



Michigan Woodworker

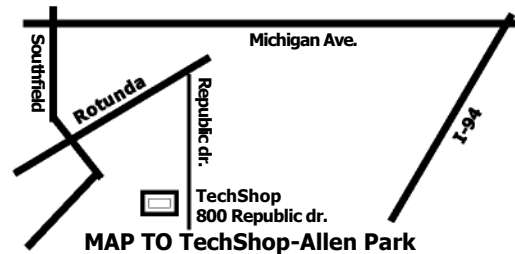
www.miwoodguild.webs.com



Michigan Woodworker's Guild (Est. 1981)

**Sunday, January 10, 2016
2:00 - 4:30 PM - Sharpening
Presentation by Guild Members**

The January luncheon will be held at Jimi's in Royal Oak on Thursday the 28th beginning at 1:15 PM



Upcoming Events

Month	Meeting Date	Topic	Speaker	Location	Luncheon Date
Feb 2016	Sunday 14th 2:00 – 4:30	Finishing	Ed Stuckey	Royal Oak Senior Center	Thursday, 25th
March 2016	Saturday 19 th 12:01–4:30PM ^h	Showcase Of Skills	Member's Displays	Livonia Senior Center	Thursday, 24th
April 2016	Sunday, 10 th 2:00-4:30PM	Intarsia	Kathy Wise	Tech Shop In Allen Park	Thursday, 28th
May 2016	Sunday, 15 th 2:00-4:30PM	Construction Processes	Will Stanford	Tech Shop in Allen Park	Thursday, 26th
June 2016	Currently TBD, June may be part of the annual summer shut down period.				
July 2016	July is our annual summer shut down period.				
August 2016	Sunday 14 th 12:00 – 3:00	Annual Picnic	n/a	VFW Park, Royal Oak	Thursday, 25th
Notes	All luncheons are held at Jimi's in Royal Oak at 1:15 PM				

President's Corner

By Dr. Gary Assarian

The year is quickly coming to an end. We had a wonderful conclusion to our 2015 program schedule. Our featured guest speaker did a great job highlighting the history of the Ford Motor Company. On behalf of the guild I'd like to thank Bill Rigstad for arranging our December speaker Bob Kreipke. The Ford motor company in particular seems to touch the number of peoples lives and certainly played a important role in the defense of our country. It's good to remember where we've been so we can better chart where we are going.

I'd also like to congratulate the officers who were elected along with myself . We will have the pleasure of serving the entire guild for the next year. I'd like to welcome Ann Ivory as the Director of the membership and also Will Wilson who will serve as the vice president and programs director. The board has a full agenda for the upcoming program year and we will look forward to participation by all of our guild members.

The holiday season is now coming to a quick end. It always seems that it should last longer for the amount of preparation that goes into it. Regardless, it's always great to see family and friends in a festive atmosphere. I know there are number of members, like me, who did not finish all of the projects scheduled for the holiday. I unfortunately got way behind due to an illness which kept me from being in the shop. Thus a number of items which I planned to give away as gifts we're given as IOUs. So going into next year I will have a lot of things to do in the queue. I don't know if any of you had the same experience. No matter when I begin I never seem to be finished. Does that sound familiar to anyone? I guess it is a good problem to have.

Our 2016 programs start off with the review of sharpening techniques, organized by Jim Kudej. This will feature a number of guild members demonstrating different sharpening systems. It is sure to be a good overall review of sharpening tools and techniques. This is the first time to my knowledge that the guild has offered such a program and it should be a good one. The program will be held on Sunday, January 10 at the Tech Shop in Allen Park from 2:00 to 4:30 PM. We look forward to you being there. Also, please remember that our February program we'll be at the Royal Oak Senior Center. On February 14, the program will feature Ed Stuckey speaking about finishing. Ed will cover a variety of topics related the preparation for finishing and feature several finishing techniques. Ed gave the similar talk a few years ago and it was extremely popular.

During the coming year the board will continually strive to improve the quality and relevance of the programs that we offer for this and the coming years. We will improve our communications with the membership through and updated and integrated website which will have new improve features. The effort to improve The website has been approved and funded. The updating of the website is under the direction of Bob Mills. We hope that you will continue to provide valuable input to make our website truly useful to our membership.

