>C</b>	➡	Turn <b>right</b> onto <b>Walton Boulevard.</b> Go 1.4 miles. 3.4 mi
<b>D</b>	➡	Turn <b>right</b> onto <b>Adams Rd</b> and go 0.3 miles to the next traffic light. 4.8 mi
<b>E</b>	➡	Turn <b>right</b> onto <b>Meadow Brook Rd</b> and follow signs to <b>Meadow Brook Hall.</b> Go 0.6 miles. 5.7 mi
<b>F</b>		Arrive at <b>Meadow Brook Hall</b>













## Day 4: Thursday, June 26



## Meadow Brook Hall to Hotel

(5.7 total miles)

MAP REF		TOTAL MILES
<b>A</b>		Leave Meadow Brook property to Adams Rd.
<b>B</b>		From <b>Meadow Brook Dr</b> , turn <b>left</b> onto <b>Adams Rd</b> at the traffic light. Move to the right lane.
<b>C</b>		Turn <b>right</b> at the traffic light onto <b>Walton Boulevard</b> and move to the <b>left</b> lane to make a U-turn.
		Make a <b>U-turn</b> onto westbound <b>Walton Boulevard</b> . Stay in the left two lanes.
<b>D</b>		Turn <b>left</b> onto <b>Squirrel Rd</b> . Go 2.1 miles. <b>1.7 mi</b>
<b>E</b>		Turn <b>right</b> onto <b>Featherstone Rd</b> . Go 1.2 miles. <b>3.8 mi</b>
<b>F</b>		Turn <b>left</b> onto <b>Executive Hills Dr</b> and follow the directions below to your hotel. <b>5.0 mi</b>
		If you are staying at the <b>Hilton</b> , the entrance to the parking lot is on your right. <b>5.1 mi</b>
		If you are staying at the <b>Hampton Inn</b> , continue on <b>Executive Hills Dr</b> to the end, about 0.7 miles.
		Turn <b>right</b> onto <b>Opdyke Rd</b> and go about 0.2 miles.
		At the traffic light, turn <b>right</b> onto <b>Featherstone Rd</b> . The <b>Hampton Inn</b> is on the <b>right</b> . <b>6.2 mi</b>



*When Dodge Brothers began production of cars in 1914, the factory in Hamtramck occupied 20 acres.*



## Day 5: Friday, June 27



## ITINERARY

**8:00 am – 10:00 am** Swap meet in hotel parking lot.

**10:30 am** Leave hotel parking lot in old cars and drive to local Dodge dealership for lunch and car show. Exit parking lot onto **Executive Hills Blvd.**

**11 am – 12:30 pm** Lunch and car show at Golling Dodge.

**12:30 pm** Return to hotel.

**3:00 pm** Drive cars to WPC Museum.  
Leave hotel parking lot on **Featherstone Rd.**

**3:00 pm – 6:00 pm** Tour the Walter P. Chrysler Museum.

**Evening** Dinner on your own.

**8:00 pm – 10:00 pm** Centennial cake and coffee reception at hotel.  
(Huron-Michigan-Superior rooms)

## WALTER P. CHRYSLER (WPC) MUSEUM

The 55,000-square-foot museum features three floors of more than 65 antique, custom and concept vehicles interspersed with interactive displays and historical exhibits that tell the story of the automaker's contributions to automotive design, technology and innovation, as well as the automobile's impact on American culture.

The Museum opens to a two-story atrium in which a rotating tower majestically showcases the automaker's iconic concept vehicles. From the atrium flow two floors of distinctive exhibition galleries and access to the garage-like atmosphere of the lower level.

The first floor traces the industry's first 50 years from Chrysler's perspective – both the man and the company. Rare vehicles date back to the early 1900s and a

timeline wall details the key executives and predecessor companies that played a key role in the company's evolution. The vintage collection includes such historic marques as DeSoto, Dodge Brothers, Hudson, Nash, Plymouth, Rambler and Willys-Overland.

The second floor continues Chrysler's story, beginning with the introduction of the first HEMI® in 1951 and spotlighting the automaker's design, engineering and

## Day 5: Friday, June 27



marketing successes. Exhibitions illustrate decades of vehicle styling brilliance, the electronic age of transistors, Mopar Muscle, turbine technology, the family transportation revolution and leadership in safety and fuel economy.

The lower level, called “Boss Chrysler’s Garage,” houses dream machines from the ‘60s - ‘70s, including classic and muscle cars from the heyday of cruising to one-of-a-kind record-setting race vehicles. The Garage also features a series of Jeep® vehicles and trucks as well as an eclectic sampling of vehicles from the Chrysler collection.

Originally established as a division of Chrysler, the Walter P. Chrysler Museum

opened October 5, 1999. It documents the cars, the people, the processes and the contributions made by Chrysler and its forebears to the development of the automobile.

The Museum covers 10 acres at the southeast edge of the Chrysler Headquarters Complex in Auburn Hills, Michigan.

