



# MICHIGAN WOODWORKER

michiganwoodworkersguild.com



Michigan Woodworkers' Guild (est. 1981) August 2021 Vol. 42 No. 8

When / Where:

**SUNDAY, AUGUST 15, 2021**

(Swap meet Starts: 12:00 PM, Eats at 1:00 PM)

Annual MWG Picnic, VFW Park, Royal Oak, MI

2021 Annual MWG Picnic:

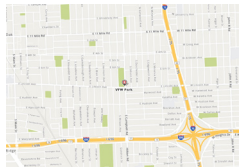
## Michigan Woodworker's Guild Aug 2021 Picnic And Swap

Picnic /Swap Meet Open To All Members And Guests

Coordinated by: Bill Gayde, Bill Rigstad

SWAP MEET STARTS: 12:00 PM

EATS AT 1:00 PM



**IN-PERSON PICNIC AT:**  
**Royal Oak VFW Park**  
(798 South Campbell Road  
Royal Oak, MI 48067)

**AUGUST:**

**Annual MWG Picnic - Aug. 15<sup>th</sup>, 2021**

**Where: Royal Oak VFW Park**

Bring a dish to Pass, Guild to supply chicken, hotdogs, pop, water, horseshoes

**SEPTEMBER:**

Expert **Bill Pentz** will discuss the ins and outs of Dust Collection at our 2:00 PM **September 12<sup>th</sup>** Virtual meeting. This is vital information for anyone who makes sawdust

**OCTOBER:**

Our 2:00 PM **October 10<sup>th</sup>** Virtual meeting will feature various **Jigs & Fixtures** developed by many MWG members. Contact **Jer-ry Romito** to showcase your Jig or Fixture

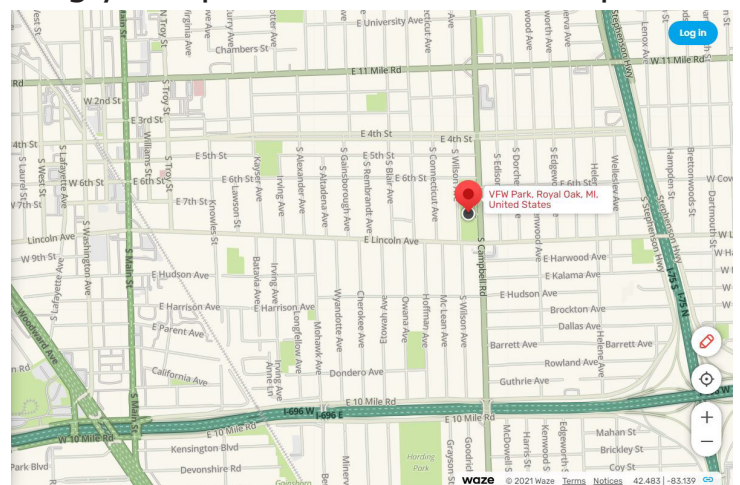


It's a **PICNIC**

**August 15<sup>th</sup>**

Come celebrate the summer at our annual MWG Picnic and Swap Meet. Bring your **"Not used in a Month of Sundays"** tools or **"That Special project wood which you never got around to making and is now just taking up space"** to our Swap Meet. Help them find a New Home **Swap Meet** starts at noon (12:00 PM) **Eats** at: 1:00 PM.

Bring your special showcase dish to pass!



**WAZE Map to VFW Park**  
(See page 11 for enlargement)



## President's Corner

By Jerry Romito



August, 2021

You really should take a good look at this month's newsletter, since it is full of interesting articles and information.

The big news is that we are going ahead with the annual picnic on **Sunday August 15<sup>th</sup>**. Details are all over this newsletter. We realize that some of you will choose to not yet venture out, or that you are concerned about the potluck aspect, and that is perfectly OK. For those that do attend, we plan to show you a good time. Remember, you can come and not eat, if that works for you. There will be activities.

Our meeting programs for the rest of the year have been set for a long time, so they will remain as Zoom meetings. The October 10<sup>th</sup> meeting will be our annual Jigs and Fixtures meeting, so I am soliciting volunteers to send me photos and/or videos of J&F's they would like to show-off. I will be putting them together in a PowerPoint presentation similar to the well-received one we did in March for the Showcase of Skills. Send them to me at [GJRomito@aol.com](mailto:GJRomito@aol.com)

Our meeting programs for 2022 are just about set. They could all be live, yet we may decide to include one or two Zoom meetings later in the year. We'll ask for member opinions at the earlier meetings. We will have two professional speakers and a tour, so watch the newsletters and website for info as time marches on.