One of the items which the guild board will address early on will be the delivery of our newsletter. Historically we have mailed the newsletter to the membership. Over time, and with the improvement of our email lists, we have substituted mail with the electronic delivery of the bulletin for a majority of our members. Logistically ,it is far easier for the board to offer only the electronic version of the bulletin. Also mailings are costly. However, we realize that not all members utilize email which is the dilemma.

The board is in the process of determining whether or not a mailed version of the bulletin should be available. Would this create a hardship? All will be taken into consideration.

Many clubs have done away with mailing of communications with members. As mentioned this creates an administrative hardship on the board members to fulfill this function.

The board has determined that the bulletin should continue to be our primary means of communication with the membership. The vehicle in which the bulletin is delivered remains the question. The board will address this issue earlier in 2016 and will inform the membership of our decision. Please keep in mind that whatever our decision is it will be in the best interest of the guild. All of these items take a great deal of time and effort and it's difficult to ask those who are already doing a great deal of work on a voluntary basis to do even more. We will make the determination considering all sides and render the best solution possible. A Happy Holiday greetings to all of the members of the Guild. I am sure you are all in warp drive to get things done for the holidays. Good Luck!!

ANNUAL GUILD ELECTION OF OFFICERS

The December meeting included the annual election of officers. The list of officers for 2016 is shown below. All of the board members were elected by acclaim from those present at the meeting.

President – Gary Assarian

Vice-President – Will Wilson

Treasurer – Ed Stuckey

Secretary – John Dolinsky

Officers-at-Large: Clay Bolduc, Tony Gigliotti, Al Goldstein, Mike Holden, Bob Mills, Greg Smith,

The following are the Standing Committee members that have been appointed by the President with the consent of the Executive Board:

Head Librarian – Gale Oosterhart

Membership – Ann Ivory

Newsletter Editor – Pete Goddard

Programs – Will Wilson

Publicity – TBD

Special Committee Chairs:

Toy Project -- Ken Wolf

Special Projects – Jim Kudej

Special Projects – Bill Rigstad Web Site – Bob Mills

MWG 2015 Toy/Box Program Final Summary

On December 14 the toys and boxes from our guild's 2015 program were delivered to a grateful Children's Hospital staff who seemed a bit overwhelmed by the 26 boxes we delivered. Thanks to the efforts of our participating members, 2015 was a record breaking year as we delivered 511 toys, 31 plain boxes, 21 tool boxes and 11 memory boxes. Our member participation was the highest in many years and toy quality was the best in the 18 years I have been involved with this program. Congratulations on a community service well done!

As we look at 2016, it would be desirable to involve even more members in our program to spread the workload more evenly and to offset reduced output by some members who have indicated that they will be reducing their toy quantities in 2016 to meet their available time after finding it too burdensome to continue to produce at their 2015 levels (several members delivered over 90 toys that they produced by themselves). Children's Hospital is also opening a second hospital to better serve our northern suburbs which increase their need (if we choose to support both locations). We learned that our supply of memory boxes was not adequate during 2015 so I will increase our goal in that category in 2016.

Based on current hospital feedback, our **goals for 2016** will be as follows:

Toys 450 Plain Boxes 45 Memory Boxes 20

For new guild toy program participants, your guild will supply the wheels, axles and washers for toys you build and donate to Children's Hospital. Hospital guidelines and suggestions for toys are available on our website as well as some patterns that we currently have been using for the toys. You are also free to use other designs as well your own ideas for toys. Please contact me if you have questions, desire patterns/guidelines at a meeting or need wheels/axles/washers for toys at wolfkenneth@att.net or 734-981-3423. Together we can continue to meet the hospital need and maintain our strong community service commitment.