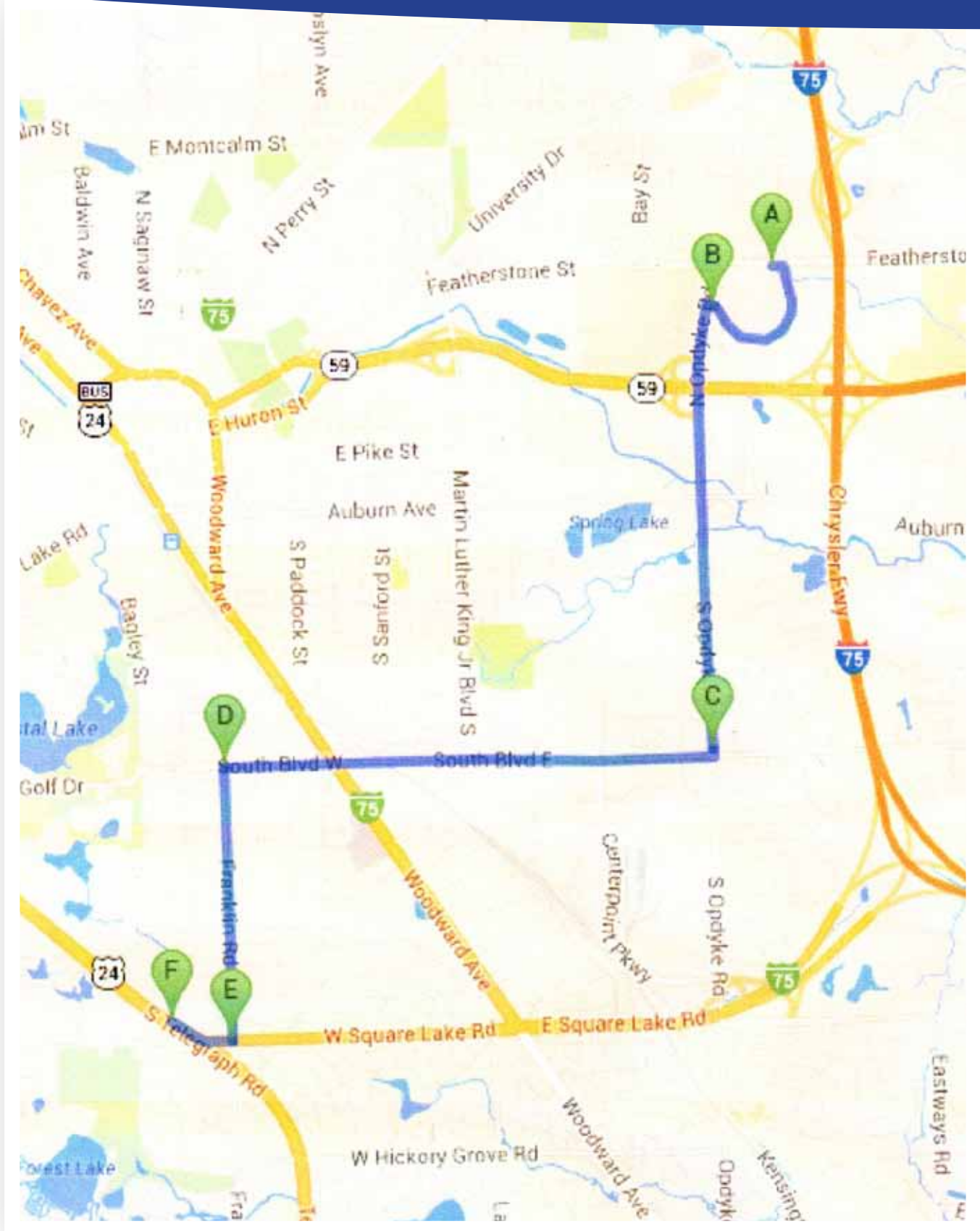
The WPC Museum permanently closed its doors to the public on December 31, 2012. This may be your only opportunity ever to see this fabulous collection of Chrysler Heritage vehicles.

For more information, go to:  
[wpchryslermuseum.org](http://wpchryslermuseum.org)





## Day 5: Friday, June 27





## Hotel to Golling Dodge Dealership

(6 total miles)

