2012 Marks 95 Years in the Truck Business for Chevrolet

DETROIT - It started with a simple idea – a few car chassis fitted with hand-built beds to help carry materials around a booming car factory. Before long, millions of Chevrolet pickups were woven into the fabric of a fast-growing country.

Chevy trucks tackled the toughest jobs on farms and in the fields. hauled tools and lumber to the burgeoning suburbs and carried families and friends into the wilds for well-earned vacations.

The legacy that Chevrolet trucks have built over the last 95 years is important to protect,' said Don Johnson, Chevrolet vice president of Sales and Service.

"The best way for us to do that is by delivering the capability and technology our customers have grown to expect, in both our current trucks and in our next generation of full-size pickups.'

Here are some Chevy truck highlights:

• 1918 Four-Ninety Half-Ton -Although there are indications that some Four-Ninety based trucks were built for internal use in 1916, and that a few even earlier chassis may have been converted to ambulances and sent to France in 1914, the first customer chassis appears to have been built in Flint on Nov. 22, 1916, and shipped from the factory on Dec. 2 that year.

four-cylinder models Two marked Chevrolet's formal entry into the truck market for the 1918 model year. Both were cowl chassis units that came from the factory with only frontal sheet metal. It was customary at the time for buyers to obtain a wood-



1961 Chevrolet Corvair Ramp-side truck

van body to suit their purposes.

Priced at \$595, the half-ton Light Delivery cowl chassis was essentially a bodyless Chevrolet Four Ninety car equipped with stronger rear springs. Mounted with a pickup box or panel body, it provided an agile and economical light-delivery truck for small businesses popping up across America in the boom following the First World War.

The second model, a 1-ton capacity 1918 Chevrolet "Model T' (presumably for "Truck") cost \$1,125 without a body. It was based on the FA-series car, and was built on a truck frame that was longer and stronger than the halfton model. A 37-horsepower engine gave the larger truck the power to haul heavier loads at a governor-limited top speed of 25 mph.

en cab and cargo box or panel simple cowl chassis models were replaced in the 1930s by factorybuilt pickups, which initially came with roadster and closed bodies. Chevrolet bought the Martin-Parry body company in 1930 and quickly began selling steel-body half-ton pickups complete with a factory-installed bed.

At the heart of these new pickups was a new Chevy inline sixcylinder engine, which soon earned names like "Cast Iron Wonder" and "Stovebolt" for its rugged design. First produced in late 1928, the new engine had a modern overhead-valve design. Inline sixcylinder engines became a mainstay in Chevrolet cars and trucks for decades to come.

By the mid-1930s, half-ton pickups with factory-installed steel boxes had become the lifeblood of the truck market, with brands • 1930 Chevrolet Pickup – The like Mack, Studebaker, Reo, and



1937 Chevrolet half-ton pickup truck

International competing with U.S. economy began to recover Chevy, GMC, Ford and Dodge.

Pickup – In the mid-1930s, as the in a reviving truck market.

from the Great Depression, • 1937 Chevrolet Half-Ton Chevrolet pushed for leadership

UDM Launches Scholarships

University of Detroit Mercy has established a Michigan Scholars Endowment Fund to increase the enrollment of academically talented Michigan high school graduates.

Through the generosity of the Mary G. Strange Charitable Trust, which has pledged \$1 million, UDM has begun to raise a match of \$2 million for this newly created endowment scholarship fund. This 2:1 challenge grant will match gifts of all sizes for this endowment.

When the challenge has been concluded, officials say, at least \$3 million will have been raised to provide full scholarship support for a distinguished group of high school graduate to attend the UDM.

The challenge solicitation period began July 1, 2012 and will conclude on Dec. 31, 2014. This is part of an overall campaign.

Manufacturing 'Hot Topic' Panel Emerges

of local manufacturing professionals is working with Macomb County and Sterling Heights economic development officials to launch a series of panel discussions designed to provide assistance and network opportunities to strengthen and promote area industry.

The "Hot Topics" events will provide information on how manufacturing peers faced a particular challenge, resolved the issue and excelled in this challenging economy.

The first such one-hour, 12noon-start-time event is scheduled for Weds., Oct. 24 at the Velocity Collaboration Center in Sterling Heights.

Representatives from Fitzpatrick Manufacturing, Serapid, Macomb Community College Workforce Development and Michigan Works! will be on hand to share how to find and train the right employees.

They will also share their experiences on how to adapt employees to new equipment, processes

STERLING HEIGHTS - A team our trials and accomplishments event must confirm attendance through this series of Hot Topics, we can help fellow manufacturers get over the hump and take advantage of a promising future."

Manufacturers or other visitors interested in attending the

by contacting Velocity at (586) 884-9322 or tjarzab@sterlingheights.net. It's a free event. Box lunches, courtesy of Fitzpatrick Mfg., will be provided to registered visitors.





and technologies.

Kevin LaComb, president of Fitzpatrick Manufacturing Co. of Sterling Heights, applauds his fellow manufacturers for spearheading this peer assistance group. LaComb explained that after years of struggling, cutting costs and hanging on in the recent recession, his company has rebounded and many of his fellow manufacturers are now optimistic about today's resurgent market and are ready to excel.

"I'm not going to lie, it was tough," LaComb said about surviving the past economic downturn. "I just hope that by sharing



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