Now here is something that is well worth your time to check out – our newly upgraded MWG website at [www.michiganwoodworkersguild.com](http://www.michiganwoodworkersguild.com). We hired a professional webmaster as well as formed a website committee chaired by member Ragnar Bergethon. They have spent well over a year totally revamping our website and adding numerous features. It has a

new modern, colorful, crisp, and clean look. It is easy to navigate and is loaded with photos from our meetings. The major additions are features accessible by "members only". Once you follow the instructions to "log in" with your email address and set a password, you will be able to access these new features. These include a member directory, a question and answer forum, a resource list with live website links, and a design section with CAD drawings of member projects. So start looking at it and we'll watch for your feedback – positive or negative.

Lastly, as we start back with our live meetings next year, we need volunteers to fill numerous open standing committee positions, which are listed on the website. I'll email info on that later, but you can always contact me now if you have an interest.

Jerry Romito  
MWG President

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Jeff Wilmot





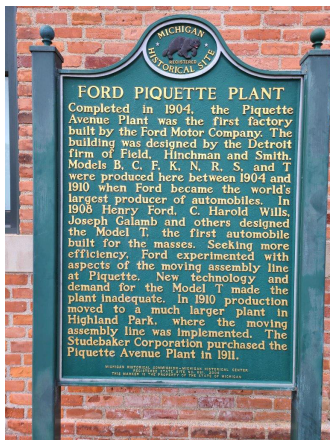
## MEETING REVIEW



**By Dale Ausherman**

MWG 2021 Outing Review  
Ford Piquette Plant Tour  
12 June 2021

For the first time in the nearly 16 months since the Corona Virus pandemic started the Guild was finally able to meet in person, sans masks and social distancing, for our June outing tour of the Ford Piquette Avenue Plant. The Piquette Plant, a national historic



landmark, is recognized as the birthplace of the Ford Model T car and is one of the most significant automotive heritage sites in the world. The Plant is now owned and operated by The Model-T Automotive Heritage Complex, Inc., (doing business as) the Ford Piquette Avenue Plant, which was organized

in 2000 as a nonprofit 501(c)(3) organization for the purpose of preserving the Plant and keeping it from being demolished. Open year round as a museum and education center, the plant now attracts visitors from around the world, and hosts public and private events ranging from car shows to weddings.

Our nominal two-hour tour was arranged by Guild member Larry Last, who serves as part of a Plant team restoring wooden windows/floors and other plant displays in a dedicated on-site woodshop. Larry is a member of the Piquette Avenue Plant museum organization and leader of window and floor restoration team. President Jerry coordinated Guild attendance, which included a \$10 fee for each attending member and guest. (Collection of the fee was informal, so if any attendee missed the opportunity to pay, please mail a check to Jerry or bring cash to a subsequent meeting.)

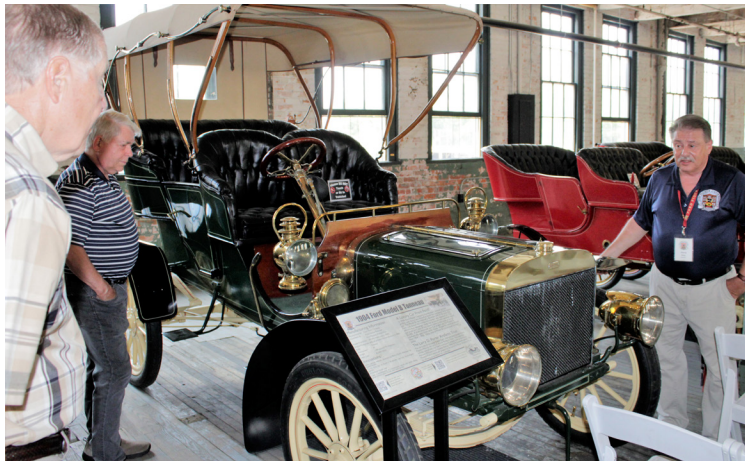


Our group was split into two smaller groups of about 20 each for docent conducted tours. Jerry Elmy and Jack Seavitt were our official Plant museum docents for the tours. Both had remarkable command of the Plant history and operations. They provided scores of interesting facts and anecdotes of the plant and the famous people, including Henry Ford, who made the plant and its automotive contributions so important. They had many humorous stories of the public's interest in, and acceptance of, the early automobiles produced at Piquette. Guild member Richard Kowalske and his associate Mike Maher conducted the tour of the window/flooring restoration workshop.