Leave hotel at 11:00 am

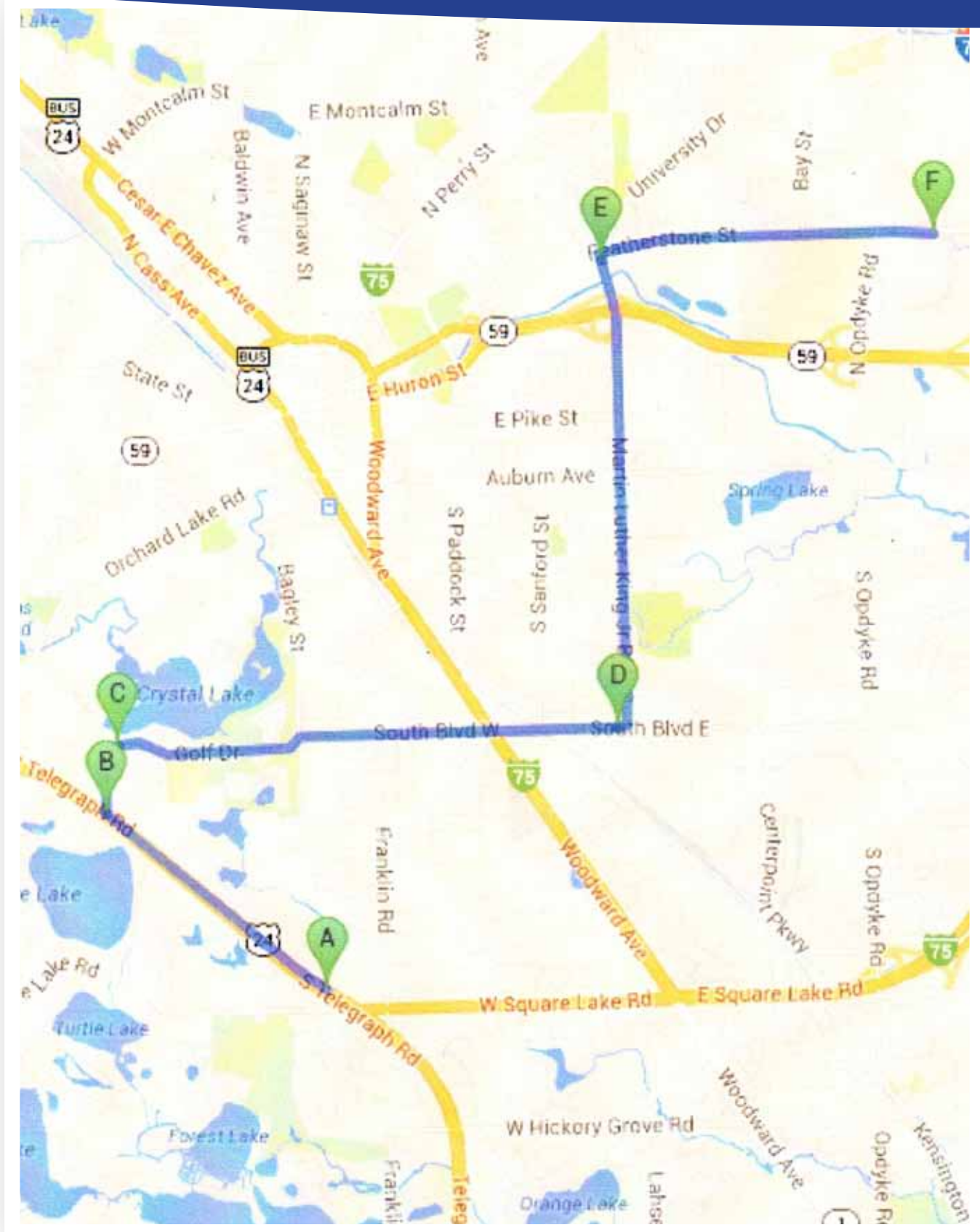
REF. POINT		TOTAL MILES
<b>A</b>	Turn <b>right</b> out of hotel parking lot onto <b>Executive Hills Dr.</b> Go 0.7 miles.	
<b>B</b>	Turn <b>left</b> onto <b>N Opdyke Rd.</b> Go 1.9 miles.	0.7 mi
<b>C</b>	Turn <b>right</b> onto <b>South Boulevard.</b> Go 2 miles.	2.6 mi
<b>D</b>	Turn <b>left</b> onto <b>Franklin Rd.</b> Go 1.1 miles.	4.6 mi
<b>E</b>	Turn <b>right</b> onto <b>Square Lake Rd.</b> Go 0.1 miles.	5.7 mi
	Turn <b>slight right</b> onto <b>Telegraph Rd.</b> Go 0.2 miles.	5.8 mi
<b>F</b>	Golling Dodge is on your <b>right.</b>	6.0 mi



*In 1870, Detroit's telephone customers became the first in the United States to have phone numbers assigned to them.*












## Day 5: Friday, June 27



## Return to hotel from Golling Dodge Dealership

(7 total miles)

Leave dealership at 12:30 pm

REF. POINT		TOTAL MILES
<b>A</b>	 Turn <b>right</b> out of parking lot onto <b>Telegraph Rd.</b> Go 1.2 miles.	
<b>B</b>	 Turn <b>right</b> onto <b>Fairfax Rd.</b> Lowe's on the corner. After 0.3 miles, Fairfax becomes <b>Golf Dr</b> as you bear to the right. Continue another 0.8 miles.	<b>1.2 mi</b>
<b>C</b>	  <b>Slight right</b> onto <b>South Boulevard</b> (cross Bagley St). Continue 1.3 miles.	<b>2.3 mi</b>
<b>D</b>	  Turn <b>left</b> onto <b>Martin Luther King Jr.</b> Go 2 miles.	<b>3.6 mi</b>
<b>E</b>	  Turn <b>right</b> onto <b>Featherstone Rd.</b> Go 1.4 miles.	<b>5.6 mi</b>
<b>F</b>	 Arrive at hotel, on <b>right</b> .	<b>7.0 mi</b>

## Detroit's Concrete Experiment

The first use of concrete paving in North America was for a short alley in Connorsville, Indiana in 1890. The following year, a 220 foot long and ten foot wide strip of a street in Bellefontaine, Ohio was paved with concrete.

The first concrete country road in America was an eleven-mile race course privately owned by the Long Island Motor Parkway Company. It was completed in 1908.

History was made in Detroit in 1909 when the main public road leading out of Detroit, Woodward Avenue, was paved with Portland Cement between Six Mile Road and Seven Mile Road. This historic road was 17 feet, 8 inches wide. Expansion joints were built into the pavement every 25 feet. To allow for curing, each section of concrete was kept damp under a layer of sand

and gravel for 7 days. Then a heated mixture of pitch with asphalt and wax was used to fill the expansion joints. The total cost of the project was \$13,537.

This new concrete road quickly became a sensation. It served not only the normally busy auto and horse-drawn wagon traffic, but also attracted curious tourists anxious to experience driving and riding on this marvelously smooth surface.

When the original 1909 concrete was torn up for a 1922 widening project, it was still in excellent condition. It had not disintegrated as some skeptics had expected, even though 35 million vehicles had rolled over it. Concrete had proven to be the superior choice for road paving.

# Your Centennial Tour Memento

## HISTORY OF BANTHRICO

Banthrico, Inc. began in 1931 when the company's founders purchased the combined assets of two previous firms. Banker's Thrift Corporation and the Stronghart Company had both been manufacturers of metal coin banks. The new Banthrico name was a derivative of the name Banker's Thrift Corporation. Banthrico continued the production of its predecessors' products which mainly were metal building banks and metal pocket banks (often round like shoe polish tins).

**In 1940**, Banthrico expanded by purchasing the assets of National Products, a company which produced car banks made out of white metal. Banthrico moved forward producing an expanded line of coin bank products until World War II when materials shortages brought a halt to production. The company survived by taking on government contracts to produce parts for military projects.

