

# Cranbrook Art Museum's Renovation Updates Design; Crowds Pack Opening

by Gerald Scott  
News Dept.

One of metro Detroit's cultural gems came back online recently and today it's a sight to behold.

The Cranbrook Museum of Art was closed for two years recently as the overall facility underwent a \$22 million makeover, something that helped bring the aging site up to 21st century codes and standards.

On a recent Tuesday afternoon, the Art Museum was packed with visitors, including those who take the guided tours, which are recommended for visitors who want to see storage rooms full of various artworks and other behind-the-scenes glimpses of how the restoration will position the Art Museum for greater glory.

"We are thrilled by our new building," said Stacy Simmons of the Art Museum staff while giving a public tour.

"We've been closed for the past two years under major renovation. If you have not seen the exhibit ('No Object is an Island,' the kickoff art exhibit), please do so.

"If you are familiar with what Cranbrook Art Museum used to be, the museum itself probably didn't look much different to you.

"The bottom line is that was the intent. We wanted to keep it in the same design of Eliel Saarinen, who was our original designer in the 1940s. 'What we did was we brought it to the new Millennium. We are now climate-controlled, we now have heating and cooling, so we can actually bring in artworks that we would never have had access to because we can keep it in a safe climate.

"We now have better light-



PHOTO: GERALD SCOTT

*The Cranbrook Art Museum reopened last week following a two-year, \$22 million renovation. The museum has increased the amount of display space for visitors to enjoy the artworks.*

ing so you can actually 'see' the artwork (better)."

The contemporary art museum was designed by the famed father-and-son team of Eliel and Eero Saarinen when they were the leading name in national design back in the 1940s.

It was Eliel Saarinen who first received the post-war commission from GM to design its Technical Center campus in Warren, but when Eliel died unexpectedly in 1950, it was Eero who took over and actually completed the design of GM's automotive campus.

Coincidentally, both the Cranbrook educational community and the GM Tech Center campus sit on about 320 acres each and the Saarinen family is famous for having designed both.

"We're trying to make visible what is normally invisible in the museum," said Museum Director Gregory Wittkopp to the Associated Press.

"This is about storing and preserving a great collection. However, then how do you layer that onto an educational

mission? There's a reason why other institutions in the world . . . don't really want to go in this direction.

"We, being at the heart of an educational community here, decided, 'Let's look at that challenge. Is there a way we can do both?'" he said.

Meanwhile, a new Collections Wing makes more accessible the museum's permanent collection of about 6,000

## U-M Report Says Michigan Turning Around Slowly

By KATHY BARKS HOFFMAN  
Associated Press

ANN ARBOR, Mich. (AP) — A continued rebound in manufacturing will help Michigan add jobs and end its economic downturn over the next two years, but recovering the hundreds of thousands of jobs lost since 2000 will take far longer, a University of Michigan economist said last month.

"Once Michigan's curse, the concentration of manufacturing has now become its blessing," George Fulton said at the university's annual economic forecast conference.

The state is on the upswing, albeit slowly. Fulton said he expects it will end 2011 with its first net job increase in 11 years, having added 64,200 positions. With the expected addition of 32,000 jobs in 2012



PHOTO: GERALD SCOTT

*Visitors enjoy the Cranbrook Art Museum's offerings following its reopening last month.*

works of art, architecture and design, including rarely seen works by pop art icons Roy Lichtenstein and Andy Warhol. (Those works are shown to visitors on the overall public tour).

For that matter, the Andy Warhol Foundation also donated 150 of the late artist's photographs to Cranbrook. Those photos are now more

easily accessible on shelves in the print study room.

That kickoff exhibit, "No Object is an Island," reintroduces visitors to the breadth and depth of the Cranbrook Art Museum's wider collections of contemporary art.

"Most museums bring out 100 of their best works and call it a day," Wittkopp further told AP.

"What we wanted to do was to show our collection is most valuable when it's continuing to inspire a new generation of artists."

Indeed, judging from the fresh returns, critical reviews and large crowds returning to personally tour the renovated facility, Cranbrook's resident art collection seems to be doing just that.



*A traffic jam in Los Angeles in 1953 looks somewhat modest by today's standards. Meanwhile, the Detroit auto industry is discussing whether it can actually meet the EPA's new CAFE standard of 54.5 mpg by 2025.*

## Auto Industry Reacts to Raising CAFE for 2025

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higher fuel standards. Someone please tell me what is wrong with GM becoming number one again by selling more fuel-efficient cars? Or perhaps someone could explain why Ford has made higher fuel economy its number one priority.

"It is time that the industry and the dealers got in step with the car-buying public in America and worldwide. People want cars that get great gas mileage and pollute less. It is a fact — just look at the numbers."

Shannon Baker-Branstetter, policy counsel for Consumers Union, the policy and advocacy division of *Consumer Reports*, said, "These standards will help consumers save money at the gas pump, cut pollution, and reduce the nation's dependence on foreign oil.

"Fifty-four-point-five miles per gallon by 2025 is a strong, achievable target that would save car owners thousands of dollars on gas over the life of the vehicle.

"Our surveys show car buyers want better fuel standards, particularly because they want to spend less on gasoline. These standards put us on the right track toward the development of affordable, quality cars that use less gas."