The plant contains an incredible collection of early automobiles, including many very rare examples of all cars actually built at Piquette. There are many other related artifacts on display, including photos and documentation of the people involved, including the incredible management team assembled to develop



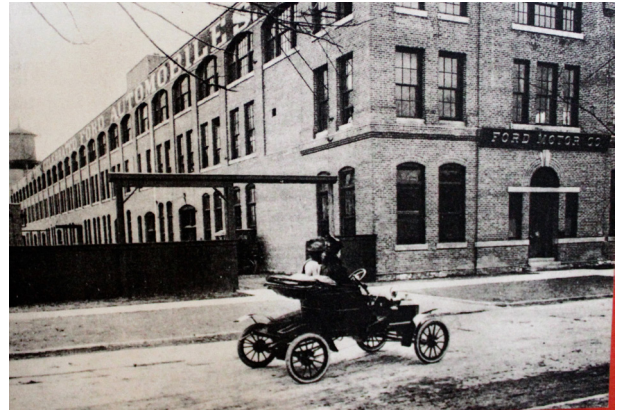
and operate the plant, as well as design the Ford cars. There is a reconstruction of Henry Ford's first office, and a replica of the early engineering center where the model T was developed in relative secrecy. The Plant has a wonderful in-depth website (<https://www.fordpiquetteplant.org>) which includes museum organization information, history of the museum, media, several key videos, and an amazing 3D Virtual Tour of the entire plant.



From our docent tour, and from the cited website, we learn that Piquette was the Ford Motor Company's first purpose-built factory, built in 1904 on Piquette Avenue and the Milwaukee Junction Rail Line. Previously space was rented on Mack Ave, not very far away. Ford Models B, C, F, K, N, R, S, and T were assembled here at Piquette. The Ford Model T was developed here, and introduced in 1908 as a 1909 model. The first 12,000 Model Ts were assembled here and shipped out by railroad. With the popularity of the "T", it was soon clear that the Piquette site was not adequate for the demand. Thus Ford relocated



to its new Highland Park Plant in 1910, selling the Piquette building to Studebaker in 1911. Studebaker used the plant for automobile production until 1933. While Ford experimented with early aspects of a production line at Piquette, it was not until Highland Park that the revolutionary full moving production line was implemented.



The building was occupied by Minnesota Mining and Manufacturing Company and Cadillac Overall Company until purchased by Heritage Investment Company in 1989.

It was sold in 2000 to the Model-T Automotive Heritage Complex, Inc. We are fortunate indeed that this organization was able to save and restore the Plant, so that we could stand in it on a Saturday afternoon and learn how what happened there changed the world forever. Ford's developments changed the way

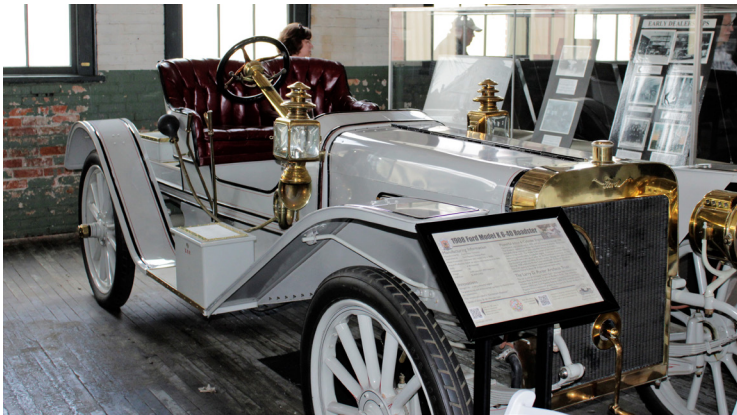


most people lived in the world, and while not a perfect person, his efforts enhanced the lives of millions around the world, and still do so today.



We learned that Henry Ford had previously started two auto companies, both of which failed. But he built his reputation by building race cars and winning races. On June 16, 1903, Ford and a group of investors organized Ford Motor Company. Henry Ford was named vice president, investing his knowledge, experience, reputation, and hard work—but no cash. In the early years Henry Ford argued with company directors over the type of car the company should build. Some favored building grand cars for the rich, each with a large profit margin. Ford advocated building simpler, less expensive cars that would yield a smaller profit per car but might expand the market. By selling more cars, he reasoned, the company would make more profit. (Proved true, don't you think?)

