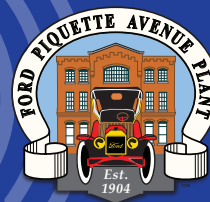


The Klaxon

News from the Ford Piquette Avenue Plant Museum

Winter Issue 2024



DRIVE INTO HISTORY

In 2025, details forthcoming, the Ford Piquette Avenue Plant Museum will host a thrilling event featuring Los Angeles-based race car driver, X Games athlete, stuntman and TV host, Andrew Comrie-Picard, whose business card intriguingly reads “does things with cars.”

Called “ACP” by his industry colleagues, Comrie-Picard is a legendary car action expert. He has appeared as a stunt driver in films starring Tyler Perry, Arnold Schwarzenegger and Charlize Theron, as well as in the *Deadpool* and the *Fast and Furious* film franchises. His credits include hosting, designing and executing stunts for countless television

An inductee in the off-road Motorsports Hall of Fame, ACP is also the visionary of the Transglobal Car Expedition, the world’s first wheeled journey to transverse both the North and South Poles in a continuous surface expedition. This circumnavigation involves 30,000 miles of overlanding through Europe, Africa, and South and Central America. In April 2024, after months of navigating broken Arctic ice in 24-hour sunlight, the Expedition achieved the North Pole with handmade amphibious vehicles. In early 2025 they expect to be on the South Pole.

Raised on a small farm in Alberta, Canada, ACP was accustomed to

driving on dirt roads and fields. This sparked his early interest in stunt driving. After five university degrees, including an M.A. in Political Economy from Oxford University, he left his career as an entertainment lawyer in New York City to pursue a career in race car driving.

What brings ACP’s action-packed career full circle for the Piquette Plant is that his personal car collection includes a 1919 Model T. He says it draws more attention in L.A. than his other classic vehicles, and he uses it to



bring home the family Christmas tree each year.

One could argue the Model T is among the world’s first stunt cars, having famously climbed the stairs of the Tennessee State Capitol and reached the top of Pikes Peak. YouTube abounds with incredible clips of Model Ts “off-roading” in the days before roads. ACP might have some driving tips for Model T owners!

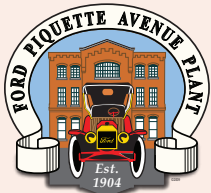
ACP periodically travels to Detroit to host videos on the Ford F-150 and Super Duty that play in dealerships. He recently stopped by the Piquette Plant for a docent tour. He very generously said he would be happy “to connect and present on car stunts, the Expedition, and perhaps my new interest, autonomous vehicle driving algorithms.”

This 2025 event with Comrie-Picard is sure to be spellbinding. Tickets will be available for purchase by Members in advance of the general public. Stay tuned for more information. Read more about ACP at www.acpracing.com



Andrew Comrie-Picard’s 1919 Model T

networks and commercials such as “Ultimate Car Buildoff” and “Car Savivors” for the Discovery Channel, “Battlecross” on the SPEED channel, “Hyperdrive” on Netflix, and “Top Gear USA” for the History Channel.



Birthplace of the Model T

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Greetings!

Dear Friends,

One of my favorite recent additions to our streetscape here in Milwaukee Junction is a life-size photograph of workers at the Piquette Plant taken in 1906. This photo mural is now installed on our new Shipping & Receiving entrance door on Beaubien Street, in the exact spot the picture was taken 118 years ago.



Photo mural of workers in 1906.

vest that is in back in vogue today with what looks like a modern Carhartt logo on it. Founded in Detroit in 1889, Carhartt still makes sturdy clothing for working people. Its brand has also been popularized by Detroit hip-hop artists including Eminem. You may also know they made cars from 1910 to 1912 as the Carhartt Automobile Corporation.

Carhartt offered a mid-priced competitor to the Model T, as well as a higher priced 35-horsepower model called the "Four." These vehicles used Continental brand motors and were assembled at a factory on the corner of Walker and Woodbridge, west of the Belle Isle bridge. Unfortunately, no examples of these vehicles are known to exist today.

History is an amazingly rich tapestry. The threads that connect the past to the present provide context and meaning in our lives today. On behalf of everyone at the



Ford Piquette Avenue Plant Museum, thank you for your ongoing support. You make it possible for us to explore our automotive heritage and tell its wonderful stories.