Ken Wolf

MWG Meeting Review
Holiday Meeting
Robert Kreipke – Ford Motor Co. History
12 September 2015

Members and spouses attending the Guild annual Holiday meeting were treated to a presentation by Robert (Bob) Kreipke, Corporate Historian at Ford Motor Company (FMC). One cannot live in the Detroit area without eventually knowing a bit about Henry Ford and the FMC. Many members have worked for Ford at one point or another. As one might expect from his title, Bob knows quite a bit more than most of us about Henry Ford, the company he built, and the effect the company has had on our lives. As he stated, the life of everyone in the room has likely been impacted by Ford, perhaps in ways of which we were unaware prior to his talk. It was noted that Bob has authored several noteworthy books on Ford, three of which are currently offered by Amazon, and all of which are going on my must-read list: 1) *The Model T: A Pictorial Chronology of the Most Famous Car in the World*, May 31, 2014; 2) *Ford Motor Company: The First 100 Years: A Celebration of Historic Photographs*, Sep 5, 2003; and 3) *Faces of Henry Ford*, Jul 31, 2013.

For woodworkers, there really is a Ford link to wood. Early Model Ts required 250 board feet of hardwood for parts. Wood parts include bodies, floors, wood wheel spokes, and ignition coil boxes, among others. To meet this need Ford owned 1/3 of Michigan's Upper Peninsula, including the timber rights for hardwood and mineral rights for iron ore. There were many lumber mills to transform trees to lumber, and many woodworkers to produce and oversee installation of the many wood parts.

Bob's slides began with the famous Ford blue oval logo, which he stated is the most famous logo in world, along with that of Coca Cola. It all began with Henry Ford, who was selected in 1999 as Man of the century. Ford's developments changed the way most people lived in the world, and while not a perfect person, his efforts enhanced the lives of millions around the world, and still do so today. The first Model T in 1908 cost \$836, which would be \$16K today. While this was a hefty investment at the time, it was less expensive by half of the average cost of other cars on the market. In 1908 it was not yet produced in large numbers and so did not yet reach the "masses." Wikipedia notes that the price for the Model T came down to \$260 for the runabout model in 1925, a year in which production was around two million cars. In 1908 there were about 250 auto companies vying to become successful. So the Model T was not the first car, but due to its eventual affordability to the common man, it became the most famous car in world. Ford certainly put the world on mechanized wheels.

Ford engineered unique features to make the "T" more amenable to widespread use. He raised the car higher off the ground to deal with bad roads, and added an articulated front-end suspension. Earlier cars had most controls on the steering column, but Ford took off all the gadgetry and moved most functional controls to pedals on the floor. Ford was very much a mechanical guy, and although he only completed school through 12 years of age, he essentially became a self-taught mechanical engineer. He concentrated much of his effort on design of an engine cast in a one piece block with removable heads. The original "T" engine had 28 horse power, and many of these engines are still running today.



**Robert Kreipke, Corporate Historian
Ford Motor Company**

It was interesting to learn that the Dodge brothers originally supplied the engines, and they were part of the original stockholders of Ford, but later broke away to form their own competing auto company.

Bob recalled the famous automobile patent battle between Ford (with four other auto manufacturers) and George Selden, a patent lawyer and inventor who was granted a U.S. patent for an automobile in 1895 (one with a particular type of gasoline engine). This was costing all manufacturers a royalty per vehicle produced, about 10% of gross income. After first losing the court case, Ford appealed and eventually broke the patent in 1911.

Perhaps Ford's most notable achievement was development of the integrated moving assembly line, inspired by the processes then in use in the meat packing industry and in watch building. This changed auto production forever. The first Model Ts were built in the Ford Piquette Avenue Plant in Detroit, without an assembly line, producing about 12 cars/day. Ford soon implemented a moving assembly line at a new Highland Park MI, plant, and the rest is history. Now a modern plant produces around 2000 cars per day. Life on the assembly line was exhausting and absenteeism was problematic. To address this problem Ford started offering \$5/day pay, about twice what the average worker could make elsewhere. On the first day 12,000 people line up for jobs.

Bob then reminded us that Ford is also to tractors what it was to cars. The Ford Motor company made major contributions to the development and manufacture of early farm tractors. But at the onset of tractor development the Board of Directors of Ford would not let Henry build tractors as part of the Ford Company itself. So Henry, with his son Edsel, formed a new company, called *Fordson*, to build tractors on an assembly line in Dearborn. When this company turned out to be a grand success, FMC bought Fordson in 1919. I had heard of Fordson tractors from my father, who passed away a couple of years ago at age 99. He remembered fondly the first Fordson tractor my grandfather bought (it was actually a used model), saving he and my father many hours behind a horse and plow. Once many years ago I toured the Henry Ford museum



Fordson Tractor on assembly line in Dearborn, MI

with my father, and he remarked on the Fordson tractor and pointed out all the details of the various controls, which he still remembered. Later, when in college I spent many hours on a modern Ford tractor mowing golf course fairways, so I too have fond memories of Ford tractors.