**After the war**, Banthrico resumed production of banks producing greater quantities than ever before in increasing styles and varieties. New to the product line were busts of famous Americans, historic buildings and monuments, animals, mascots, ships, train locomotives, and other types of vehicles. The white metal used in manufacturing these banks generally consisted of 95-97% zinc and 3-5% aluminum with a slight amount of copper added.

Production and sales boomed in the 1950s through the 1970s. During these boom years, Banthrico produced hundreds of styles of metal banks. The vehicle banks proved to be the most popular of all and represented over half of the company's production.

Many banking institutions purchased large orders of metal banks which they used for promotional purposes. Remaining examples can still be found at flea markets and antique shops, usually with a banking institution's logo printed on the top.

Metal banks without logos were also sold to gift shops in various quantities. The factory per unit price was lower for large orders.

*This 1914 Dodge bank was custom cast by Cutting Edge Industries in 2012 under a contract with the DBC Centennial Meet committee. Of the 350 banks made, 200 have the centennial imprint.*



During the years of peak production **in the 1970s**, Banthrico had about 75 employees. The company had relocated twice, but always had a Chicago address.

**In 1981**, Banthrico expanded again by purchasing Creative Castings, a manufacturer of metal trophies, ornaments, figurines, appliance parts, and lamp parts. Shortly after this acquisition, a recession brought a serious decline to Banthrico's business in spite of the high quality of its white metal products. This led to the sale of Banthrico in 1985 to Toystalgia, Inc. After 54 years, Banthrico, Inc. was history.

**In 1995**, Toystalgia became Valley Casting Company. The assets of the former Banthrico firm including the brass casting molds passed through at least one other company and through one bankruptcy before ending up in the possession of Cutting Edge Industries of Linden, New Jersey.

Cutting Edge still uses the original Banthrico molds to produce metal banks, but only by special order. It was through Cutting Edge that the Centennial Meet committee contracted for a special production run of 350 banks using the original mold for the 1914 Dodge touring. For this production run, we chose the pewter finish rather than the more commonly seen antique brass finish. These banks were individually cast by hand using the same methods and the same zinc content Banthrico previously used even though the cost of zinc has risen substantially in recent years.



*These banks are being presented in place of dash plaques and trophies (one per registration). Individuals and families desiring extra banks may purchase them from the meet committee at \$20 each. Any remaining inventory after Friday, June 27, 2014 (the end of the meet) will be transferred to the Dodge Brothers Club Store. The store will then offer any remaining banks at \$25 each until the supply is exhausted.*

To view the variety of car banks made using the original Banthrico molds that are available today, go to this website: [cuttingedgecatalog.com](http://cuttingedgecatalog.com)

Click on Product Catalog. Scroll down to Awards and Promotional Products, then scroll to the right to Coin Banks and further to the right to Automobiles and click on Automobiles. Two pages of car banks will come up.

The vast majority of all the coin banks shown in the online catalog are products produced using the old Banthrico brass molds. They include the antique car banks which were by far the most popular Banthrico banks. Banking institutions usually chose the antique car banks over other Banthrico choices available for their promotional programs.

Prices are not listed in the Cutting Edge catalog because the prices easily fluctuate. Commodity prices for zinc, aluminum, and copper can trigger price adjustments. Customers ready to place an order need to ask for a current price quote. Custom orders for a specific item (or items) can be placed with Cutting Edge. However, the per unit price for several dozen will be substantially higher than the per unit price for several hundred.

One wonders if other antique car clubs, especially one-marque clubs, might be interested in placing an order for a particular bank as a souvenir or memento for club members. There has been little or no publicity for many years about the availability of freshly manufactured Banthrico banks. Apparently most of those in the antique car hobby are unaware of this opportunity. Fortunately your Centennial Meet committee learned about this opportunity and obtained a unique souvenir for this milestone Dodge Brothers Club meet.

## The Making of Metal Banks

After a product planner selected a design for a new bank, a sculptor went to work making a plaster model of the design with the aid of a photograph or other illustration. Once the plaster model was completed, a plaster shell was made from the model. The shell was sent to the foundry where a brass mold was made by a die maker.

A brass mold usually consisted of four to six pieces that were clamped together. The artisan doing the casting placed the mold in a mobile cradle so that the top of the bank would be at the bottom. Molten white metal (about 650 degrees F) was poured into the mold with a ladle. The caster rocked the molten metal back and forth for five to ten seconds and then rotated the cradle to pour excess metal out of the mold. The small amount of copper (less than 1%) that had been added to the molten zinc and aluminum made the pouring process easier. The caster left about one pound of molten metal in the mold. The mold pieces had to be removed immediately from the newly cast bank.

The entire casting process took only about one minute. After setting aside a newly cast bank, the caster reassembled the mold for the next casting operation. A skilled caster could produce 75 to 200 bank castings a day depending on the complexity of the molds being used.



*This 1914 Dodge bank by Banthrico was purchased new at a gift shop in the mid-1970s.*

## The Making of Metal Banks *continued*

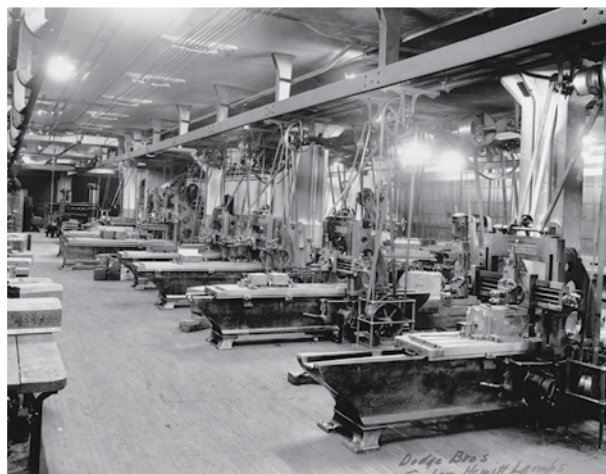
After the bank castings had cooled, they were checked for burrs and were power sanded or buffed as needed. If a newly cast bank did not pass inspection (especially for being overweight), it was put back into the hot kettle to be melted down.

