

Famous Automobile Manufacturer Joins Higgins-Tucker

Added to the long list of great names in engineering research and production now in the employ of Higgins Industries is the illustrious name of Arthur Chevrolet, as Chief Test Engineer for Higgins-Tucker Engine Plant. With a background of a lifetime devoted to engine maintenance, engine construction, engine design, Arthur Chevrolet has a job ahead of him as tough as any he has ever tackled before in his life.

Chevrolet — Chevrolet — the name sounds familiar, doesn't it? Well, it should, because back in 1911, Arthur and Louis Chevrolet founded the Chevrolet Motor Car Company. This was way back when automobiles were used, and built, and designed for thrills—when the testing grounds were the speedways of the country. Let's look into the history of automotive engineering a little bit, and what do we find:

In 1907, Arthur and Louis Chevrolet went into business designing automobile racing engines for some of the greatest drivers the world has ever known. In 1908-9-10, they were commissioned by Buick to build racing engines to be used on all the speedways of America—dirt track and paved speedways. These engines, designed and manufactured by the Chevrolet Brothers for Buick, were acknowledged to be the tops in the country.

In 1911, after seeing their engines, their designs, their principles, their ideas successfully competing against the nation's best, the Chevrolet Motor Car Company was founded.

In the ensuing years, it is common knowledge that the motor cars they built rapidly gained favor among thousands and thousands of satisfied and contented users of their cars. People found the performance of the engine, the comfort and riding pleasure far beyond their expectations. After four years of production in tremendous quantities for those days, W. C. Durant, the financier of the company, decided to sell out to General Motors, and the purchase was finally consummated back in 1916.

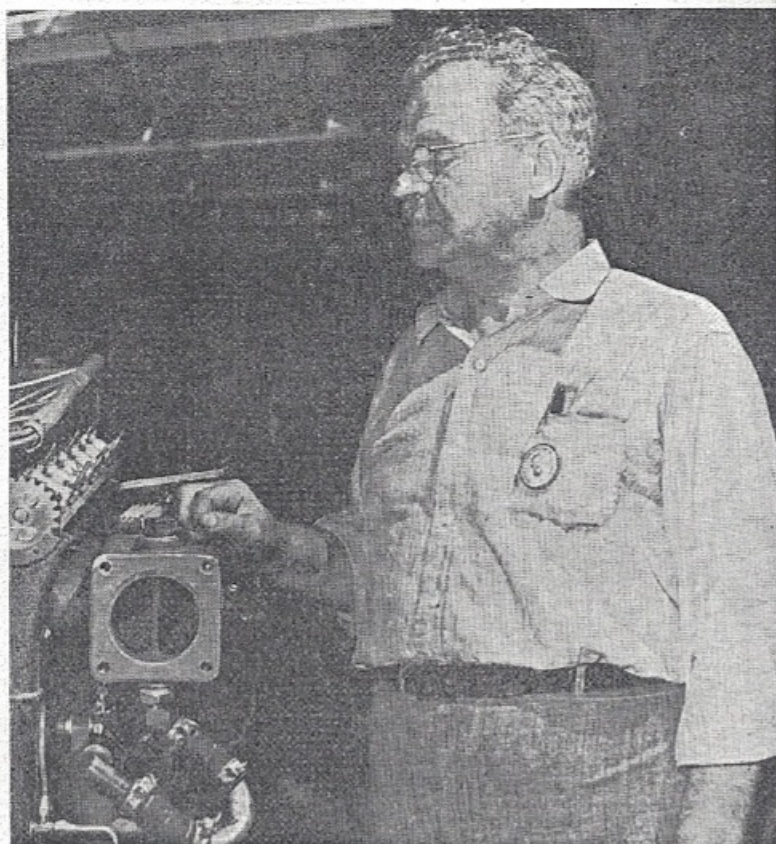
After the purchase by General Motors, with their financial backing taken from them, both Arthur and Louis Chevrolet were left out in the cold. They had developed a great motor car, they had developed an even greater engine, but all this amounted to nothing when the financial minds behind them decided to sell them out; and so they had to begin all over again.

With true American pioneering spirit, they started a shop in 1916 to develop and build racing engines for some of the country's leading racing enthusiasts. Production, development, and research proceeded along in grand style—so much so, that in 1920, this little shop had grown into a large factory, which was producing Frontenacs and many other racing engines and even many experimental engines.

In 1920, the Frontenacs they were building, finally broke into the winner's circle at the 500-mile Indianapolis Memorial Day Race, when Gaston Chevrolet, the younger brother of Arthur and Louis Chevrolet, piloted his Frontenac-Chevrolet designed motor car to victory. Gaston's glory, as a winner of the Indianapolis classic, was short-lived, when he was killed in a race on Thanksgiving Day, in 1920.