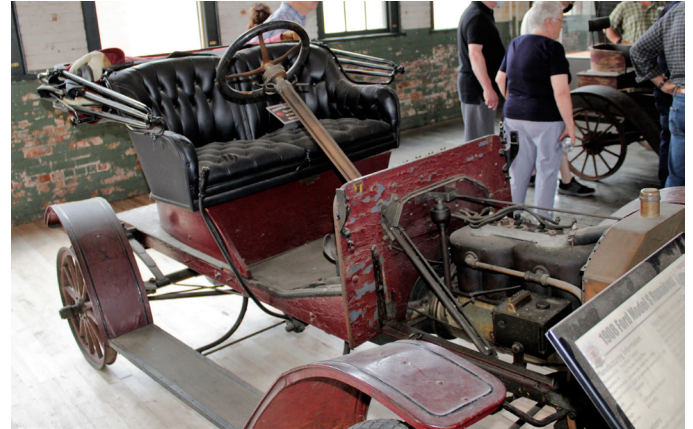
A key example of the Ford large luxury car was the model K, introduced in 1906 and replacing the earlier Model B. Weighing 2,400 lb. and initially priced at \$2,500 without a top or windshield, the K was undeniably big and expensive, but amazingly, it was also



relatively inexpensive compared with some other luxury cars. The museum displayed a 1908 Model K 6-40 Roadster with an inline 6-cylinder engine selling for \$2,800. According to a CPI calculator, \$2,800 in 1908 is worth about \$82,000 today. But at nearly the same time Ford introduced the 1906 Ford Model N Runabout, a step towards Ford's goal to develop a reliable, low-cost, mass-production automobile. Weighing 800 lbs. and costing \$500 (about \$15,000 today) production of the Model N at Piquette reached 100

cars per day, with peak annual production of 8,729 in 1908. We saw the Model N on display.

Piquette's oldest model T, a 1909 Ford Model T Touring, was also on display. This model weighed 1,200 lbs. (1/2 the weight of the Model K) and cost \$850 in 1909 (\$25,000 today). This serial number 220 was completed December 1908. Though manufacturing



of the new model began in October, 1908, the first Model T's were designated as 1909's. The earliest T's were available in Carmine Red only! Innovative design improvements led to such sales numbers that soon a new plant was necessary. After the first 12,000 T's emerged from Piquette, in 1910 Ford moved operations to the new Highland Park Plant with its innovative moving assembly line. All the Ford vehicles were available in dark blue, red, green and black. Later at Highland Park you could have any color so long as it was black.

While \$850 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. This would be about \$4,000 in today's dollars.

Our docent briefed us on the five key innovations that helped make the Model T a legend:

- 1) Flywheel magneto – Most cars of this era contained a battery (not recharged by the car itself) to power the ignition. The Ford magneto replaced the



need for a battery. So Model T owners didn't have to fuss with batteries and always had power to start their cars!

2) Planetary transmission—easy to drive. The planetary was easy to operate, especially for people who had never driven a car before.

3) Flexible chassis—bends but doesn't break. Most American roads were just dirt paths in 1908, full of ruts and bumps. Most carmakers dealt with this problem by making their cars big, rigid, and heavy; but Henry Ford made his Model T small, flexible, and light. The front and rear axles pivoted freely, and even the frame was flexible. The Model T twisted with ruts and bumps but did not break.



4) One-piece engine block with removable cylinder head—less expensive to make, easier to maintain. The Model T was the only American car made this way. Its removable head was easy to manufacture and made maintenance easier.

5) Lightweight—better performance, lower price. The Model T's light weight gave better performance, better fuel economy, and used less material, making the car cheaper. How could it be lighter but still perform well? Many parts were made of vanadium steel, which was stronger than carbon steel, meaning they could also be smaller and lighter. In addition, the one-piece engine block was lighter than the Model N's three-piece block, and the T used only one spring on each axle, while most others had two or more. These innovations were key to the T's popularity and affordability.