The raw banks were coated with a color by electroplating in a solution. Then they were cleaned, rinsed, and dipped in a black solution. After removal from that solution, they were power buffed. The black coloring remained only in the creases and crevices which enhanced the detail in the bank's design.

Banks were placed in sawdust which absorbed oil and other moisture. Once the sawdust was removed, the banks were sprayed with a clear lacquer (synthetic resin). Banks that were ordered with an institutional logo or other graphic design printed on them then received a silk screen process. Finally they were ready for the installation of the bottom plate (also known as the trap plate). If the bank was a vehicle model, it also received axles and wheels.

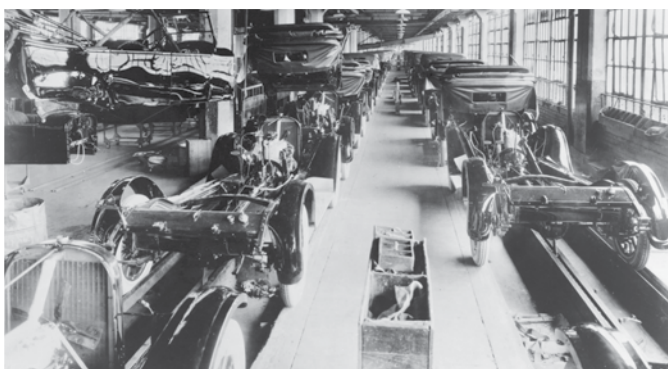
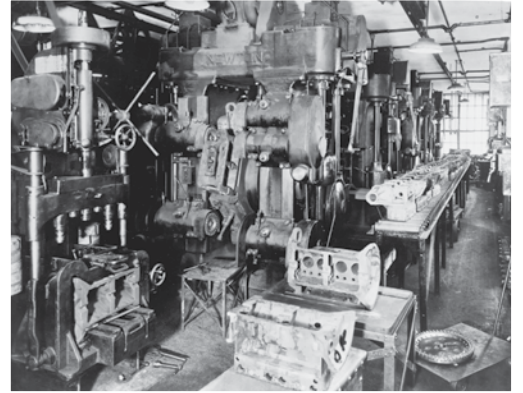
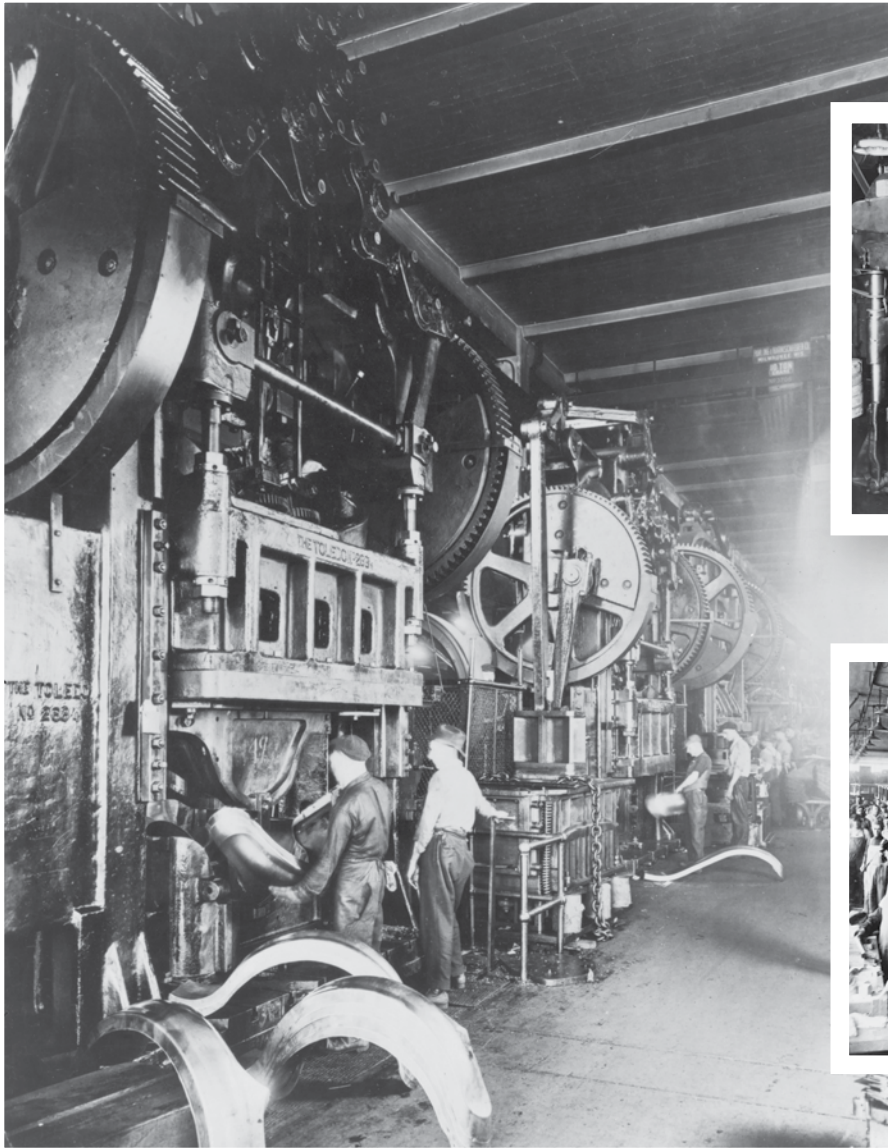
With Banthrico banks, the coin slot was always in the bottom plate. This differed from other manufacturers of metal vehicle banks like Ertl who generally put the coin slot in the top of their banks.