Again in 1921, a Chevrolet-designed and built Frontenac won the Indianapolis speedway classic, with Tommy Milton behind the wheel.

These successes developed a great deal of enthusiasm for Chevrolet-designed racing cars; and in 1921, the brothers began



Master motor builder, Arthur Chevrolet, one of the founders of the Chevrolet Motor Car Company, is Chief Test Engineer for one of Higgins Industries' greatest enterprises, the Higgins-Tucker Engine Plant.

production on a dirt-track racing car, which became famous throughout the world as the "Fronty" dirt-track car. Some of the greatest names in all racing history served their apprenticeship on



ASSEMBLY LINE GENIUS—"Hank" Smith, high-speed production assembly line genius, is ready to supervise production of tremendous quantities of Marine engines, designed and developed by Higgins-Tucker Engine Plant.



From the Arctic Circle to the Equator, Higgins landing boats put American forces on the beaches of enemy-held territory.

The above photograph shows three Higgins landing boats, built in the City Park plant of Higgins Industries, approaching the beach with American soldiers in Holtz Bay on the Island of Attu in the Aleutians. Note the soldiers huddled in the Higgins boats to escape Japanese fire.

Associated Press Wirephoto

these cars; and when we look back over the years and hear of Frank Lockhart, who was the proud owner of a "Fronty" many years before he was killed at Daytona Beach, Florida, trying to set a new world's speed record in a Stutz Blackhawk. We find Wilbur Shaw, Louis Meyer, three-time winners of the Indianapolis speedway race—Bill Cummings, Fred Frame, Louis Schneider, and many others who owed their fame to the racing skill they developed on Chevrolet-built "Frontys."

In 1928, the Chevrolet brothers began to develop aircraft engines of a radical and different design. The engines they built were four and six cylinder inverted-in-line air-cooled engines of a type now being built by the Fairchild Aviation Company, as their "Ranger." Then came the depression.

After struggling for three years to keep the plant going against tremendous and overwhelming odds, with financial difficulty stalking them all the way through, they finally called it quits in 1932. Then the partnership broke up. Arthur Chevrolet went to work for Cummings-Diesel, as a research engineer and did a terrific amount of pioneering on the development of diesel-powered engines.

In 1934 and 1935, Preston Tucker, who was then in partnership with Miller, in the Miller-Tucker Engine Company in Detroit, enlisted his aid in the development of the "mighty Miller" engines. "Mighty Millers" are small engines used in midget auto racing cars, capable of terrific speeds and renowned for their tremendous power. Arthur Chevrolet's work there also included the development of the Offenhauser midget auto engine, which has added many laurels to the men who take their lives in their hands driving these 71" automobiles, which they have to get into with a shoehorn.

Chevrolet went back to work at Cummings-Diesel in 1936 and continued to work on his development of diesel-power until he left there to join Higgins-Tucker at Ypsilanti, Michigan, back in 1942.

Now Arthur Chevrolet is once again doing his favorite type of work, that of developing engines—this time his brother can't help him, because Louis Chevrolet died late in 1941.

Having built automobile engines and aircraft engines, he is now embarked on the production and development of Marine engines, which type each of us will have a

A Speedy Production Line Assured At Higgins-Tucker

Henry H. Smith, nationally known as "Hank," came to New Orleans six weeks ago as superintendent of the production line assembly at the Higgins-Tucker Engine Plant.

"Hank" Smith has a background in engines and engine production that has made him one of the most famous specialists of as-

sembly line production in the country. His history and background is like the history and background of the automotive field. Let's look at the record.

In 1910, he served his apprenticeship with Packard, in the building of Packard engines. In his spare time, he was famous at the College Inn of the Old Griswold House in Detroit, as the boy Irish tenor. In between mechanical work at various engine plants, he toured with Gus Edwards; for the Schuberts and many other leading theatrical producers and managers of road companies.

In 1914, with the impatience of youth, and to get a job over with that had to be done, he joined the French Foreign Legion and

reason to be proud of their performance in our Higgins-built boats. The editor of the Eureka News Bulletin, and all the employees of Higgins Industries, welcome Arthur Chevrolet into the Higgins fold, knowing that he will make history with Marine engines, the same as he has made history with engines of other types.

