

For years afterwards he remained deeply mistrustful of worker's organizations, often refusing to negotiate with them at all.

Wix

Established in 1939 by Jack Wicks and Paul G. Crawshaw to manufacture replacement filters to inside costly filter cases, Wix started with a flourish, able to sell all the filters it could make into a automotive market that boomed briefly after the Depression.

Then World War II broke out, and supplies of essential materials were cut, threatening Wix's survival. In response, Wix people showed determination and resourcefulness by developing new filter cartridge materials. A small supply of steel was still necessary, so Wix people went out and collected empty oil cans from service stations, from which they stamped parts. Again, when knitting companies were no longer able to supply knitted sock material, Wix people found discarded machines in a junk yard, cleaned them up, and used them until the end of the war. Their perseverance paid off, and by the end of the war Wix was even supplying filters to American forces in the Pacific.

Wix went from strength to strength. In 1955, Kingsley Humbert and Paul Francois perfected the design for a spin-on oil filter conceived and patented by Jack Wicks. The filter revolutionized the industry, and became standard equipment in new cars.

Spicer Clutch

In 1936, Seth and James Atwood, owners of the Atwood Vacuum Machine Company, acquired the rights to several clutch designs invented by C.A. and W.V. Thelander. W.V. Thelander also joined the company and completed the designs, and production began in 1938 when an old plant was purchased in Auburn, Indiana.

Demand proved so great that a new plant was built, ready in time for war emergency. The plant not only supplied all the clutches for the Willys and Ford Jeeps, it supplied clutches for International Harvester's M-5 Prime Mover and for Allis-Chalmers track-laying tractors. In 1947, Auburn Clutch joined the Dana family. Later, Brown-Lipe and Monmouth clutches were consolidated into the company, and Auburn was renamed the Spicer Clutch Division.

9th vignette

World War II

World War II was a conflict of unprecedented movement -- with faster, more flexible machinery covering vaster distances and more diverse terrain than ever before. Yet almost every type of vehicle used by the Allies in combat service, on land, on sea or in the air, was equipped in some way with one or more Spicer products. That Spicer people were able to contribute so greatly to the war effort testified to their dedication, and the preparations they had been making as far back as the early 1930s.

Because of their heavy truck experience, for example, Spicer people worked with the army on developing equipment that would be suitable, with minimum change, for military use.

Most famously, though, Spicer was intimately involved in the design and manufacture of the Jeep, the light reconnaissance car that was the envy of the Axis powers. Robust, capable of fast transportation of men and military equipment, the Jeep gave the Allied armies a significant advantage in mobility. Spicer not only designed the four-wheel drive and axle, but also supplied the parts in huge volume.

Other companies in the Dana family contributed massively to the war effort as well. Salisbury, Victor and Perfect Circle products were everywhere. Parish manufactured heavy frames, while Weatherhead supplied artillery shells and parts for the B29 bombers. The General Drop Forge provided equipment for the B-29, as well as the Aircobra, the Wildcat and others.