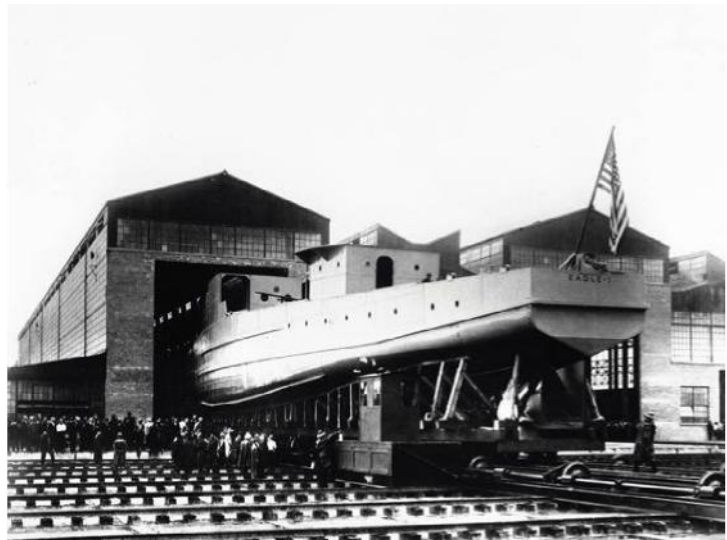
Not so well known to many of us, Bob related that Ford Motor Company made major contributions to our nation's preparation for and participation in WWI by virtue of building Red Cross ambulances (using largely Model T parts and assemblies), and also by building Eagle boats, steel hulled and steam turbine powered submarine chase boats designed to have a greater operational radius than the prior wooden-hulled fleet. Our nation turned to Ford to help meet this need for a new class of boat. When a young man Ford worked at the dry docks in Detroit, and so knew all the Detroit boat builders, and certainly knew how to produce large numbers of mechanical objects very efficiently.

Wikipedia has a fascinating history on the Eagle Boats (https://en.wikipedia.org/wiki/Eagle-class_patrol_craft). In June 1917 President Wilson appointed Ford to the United States Shipping Board, feeling that Ford, with his knowledge of mass production techniques, could speed the building of ships in quantity. Ford got a contract to build 112 of these craft, including development of a new facility in drained swampland at the mouth of the Rouge River. The assembly plant was completed in five months, and the first keel was laid in May 1918. At first, Ford believed that boats could be sent down a continuously moving assembly line like automobiles. The size of the craft made this too difficult, however, and a "step-by-step" movement was instituted on the 1,700-foot line. The first Eagle boat was launched on

11 July. The original contract called for delivery of 100 ships by 1 December 1918. None of these boats were completed soon enough to see action in WWI. Upon the signing of the Armistice in November 1918, the number under contract was cut to 60. Of these, seven were commissioned in 1918, and the remaining 53 were commissioned in 1919. A member questioned Bob as to what happened to these 60 boats. Wikipedia indicates that some were used during the Allied intervention in the Russian Civil War, and eight of the craft survived to be used in World War II. And of course the Eagle Boat facility evolved into the Ford Rouge plant, at one time the largest manufacturing facility in the world. The Rouge plant still produces cars and is a very popular tourist destination.

Bob also gave highlights of the interesting history of the Lincoln line of Ford luxury cars. Here again Wikipedia has interesting facts to add. Henry Ford's first auto company (The Henry Ford Company) was a failure, and while liquidating they hired Henry Leland, an American machinist, inventor, engineer and automotive entrepreneur, to consult. Leland recommended that instead of killing the company they should build a more luxurious car. The directors did this, naming the new car Cadillac, with Leland as head of the executive team. Ford went his own way to build cars for the masses, eventually founding the Ford Motor Company. Leland sold Cadillac to what became GM in 1909, and remained as an executive until 1917. He left GM in a dispute with founder and pacifist William Durant over Liberty aircraft engine production for WWI, and went on to found the Lincoln Motor Company. In 1922, Lincoln became insolvent and was bought out by the Ford Motor Company at a bargain price, apparently in retribution for Leland's original formation of the Cadillac Company.