Jill Woodward

Jill Woodward
President & Chief Operating Officer
jwoodward@fordpiquetteplant.org

I'm fascinated by the terrific detail you can see in this photo and wonder about the lives of these individuals. They were witness to an unprecedented era of automotive invention. There is even a small boy pictured in the upper right-hand corner. Was he a "grease monkey" or an office boy? What were the child labor laws back then? Of course, I had to go down that rabbit hole. The first federal law seeking to limit children ages 9 and under from working in factories and mines was proposed in 1907. It did not pass.

There is also a man in this photo who looks like a time traveler. He is wearing a style of



A 1911 model with a radiator emblem and "Carhartt" script.

Correction

By William Sivy

The “Car-chitecture” article in our summer issue incorrectly named Field, Hinchman & Smith as the architectural firm that designed Fisher Body Plant 21. The firm was actually known as Smith, Hinchman & Grylls when the plant was built in 1919.

Sheldon Smith founded his architectural firm in Ohio in 1853 and moved to Detroit two years later. He passed away in 1869, but the firm was continued and expanded by his son Mortimer. One of Mortimer’s hires was George Mason who went on to form his own firm and mentor Albert Kahn. During this period, the firm designed the Michigan building for the 1893 Columbia Exposition in Chicago.

Upon Mortimer’s death in 1896, his son Fred took over the company. Fred decided to further expand by hiring engineers and became one of the very first firms in the country to combine these professions. University of Michigan engineering graduates Henry Field and Theodore Hinchman joined the firm and its name became Field, Hinchman & Smith in 1903. The combination proved successful and resulted in such structures as the Piquette Plant, Olds Gasoline Engine Plant in Lansing and Hiram Walker & Sons distillery in Windsor, Ontario.

Field left the company in 1906 and was replaced by Maxwell Grylls resulting in a name change to Smith, Hinchman and Grylls (SH&G). This is the name that many Detroiters will recognize as it was used by the firm for almost 100 years. During the 1920’s the

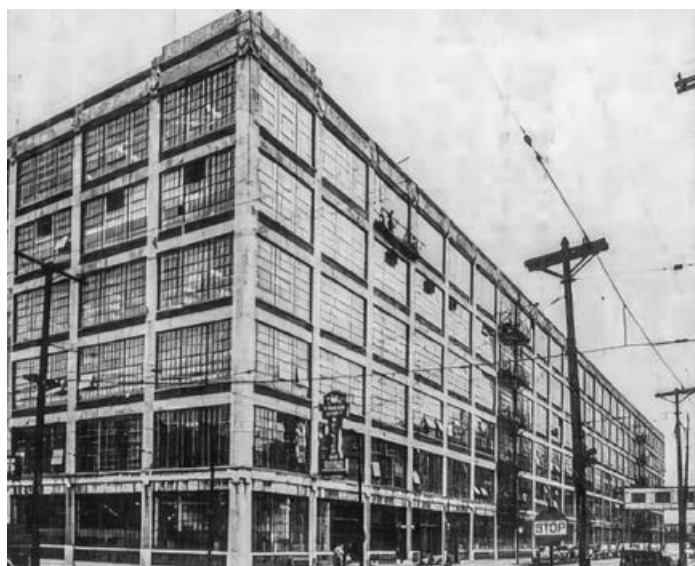
firm designed classically inspired structures such as Detroit skyscrapers, the Guardian and Penobscot buildings. During the 1940’s they turned toward a more modern style hiring Minoru Yamasaki who later started



Guardian Building

his own firm and is best known for the World Trade Center. In the 1950’s SH&G collaborated with Eero Saarinen to design the General Motors Technical Center and more recently, SH&G designed Detroit’s sports venues Comerica Park and Ford Field.

In 2000, the name changed again to SmithGroup. It is the oldest architectural firm and fifth largest in the country with offices in 20 cities. So, although the name has changed over the years, it is the same firm that designed Ford Piquette, Fisher Body 21, the Guardian Building and Comerica Park.