A key element in the restoration of the Ford Piquette

Avenue Plant was the repair and/or reconstruction of the many large double-hung sash windows. A "Window Team" of volunteers has been at this since 2003, nearly 18 years. Guild members Richard Kowalske and Mike Maher are long-time members of this key



team and conducted the tour of the window restoration workshop. I found a Detroit Free Press article which provides a great summary of this group's history and process, and includes a great photo of Richard and Mike at work in the shop back in 2017. (<https://www.freep.com/story/money/personal-finance/susan-tompor/2017/07/21/windows-birthplace-model-t/487369001/>)

For the past 18 years, teams of volunteers, many re-



tires from Ford Motor, a few from General Motors, and many who never even worked in the auto industry, have been painstakingly restoring the 355 double sash windows. The Free Press reports that Auburn



Hills-based Guardian Industries has donated many of the glass panes to restore the windows. And that Edsel B. Ford II — the great-grandson of Henry Ford — and his wife Cynthia Ford donated money to adopt windows on the front of the building. Richard indicated the window repairs use white pine (like the originals had) procured from various sources in Michigan, and they use a number of machines, including a router table to make the required sash molding profiles. The restoration process is quite involved including removing glass and hardware and stripping frames to bare wood. The windows are being restored to U.S. Department of Interior historic preservation standards. If possible deteriorated wood needs to be hardened with a two-part epoxy formula. If too far gone missing areas of the wood are reconstructed from new wood. And volunteers take part in sanding, priming and re-glazing of original glass when possible. Now that the 355 windows are nearing completion, the team does other wood restoration work in the Plant, including replacing wood flooring and rebuilding various wooden doors.



We again thank Larry Last and President Jerry for organizing this enjoyable tour. It was very special to see the birthplace of the Model T, and to learn of the incredible people and their work done over a few short years — work which changed the world.

We can all be part of the legacy of this wonderful part of Detroit by donating to The Ford Piquette Avenue Plant 501(c)(3) nonprofit organization. Your gift is tax deductible and it ensures that our automotive heritage and spirit of innovation is passed on to future generations.

(<https://www.fordpiquetteplant.org/get-involved/donate/>)

- Dale Ausherman



### CHILDREN'S HOSPITAL MWG PROGRAM UPDATE



## From Ron, Ken, and Dan:

### Attention All Toymakers!

I write this in late July. That means there are only about 20 weeks till we drop off the Guilds' donated toys and boxes to Children's Hospital for their annual Snowpile program! 20 weeks may sound like quite



a bit of time, but we all know how fast a half year can go by. Children's Hospital Snowpile program is only a part of their toy distribution throughout the year. Larger complex toys given out at that

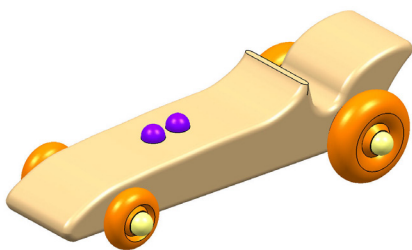
time. Throughout the year a fair amount of simpler toys are distributed to all the clinics within the Children's Hospital Complex. These toys are used by the children in the waiting rooms as they wait for treatment or to see a specialist. Some toys are passed out to siblings of child patients when they come to visit. Many toys stay with the children when they are released from the hospital. As of this past April, all the 350+ MWG toys we delivered in December of 2020 had been spoken for. The Guild has set a goal of delivering 400 toys to Children's Hospital for the Christmas Snowpile program. With 179 members, certainly we can create 400 toys.

Although the Guild has received commitments from several members to make toys this year, we are still under our goal of 400. If you have made toys in the past and plan on doing so this year we thank you. If you have thought it might be an easy project to put together, yes it can. On our updated website, we have documents that give plenty of tips, techniques and guidelines for building the toys. Don't know what type of toys to make? Pictures and patterns are available on our Guild's website for everything from sailboats, to pull-toy animals, to some pretty





neat race cars. And you are free to come up with your own designs.



As has always been the policy, the Guild will provide wheels (1", 1 1/4" or 1 1/2" dia), nylon washers and wheel pegs free of charge to any member who wishes to make toys for this program. If you need these items, they can be obtained by contacting Ron or Dan.

The hospital also has a need for boxes. Both plain ones, which the children can use for activities during their hospital stay as well as somewhat fancier boxes which are usually made with hardwoods and use more intricate joinery. These are presented to family members of children who did not survive their afflictions. The hospital likes boxes that are about the size of a shoebox. Picture frames on top of the memory boxes are well liked by the hospital staff but not necessary. Last year we did exceed our quota for boxes and as such there is currently a stockpile of boxes. With that being said, any amount that we can deliver is greatly appreciated.