The finished Banthrico banks were put in plastic bags and then boxed in thin cardboard boxes. Banks were packed 40 to a case and shipped to the customer. Generally the minimum order was 160 banks or four cases. Special custom orders for a bank of a special design required a minimum order of 1000 due to the labor and time required to produce a custom mold.





# Gallery of History





# The Detroit of John and Horace Dodge

## BEAUTIFUL DETROIT

Beautiful Detroit is a 48 page booklet published in 1918. It promoted Detroit as an ideal city to visit or live and work in.

It's hard to believe today that in 1918 Detroit was described as "the largest summer resort in America." It really was true, mainly because of its location on the Detroit River, a busy thoroughfare that was a vital link in the network of the Great Lakes.

The most popular pastime for Detroit residents and visitors in the early 1900s was taking excursions on steam-powered passenger ships. Thousands would take daylong sightseeing trips up and down the river, stopping off at parks and places of recreational interest such as Belle Isle and Bois Blanc (Bob-Lo) Island. Belle Isle, an island park with a renowned zoo and aquarium, was so popular that double-deck and triple deck steamers departed for the island from downtown Detroit every ten minutes during the summer season.



Those with more cash to spend would take steamers like the Kirby, the Greyhound, and the Put-In-Bay to Cedar Point, a bathing beach and amusement park on Lake Erie near Sandusky, Ohio. Others could take a daylong excursion to Port Huron on the steamer Tashmoo. The huge steamers City of Detroit III and City of Cleveland III made daily trips between Detroit, Cleveland, Ohio, and Buffalo, New York.

Dozens of other large steamships offered excursions to other cities and vacation destinations throughout the Great Lakes. Ships like the Tashmoo and the City of Detroit III were known for their beautiful and elegant furnishings. The Put-In-Bay was famous for its ballroom on the promenade deck and continuous live music on every cruise day or night. Detroit was credited in the early 1900s as having the finest fleet of excursion steamers in the world. During the 1917 sailing season, Detroit steamers carried 12,000,000 passengers.

Many parks in Detroit and nearby communities that could be reached by boat flourished during the early 1900s. Inland lakes were also promoted for their beauty and recreational uses. Travel on the water, not on the roads or rails, was the number one draw for Detroit in 1918.

The Columbia, launched in 1902, and the Ste. Claire, launched in 1911, became the



most beloved steamships in Detroit maritime history. Both carried up to 2500 passengers each to and from Bois Blanc Island on daylong excursions during the tourist season. When both ships were finally retired in 1991, recreational steamship excursions in Detroit came to an end.

Not all transportation in Detroit was on the water. An elaborate bus and electric streetcar system provided daily transportation for residents traveling to and from work and for those who had not yet purchased their first automobile. Electric interurban lines connected Detroit with Toledo, Ohio and towns and cities across southern Michigan. Faster passenger service was provided by the Michigan Central Railroad from its colossal station in Detroit. Automobile roads radiating through and out of Detroit were being widened and improved. State-of-the-art concrete paving was expanding. Road engineers from other American cities came to examine Detroit's pioneering road-building techniques.



America's number one sport, baseball had really taken hold in Detroit by 1918. Crowds of fans often filled 25,000-seat Navin Field to capacity to watch the Tigers of The Detroit Baseball Club and their feisty star, Ty Cobb, play baseball. Most fans arrived at the ballpark by streetcar.

The residents and civic leaders took pride in the quality of life in Detroit. In 1918, Detroit boasted that it had 38 parks. The acreage of its parks and park-like boulevards totaled 1,239,319 acres! Detroit was truly "green" in its residential and public areas nearly a century before "green" became a catchword for resource conservation and natural beauty.



The attractive image of Detroit in the early 1900s coupled with the exploding growth of industries led to rapid population growth. Detroit's population in **1900 was 285,704**. In 1915, the first full year that Dodge Brothers automobiles were manufactured, the population reached 673,498. In 1918, Detroit had 925,000 residents making it the fourth largest city in the United States.

**From 1903 to 1918, Detroit's industrial base grew from being the sixteenth largest in the United States to being the fourth largest.** In 1918, Detroit boasted it had 2700 factories of which 30 were automobile and truck manufacturing plants and another 120 were automobile accessory plants. The growth of Detroit in population and industry a century ago was recognized as an American marvel.



*From 1910 to 1920, Hamtramck, Michigan grew from 3,589 residents to 45,615, the fastest rate of growth for that period of any community in the United States.*



## THE DECLINE OF DETROIT

Today Detroit is a city struggling to emerge from bankruptcy. The core of the downtown with its renovated and expanded Cobo Hall exhibition center is being maintained as Detroit's "showplace." In contrast, huge residential and commercial areas outside the downtown have collapsed into decay with thousands of decrepit and abandoned homes and business structures. Blight is found in brownfield areas where factories once stood.

In the 1920s, auto executives began migrating to suburban areas to live, away from the factories and their blue-collar neighborhoods. The factories remained spread out all over Detroit up through World War II.

Following the war, the "Big Three" auto companies expanded their control over American automobile manufacturing and began to decentralize Detroit's auto industry. Over two dozen manufacturing facilities were built outside of Detroit in suburban areas in the late 1940s and the 1950s. The simultaneous closing of plants within Detroit in the postwar years devastated the neighborhoods surrounding those plants.

