

## When GMC.....

(Cont'd from P. 10)

The Gaylord car sold for around \$1,250. In 1910, a Ford Model "T" could be purchased for \$750. By 1914, a Ford could be had for as little as \$510.

Clearly, in a day when the average daily wage ranged from 25 cents to three dollars a day, economically, the Gaylord could not compete and the company was forced to close.

Although the company literature advertised that the Gaylord was capable of speeds of up to 35 miles per hour, Polus found that on modern paved roads the car was capable of easily reaching speeds of 55 miles per hour, "which makes me wonder," Polus would write, "just what (modern car manufacturers) have accomplished all these years."

In keeping with the line, "everything old is new again," the Gaylord is right in fashion, gas economy-wise, getting a very respectable 30 miles per gallon and taking on up to 10 gallons at a fill-up.

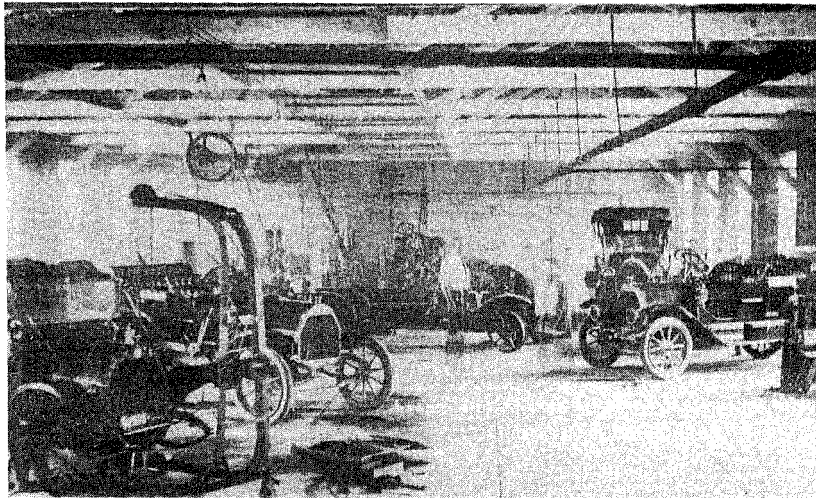
**AS FAR AS FANCY** optional equipment goes, there isn't much. The car relies on a gravity-feed fuel system, as well as gas headlamps and kerosene side and taillamps for night travel. There is no battery wiring, no light bulbs, no electric ignition, no generator or windshield wipers. The exhaust system is a marvel of simplicity, the muffler consisting of two pieces of hardware store-variety stovepipe covered on both ends by cast iron brackets and held on by four bolts.

The one big added feature on the dash is an oil gauge that is so simple and functional it would bring tears to the eyes of an inventor. The round brass gauge has a glass window and is attached directly to the oil pump. When oil stops splashing up on the window of the gauge, you know your oil pump has quit.

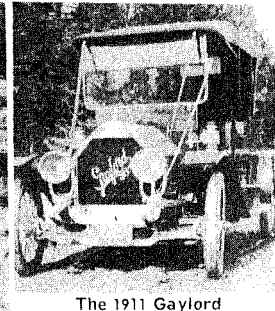
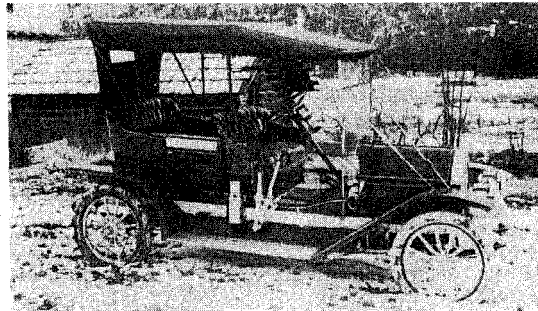
Although "Old 94" is listed as having about 30 horsepower, according to Polus, by standards used to measure present-day engines, the actual horsepower of the car is closer to 90 horses.

"I have several antique cars..." Polus wrote to the Herald Times after its test run in 1974. "But the Gaylord car is my favorite, the pride of Gaylord, and long may she reign."

Thanks to his efforts, and the efforts of those who care enough to bring her home, "Old 94" may return to her kingdom soon to begin doing just that.

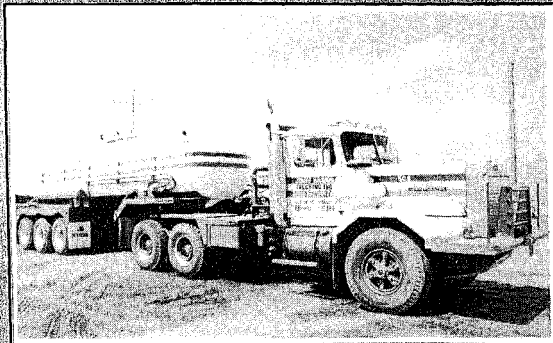


**THIS IS HOW** the Gaylord car manufacturing plant looked in its hey day between 1910 and 1912 when over 400 cars were produced here. William Mackowiak, grandfather of Herald Times Editor Arnold Mackowiak, and a company shareholder, is the man at right.



The 1911 Gaylord

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