The hospital staff requests that any toys donated have smooth-rounded edges and a smooth finish whether painted or varnished. This helps to maintain the ease of cleanliness that is paramount throughout the hospital complex.

We all realize that last year has been especially difficult for all involved. We also know that at least a good portion of this year has not been without its challenges. For those families with children being treated at the hospital imagine how much more difficult the pandemic situation has been for them. This is the one program MWG does annually to benefit those children who really, really need a reason to smile. Please make every effort to support this Guild

program. Before you get geared up for the Holiday rush why not make use your shop time to create a small gift that can bring a smile to a child who would love to have a moment and forget about their reason for being in the hospital.

Thank you for your support.

Ron Ross & Dan Holowicki

For further information on our toy program, request wheels and axles or to arrange to drop off toys, please contact

Ron - 734- 812-5531 - rross1508@gmail.com

Dan - 313-702-5836 - dan56laura@att.net



**MEMBER  
NOTES /  
ASKS**



## Free Video Library

Long time MWG member **Don Hess**, sends us this data about the **Center for Furniture Craftsmanship Free Video Library**. **Don** writes:

The **Center for Furniture Craftsmanship**, located in Rockport, Maine, is one of the premier woodworking schools in the country. During 2020 they were forced to suspend classes for a while due to the pandemic. Rather than sending their staff home, at the time they utilized some of their resources and filmed 50 best practice instructional videos. The video topics range from sharpening a chisel to hand cutting dovetails to installing a butt hinge and more. Upon reopening last September, the videos were then incorporated into their Nine-month Comprehensive Program and were instrumental in their ability to continue teaching safely at the facility.

The 50 video 'Welcome to Woodschool' library is now open to the public **FREE**. They can be accessed at: <https://woodschool.org/videolibrary/>  
Feel free to share this resource with anyone who might be interested.

## Website for Dragster Plan:

<https://michiganwoodworkersguild.com/programs-projects/special-toy-projects/#dragster>





## FROM THE WORKSHOP OF ED STUCKEY

**Ed Stuckey**, one of our long time exceptionally skilled members has once again been busy in his woodshop creating another work of art.



Also a member of SAP-FM (Society of American Period Furniture Makers), Ed has spent the last seven months crafting two (2) Thomas Seymour Ladies Work Tables whose pictures are shown. The original was made early



in the 19th century during the Federal Period where veneers were used extensively in furniture construction.

Further project details are promised by Ed during an upcoming member meeting.

Stay tuned to be wowed!



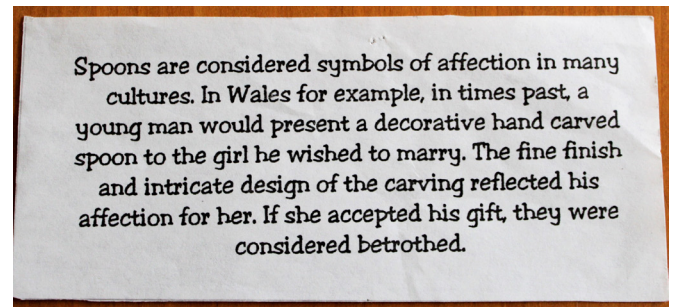
## PROJECT REVIEW

By MWG Members



**Bill Rigstad** writes:

On one of our trips, we went to Wales where Sally bought this love Spoon. I thought some of our MWG members might want to carve one for someone special. If you go on Google and ask for "Love Spoons" you will get all kinds of designs. You can go to Kinko's and copy the newsletter and blow it up to get a layout.



**Dan Holowicki** writes about Repurposing Old Woodworking Machinery:

For the past 35+ years, I have been using a Sears Craftsman King-Seeley table saw I inherited from my dad and uncle. It has served me well over the years, despite a slightly worn miter gauge grooves and a solid cast iron fence that never really seemed to lock perfectly parallel on the first try. Last fall I began noticing some additional noises when the saw was running. I went through the usual; cleaning, lubrication, chang-





ing V-belts and alignment. It seemed better for a couple months but once again the odd sounds returned. Fur-



ther investigation revealed excess movement between the arbor casting and the trunions along with some arbor runout. Also the mechanism that controls raising the arbor and saw blade was not holding the set height. Play in the mechanism seemed to result in cut grooves that were not level. All these potential wear points along with an underpowered motor led me to decide it was finally time to purchase a new table saw. In May of this year, after almost three months of waiting, my new Powermatic table saw arrived at my doorstep.



