

JONATHAN DIXON MAXWELL.....SECTION D LOT 147 SPACE 9

HIS OBITUARY READS: "J.D. MAXWELL, PIONEER MOTOR CAR MAKER DIES"

J.D. Maxwell was one of three men who built the machine regarded as the predecessor of the modern automobile. It is now stored in the Smithsonian Institute in Washington D.C. A \$7.00 buggy, built in Peru, provided the body for America's first successful horseless carriage, built in Kokomo, Indiana, in 1884. A one-horsepower, converted, marine engine powered it. The road test was a non-stop, round-trip distance of one and one-half miles east on Pumpkinville Pike and back to Kokomo; at a speed between 7 and 8 miles per hour; E. Haynes, E. Apperson and J. Maxwell drove the car.

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Jonathan Maxwell was born in England and came to this country in the late 1870s. He spent his boyhood years living in Peru with his parents. Around the turn of the century, he moved to Michigan where the automotive industry was finding its beginnings.

The Maxwell was the first car to sell for \$500, a two-cylinder runabout with a planetary transmission. The Conduitt Automobile Co. wrote: "The good Maxwell is being built on a sound basis of low-cost, high-quality production on a large scale. It is that fact that has caused the good Maxwell to score one of the really great successes in America motor car annals."

In 1903, Henry Ford approached Maxwell to form an alliance with him to dominate the low price field of motor cars. Even though Mr. Maxwell declined his offer at that time, the two men became close friends.

Mr. Maxwell was the inventor of the siphon cooling system in 1903. An alliance with R.E. Olds led to developing the first Oldsmobile. Maxwell's design led to the predecessor of the Plymouth. He also had an active part in perfecting the Northern car, and was superintendent of the plant where it was manufactured.

Five years later he perfected the eight and twelve cylinder motors. A car specifically made with a twelve-cylinder motor ran 115 miles per hour when tested on the Vanderbilt track in Long Island that same year. He formed his own company in 1924. However, due to the high cost of manufacturing, he later reorganized with Hugh Chalmers; their company became the Chrysler Corp. He also served as vice-president of the United States Motor Company.

Buried March 9, 1928