Of course even the Model T did not last as a product forever. Under great pressure from Edsel Ford and the competition, Ford eventually developed the follow-on Model A, first sold in 1928. Amazingly this is 20 years after the start of Model T production! Why did Model A follow Model T? Bob related that the Model A was named to commemorate the first car that Ford built 25 years earlier in the Piquette plant, the 1903 Model A.



Ford Eagle Boat Submarine Chaser exiting the production facility on the Rouge River just after the end of WWI in 1919.

Bob related that William Stout, an aeronautical engineer who had designed several aircraft using all-metal aircraft designs, came to Detroit seeking skilled trades, facilities, and investors. Stout sent a letter to leading manufacturers, including Ford, asking for \$1,000 and adding: "For your one thousand dollars you will get one definite promise: You will never get your money back." Stout raised \$20,000, including \$1,000 each from Edsel and Henry Ford. The Fords, and a group of 19 other investors invested in the Stout Metal Airplane Company. In 1925, Ford bought Stout and its aircraft designs. Ford eventually built a factory, and its own airport to test the planes. The airport was located at what is now the Ford test track near Greenfield Village. The airport had the first concrete runways, the first passenger terminal building, and supported the first bulk airmail flights. The airport also had a hotel, the Dearborn Inn, which is still in operation. The aircraft was called the Ford Trimotor, and was the fastest, largest-payload aircraft of its day, with an impeccable safety record. Throughout its time in production from 1925 to 1933 a total of 199 Ford Trimotors were produced. Some of these still fly at airshows and it is possible to purchase rides on them.



Ford TriMotor Airplane, possibly on nation's first concrete runway in Dearborn, MI

Another key development was the Ford flathead V-8 engine introduced in 1932. This was the first commercially successful V-8, and like the original Model-T engine had a single-piece cast block with removable cylinder heads. Ford introduced this engine a full seven years ahead of competition. The engine enjoyed great public success. Ford has a letter in their archives from Bonnie and Clyde proclaiming that the Ford V-8 resulted in the best getaway car of all times! This brings to my mind the fact that the Model A, as good as it was, was certainly not bulletproof!

Bob covered many other key developments by Ford and the FMC. Included was the well-known story of the B-24 Liberator Bomber plant at Willow Run airport. When at full production this plant, managed by Edsel Ford and the largest such facility in the world at the time, with an assembly line one mile long, could produce one bomber every hour. In total 8,700 planes were produced at Willow Run. Bob related that Ford hired 450 "Little People" to do work that normal sized workers could not do. Many reported later that this was the first time they were treated as equal human beings.

Bob related the development of the F-150 truck line, the best-selling truck for over 30 years. And he reminded us that Ford had more foresight than the rest of the industry in dealing with the auto downturn. Ford essentially mortgaged the famous Blue Oval to borrow billions of dollars to see it through the downturn, while hiring Alan Mulally from Boeing to be CEO. FMC was able to make it through the downturn without accepting a government handout, a commendable achievement, and Mulally guided Ford back onto its feet to become a current leading producer of great automobiles.

The Guild thanks Bob for his wonderful presentation and sharing his historical insight of FMC.

- DAA



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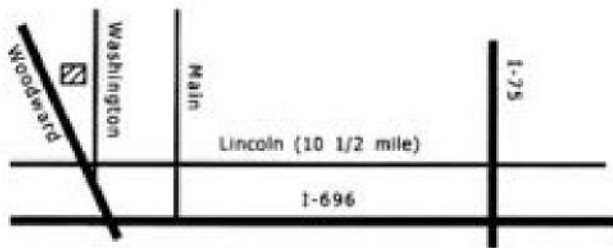


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For membership information, contact Bill Gayde at 25575 York, Royal Oak, Michigan. By phone contact at (248) 543P3487. By email, contact at williamgayde@comcast.net.

For name tags, sign up with Ed Stuckey at any regular meeting.



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Jeff Wilmot



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December Meeting Scenes



Annual Delivery Of Toys



Some Of The Toy Designs