Now the question what to do with the old Craftsman saw. For quite a few years, I was hoping that my son would inherit this old saw, but the fact that he already has a Craftsman table saw that is still quite serviceable along with the issues with my old saw made me rethink the inheritance idea. As most great ideas come to us in the middle of the night, I awoke about 2 am one morning, and realized what to do with the old saw. I began by disassembling the old saw, not realizing how heavy iron castings are that were involved in the

process. The old cast iron table extensions along with the miter gauge, several sleds and jigs that I made over the

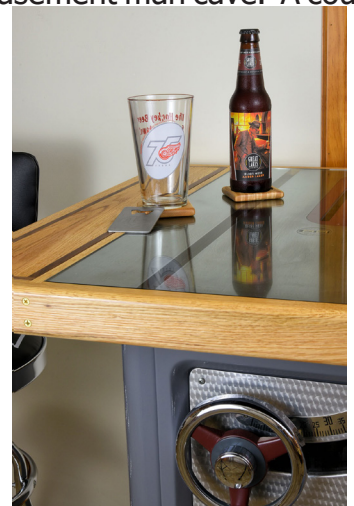
years



were given to my son, as it turned out the right miter gauge groove was in exactly the same location of his saw tabletop as my old saw. I cleaned and

sanded the stamped metal base cabinet then applied primer and a couple coats of Rust-O-Leum paint. The cast iron center table top section was cleaned, given a good sanding with 320 grit paper on an orbital sander and a couple good coats of Johnson's paste wax. The chrome plated handwheels for raising and tilting the blade were cleaned, polished and reinstalled into the cabinet as a non-functioning aesthetic. To surround the cast iron saw top, I then built a walnut and oak wood frame top, leaving a 1/4" deep recess so that a piece of glass could fit over the iron top. New base feet were fashioned out of pieces of oak.

With the help of family members, we moved this repurposed table into my basement man cave. A couple Craftsman workshop stools completed the transformation from table saw to bar table. Now I can sit comfortably at my new table, watch TV, enjoy an adult beverage, design my next project, converse with friends and family members or just reminisce about the heritage behind this build.



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**MWG  
PICNIC**

Membership

Our Annual MWG Summer Picnic will be held at:

**VFW Park  
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Royal Oak, MI 48067**

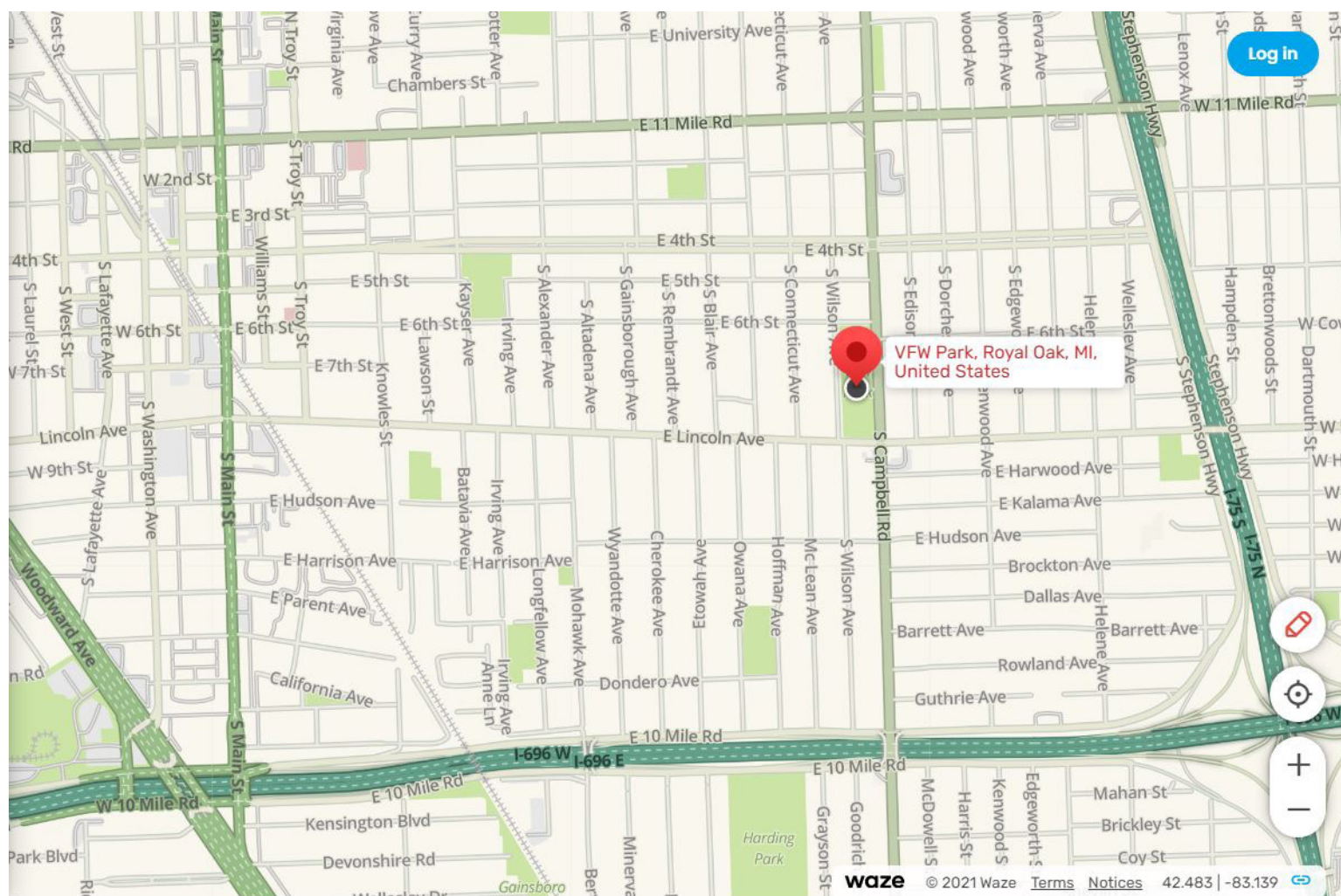
As mentioned in the announcement postcard and on Page 1, below is a map suitable for our  
**"Tired Old Eyes"**