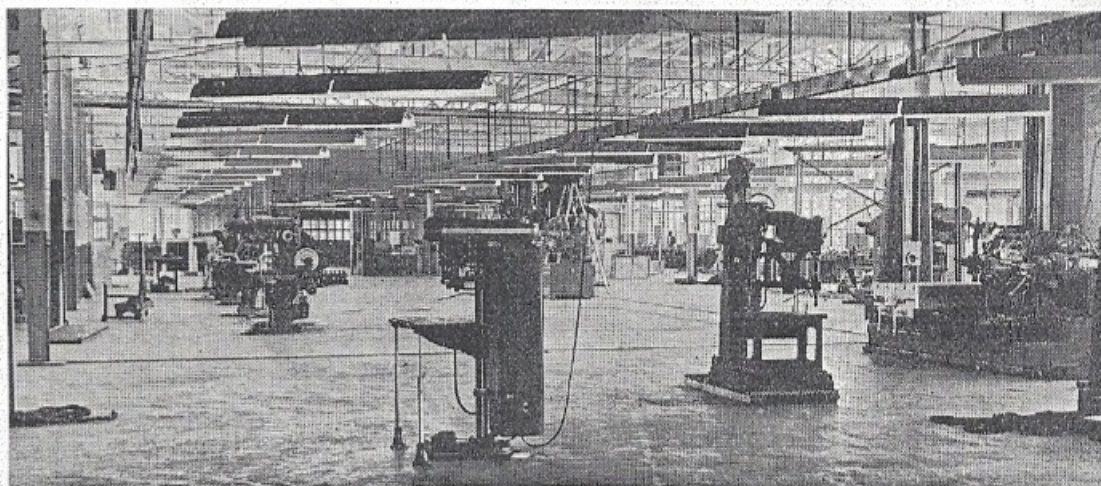
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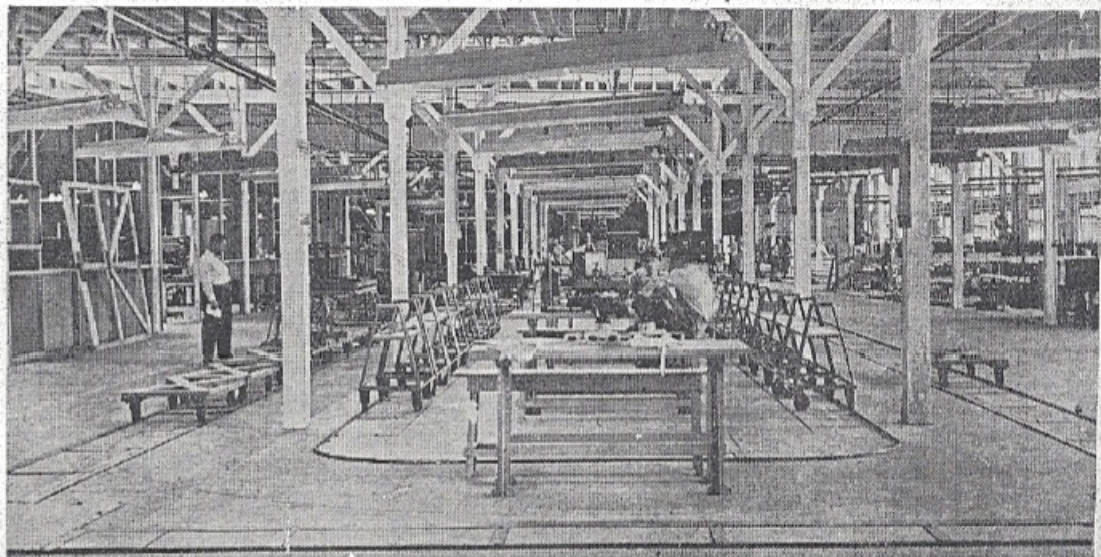
served in Africa. In 1915, he joined the United States Army and did engine maintenance and repair work until he was discharged in 1919.

After his discharge, he became a cotton farmer and was assigned the task of helping to salvage property and lives after a terrific tidal wave, which left 498 persons dead in Corpus Christi, Texas. In 1920, he joined the Lockwood-Green Company at New Branfels, Texas, where he supervised the construction of a fine goods cotton mill, which is today operating and producing Blue Bonnet Gingham.

In 1925, he went to Syracuse, as the supervisor of construction and training, with the Brown-Lipe-Chapin Division of General Motors, who were manufacturing gears and differentials for the parent company. From 1927 until 1932, he was in his own business



HIGGINS-TUCKER ALMOST READY—In the very near future, the Higgins-Tucker Division of Higgins Industries, Inc., will begin production on Marine diesel engines. Designed on a production line basis, most heavy equipment is now installed and is being tooled.



After an engine block has been bored, at Higgins-Tucker, it is placed on these trolleys and makes a circuit wherein successive parts are added until the engine is completed.