Norman Mineta, former U.S. Secretary of Transportation and former U.S. Secretary of Commerce, issued the following statement:

"I applaud the administration for today's announcement. This aggressive fuel economy target is exactly what the country needs to lower our dependence on foreign oil and reduce harmful emissions. It also helps pave the way for new environmentally responsible, higher-mileage vehicles resulting in energy independence for all Americans.

"To meet these ambitious goals a number of advanced technologies will contribute to enhancing the efficiency of our vehicles and most of the improvement will not come from hybrids or electric vehicles — but instead will come from dramatic improvements in today's internal combustion engines.

"I encourage the administration and Congress to remain technology-neutral as they consider ways to move forward with these ambitious fuel standards."

On a related note, the U.S. Environmental Protection Agency and the Department of Energy are releasing the 2012 Fuel Economy Guide, providing consumers with information that can help them choose a more efficient new vehicle that saves them money and reduces greenhouse gas emissions.

Fuel economy leaders within each vehicle category — from two-seaters to large SUVs — include widely available products such as conventional gasoline models and clean diesels.

## New Military Museum Focuses on 20th Century

by Gerald Scott  
News Dept.

Just when you thought you knew everything about the state's contributions to the proverbial "Arsenal of Democracy," along comes the Michigan Military & Technical Society's new museum in Eastpointe.

Called the Michigan Military Technical Museum for short, the new nonprofit facility actually opened on Nov. 11 — Veterans Day, appropriately enough — and is now available for public tours on weekends.

Chris Causley, an inventory manager with TACOM in Warren, is the facility's founder and president and he offered a tour the other day.

Perhaps what's most unique about the facility, which can be found online at [www.mimths.org](http://www.mimths.org), is that it's dedicated to the contributions of all of Michigan to 20th century warfare and not just that of Metro Detroit or Southeast Michigan alone.

The Military Museum is a 501(c)(3) nonprofit charitable entity and it occupies about 11,000 square feet of display space inside a former community center on Stephens (9-1/2 Mile), just east of Gratiot Ave., in Eastpointe.

"It's owned by the city, we're leasing it from the city of Eastpointe, we're responsible for the upkeep and the lawn mowing and the snow removal and all the bills," Causley said.

"It's (still) a polling station for two precincts, we have to give them access to it for elections. It seems to work out well for both sides. Otherwise, they were just going to shutter it and mothball it and if they did that, they would have to relocate the polling station."

Where the Military Museum is unique, compared to say, the Yankee Air Museum in Ypsilanti, which deals strictly with World War II, the new Eastpointe museum has a broader mission.

"What we're focusing on, our mission for this museum,

is Michigan's contribution to 20th century conflict," Causley said.

"Everybody is fairly aware of the whole Arsenal of Democracy and World War II part of it, but Michigan did a lot in World War I.

"One, the first people (President Woodrow) Wilson called was Henry Ford — and he actually offered Henry Ford that job of overseer of production, kind of like what (GM President William) Knudsen did in the Second World War.

"Unfortunately, we geared up late (1917-1918) and by the time most of the stuff was rolling out of the factories, the war was over."

The museum does a nice job of chronicling Michigan-related weapons and armaments stories and histories that you're probably not aware of, such as that the GM Fisher Body plant on Fort Street in Detroit actually built 1,600 British-designed de Havilland DH4 bi-wing airplanes for use in World War I.

Notes the exhibit, "It was the only American-manufactured aircraft to see combat

use in France with the Army Air Service. It was primarily used for day bombing, observation and artillery spotting.

"Several manufacturers made the DH4 in the U.S., including Michigan's own Fisher Body."

The museum presents its wares in chronological order — World War I, World War II, Korea and so forth but the bulk of the Museum's offerings, coincidentally or not, come from World War II because so much memorabilia and vehicles are available.

"But even today: Korea, Vietnam, the Cold War, there's a lot of things (to remember and discuss)," Causley said.

On display are a variety of World War II-era artifacts, including a 1942 Ford-built Jeep, a 1942 firefighting water pump unit made by Chrysler, and a marine engine made by Hudson Motor Car Co., which is rarely mentioned when discussing OEMs of the Arsenal of Democracy era.

Causley, who grew up in Eastpointe, has been collecting military items since he was a kid and he has a wide variety of vintage Army hel-

rets on display.

"There were 22 million (Army) helmets made during the Second World War and 20 million of those were made by McCord Radiator Corp. in Detroit. The other two million were made by Schlueter in St. Louis. This is a McCord-made helmet, that came out of a Civil Defense shelter. This is what they looked like when they came off the line at McCord Radiator," he said.

Causley added that McCord Radiator, largely now lost to history, was actually located where the GM Poletown factory is now at the Hamtramck-Detroit border and was a big supplier of military equipment during World War II.

Causley has a sharp eye for detail — he credits the Packard Liberty engine, for example, for emerging out of World War I and effectively revolutionizing all engine development from there.

Reads the Packard Liberty engine display history notes, "The engine was a modular design, easily adapted to mass production by various subcontractors."



PHOTO: GERALD SCOTT

*Facility President Chris Causley with some of the inert armaments on display at the new Michigan Military Museum in Eastpointe. The museum highlights the entire state of Michigan's role as the proverbial Arsenal of Democracy.*