Remember:

Swap Meet: starts at **12:00 PM**

Eats: 1:00 PM

**Bring your favorite dish to pass and showcase**



**WAZE MAP TO VFW PARK, ROYAL OAK, MI**



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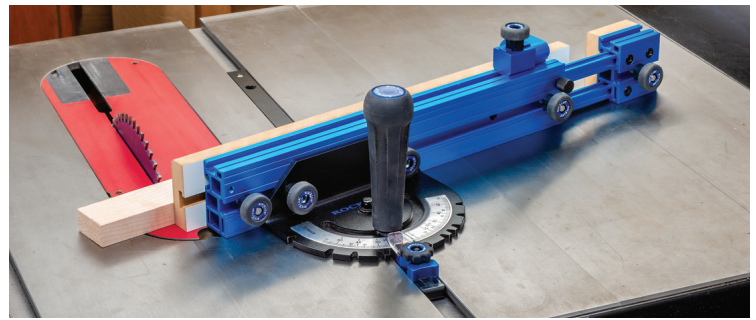
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**For membership information contact**

**Dave McCagg at: d2mccagg@provide.net**

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

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Will Wilson.....	Vice President.....	248-207-8883
Ed Stuckey.....	Treasurer.....	313-345-3671
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Bill Gayde .....	Officer at Large .....	248-859-3949
Ron Ross.....	Officer at Large.....	734-812-5531
Rich Herbert.....	Officer at Large.....	248-628-0644
Ragnar Bergethon...	Officer at Large.....	248-608-8436
Bill Rigstad.....	Officer at Large.....	734-459-3374
Ken Wolf.....	Officer at Large.....	734-981-3423

**STANDING COMMITTEE CHAIRS**

Jule Ann Clough....	Library.....	248-977-4131
Dave McCagg.....	Newsletter Editor.....	734-482-6764
Dave McCagg.....	Membership.....	734-482-6764
Larry Last.....	Programs.....	248-207-9386
Bob Mills.....	Mentoring.....	248-535-6718
Ragnar Bergethon....	Web Site.....	248-608-8436
Fred Ball.....	Web Site Calendar.....	248-681-3108
Ron Ross.....	Toy Program.....	734-812-5531

6 MILE RD.

George's Senate Coney  
Island Restaurant  
39450 Dun Rovin Dr.  
Northville, Mi. 48168

5 MILE RD.

HAGGERTY

I-275

MAP TO GEORGE SENATE RESTAURANT  
HAGGERTY BETWEEN 5 & 6 MILE

Next MWG Luncheon:

**Thursday, 26AUG2021 at 1:16 PM**