The shift of support and public funding toward freeway construction in the 1950s and 1960s and away from public transit further damaged old neighborhoods.

Race-based real estate policies meant African-Americans in Detroit faced limitations in housing opportunities. They could not experience the mobility and same high rates of home ownership that other auto workers with good paying jobs experienced.

Today there are a few wealthy businessmen and energetic civic leaders who are determined to bring improvement to Detroit's neighborhoods and reverse the economic decline of the city. Time will tell if their efforts will really make a difference.

On a positive note, there are still some cultural gems in the Detroit area like the Detroit Institute of Arts, the Henry Ford Museum, and Greenfield Village which continue to attract tourists from around the world. Big and beautiful state-of-the-art venues in downtown Detroit attract spectators to professional sports events. A steep rise in convention bookings promises a significant economic boost to the city this year and beyond.

While we lament the decline in Detroit over the past 60 years, we can still admire the efforts and successes of John and Horace Dodge and Detroit's other early industrial pioneers that transformed Detroit into a world leader at the beginning of the automotive age.

# Important Information

## COMMITTEE MEMBERS

### Personal Cell Phone Numbers

Barry Cogan (313) 445-0595  
Andra Cogan (313) 467-5851  
John Connor (586) 322-8518  
Cindy Myers (734) 341-6139  
Bob Palmer (616) 238-2531  
Mary Palmer (616) 690- 8897

## TOWING SERVICE

### Alders Towing/Flatbed Service

(248) 335-9541

## EMERGENCY

### Police, Fire and Medical Emergency

dial 911

## AREA HOSPITALS

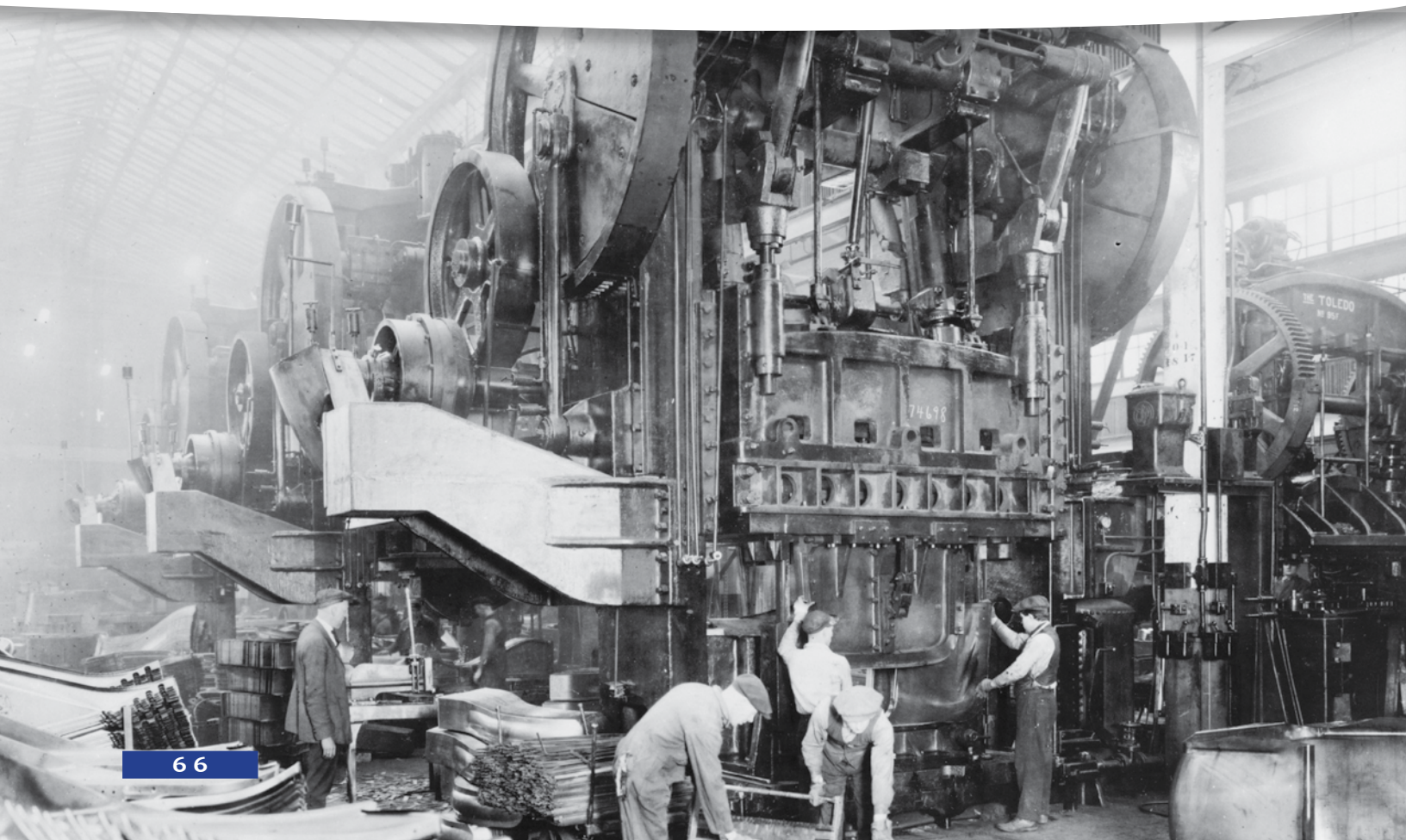
### Crittenton Hospital Medical Center

(248) 652-5000  
1101 W. University Dr., Rochester Hills, MI

## URGENT CARE

### Helping Hands Urgent Care

(248) 857-7878  
2157 Orchard Lake Rd., Sylvan Lake, MI  
8 am – 10 pm, Monday-Friday  
9 am – 7 pm, Saturday  
9 am – 5 pm, Sunday



**Mr. Lamborn** began working for Dodge Brothers in 1911. When he retired in 1956, he was a Vice-President and General Manager of the Dodge Division of Chrysler Corporation. His comments were published in 1964 in *Dodge News Magazine*, Volume 29, Number 1.

When it was announced that the Dodge Brothers would make their own automobile in 1914, hundreds of suppliers clamored to have their products used by the new auto makers. Among these products were tires. John Dodge decided to make a dramatic test that would prove to him which tires were best.

"Take 'em all up on the roof," he ordered, "and drop them off ...one at a time."

Workmen mounted the tires on rims, inflated them, and carried them up to the roof of the Dodge Brothers plant.

"Start droppin' 'em!" John Dodge shouted, from the concrete apron four stories below.

Again and again the tires were dropped. When a tire burst, it was eliminated. At the end of several hours of tire-dropping only one tire had survived the test.

"That's the blankety-blank tire we're going to use on our car!" John Dodge shouted, and stalked off to his office.

The first Dodge Brothers car was about ready to move off the assembly line to dealer showrooms. So John Dodge called a policy meeting. Present were several bankers, car dealers, and members of his staff.

When everyone was seated John Dodge stood up, hands on his hips. "All right," he challenged. "What are we going to sell 'em for?"

Everyone had his own idea of what these first Dodge Brothers cars should cost. John Dodge dutifully wrote their figures on the blackboard. The average was about \$1,500.

Dodge erased the blackboard. "Too damned high!" he roared. "We're going to sell 'em for --" He wrote the figure large on the blackboard. "--\$785."

The bankers blanched. Members of his staff groaned. The boss was out of his mind! \$785! Why, it cost them over \$1,000 just to build the cars.

"I say \$785!" John Dodge insisted.

For the next several weeks the Dodge Brothers and their staff lived with blueprints. For every protest John Dodge would stab a finger at a blueprint. "Why does this have to be bronze?... Why can't this be a casting?...Why can't this be steel?"

For the first few months of production Dodge Brothers lost money on every car they built and sold. But John Dodge's bullheaded persistence paid off. Gradually the cost was reduced. Many months after the appearance of the first car, Dodge Brothers started to make money at \$785!





# Centennial Tour • 2014 Dodge Brother's Meet



***We are profoundly grateful to the volunteers, donors and the Dodge Main Region of the Dodge Brothers Club who have dedicated countless hours to the success of this Centennial Tour – 2014 Dodge Brother's Meet.***

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Meijer  
Stoner (Stoner Invisible Wipes)  
Chris Suminski  
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*The cost of this Tour Book has been partially underwritten by a grant from the MotorCities National Heritage Area.*



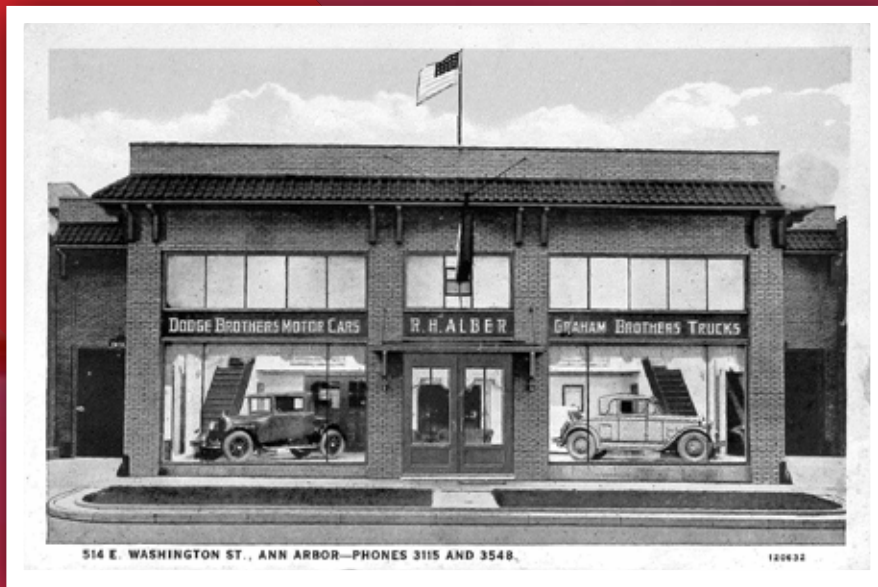
## *IOWA HERITAGE TOUR*

*June 14 - 20, 2015*

*Ames, Iowa*

Join us in 2015 for the Dodge Brothers Club 29th Annual International Meet in Ames, Iowa. The meet hotel will be the Quality Inn and Suites in Ames. We will visit the Amana Colonies, a Lincoln Highway Museum, Reiman Gardens, take a train ride, visit Living History Farms, and see the Hemken Automobile Collection and the Albaugh Chevy Collection. Mark it on your calendars.

For further information contact: Rick Hofmeyer at 563-422-8090, email [rhofmeyer@hotmail.com](mailto:rhofmeyer@hotmail.com) or Sandy and Dick Perry 309-762-6563, email [rwppack@aol.com](mailto:rwppack@aol.com).



One of the earliest dealers in Michigan for Dodge Brothers vehicles and Graham Brothers trucks was R. H. Alber in Ann Arbor. Art Deco began to take off in the 1920s as the new trend in style and design. R. H. Alber built this Art Deco style dealership building and then had a full color postcard published in 1928 to advertise this state-of-the-art structure. The service entrance on the left and the service exit on the right provided a balanced appearance to the building. The double front doors and the two interior staircases, one on each side, further added to the symmetry of the building. In 1928, this was one of the most beautiful Dodge Brothers dealerships in America.