Fisher Body 21



WAYS TO GIVE

- Give online at www.fordpiquetteplant.org/donate
- Mail a check made out to “Ford Piquette Avenue Plant” to P.O. Box 2127, Detroit, MI 48202
- Contact Jill Woodward at (313) 872-8759, ext. 101 to give by phone, or email jwoodward@fordpiquetteplant.org.

Please be sure to indicate whether your gift is for the General Fund, Preserving the Legend, Adopt-A-Car or Window Restoration.

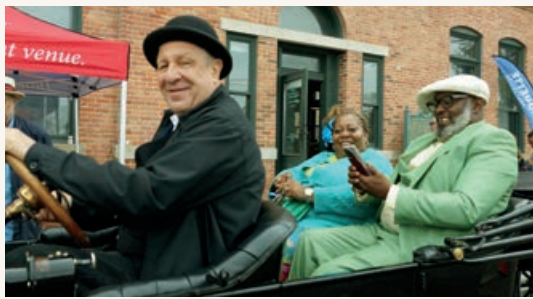


Piquette People & Happenings

"SWEET 116" MODEL T BIRTHDAY PARTY

Sept. 29, 2024

Big smiles were a theme at the 116th Model T Birthday Party sponsored by Absopure Water Company. Special thanks to the Piquette Ts Model T club and volunteer drivers including Mike Skinner (top left), Barry Cogan (right center) and Peter Nikolajevs (right bottom). This event takes place each year on the last Sunday in September featuring free T rides, food, shopping, music and activities for the kids throughout the day.



FRANK LLOYD WRIGHT BUILDING CONSERVANCY, NATIONAL CONFERENCE DINNER

Sept. 26, 2024

The museum was pleased to host a group of fellow preservationists this fall. The event was hosted by the Frank Lloyd Wright Building Conservancy, a membership-supported organization. Learn more at www.savewright.org and search for a Wright building location near you. Michigan's Wright sites include the Dorothy G. Turkel House in Detroit.



Audra Dye, City of Detroit, Architectural Historian and Ron Duplack, FLWBC board member





WINDOW TEAM ANNUAL BREAKFAST

Dec. 2, 2024

Back row from left: Steve Shotwell, Matt Bartolone, Jim Spaulding, Joe Mulawa, Mark Orlicki, Emily Obrien Whiteside, Doug Nowak, Harold Tiburzi, Bob Girkin, Paul Loveridge, Eugene Greenstein, Ron Bailint, Vince Helman, Jim Valiquett and Keith Love. Front row from left: Mike Maher, Jill Woodward, Art Pope (Window Team Founder), Larry Last (Window Team Leader), Ralph Emmons and Will Lawson.

The dedicated group who maintain the 355 wood windows, masonry and mechanical systems at the museum.

TWO LUCKY COUPLES WON A RIDE IN AMERICA'S THANKSGIVING DAY PARADE

Two lucky ladies each won a ride for two in this year's Thanksgiving Day Parade in Detroit. The Model T Brigade in this cherished community tradition is generously sponsored by Absopure Water Company. This event was broadcast by Detroit's NBC affiliate, WDIV-TV, and nationally on over 185 TV syndicates. Watch for details on next year's Parade contest!



From left: Steve Shotwell, President of the Piquette Ts; Donald Sweeney and his mother, contest winner Darleen Sweeney, from Wolverine Lake, MI; and Billy Downs, President of Ford's Garage, the popular national restaurant franchise.



Dawn Rothe from New Boston, MI with her son Landon. Museum board member Barry Cogan is driving.



From Left: Jon Nevedal from Coastline Mechanical, John Cole from Albert Kahn Associates, Tom Bailey from Coastline Mechanical, museum Trustee/volunteer Mark Carpenter, President Jill Woodward, Drew Rodriguez from Ideal Contracting, James Hall from Ideal Contracting, Emilio Chiodini from MCE and project volunteer Paul Loveridge. Not pictured: Project Lead and Trustee Steve Shotwell who is taking the photo!

POWERING UP PIQUETTE

The appropriately named contractor, Motor City Electric Company (MCE), is onsite at the Ford Piquette Avenue

Plant Museum installing new electrical infrastructure

through mid-2025. This project is funded by a \$500,000

"Save America's Treasures" grant from the National Park

Service and many other generous donors to the Preserving the Legend capital campaign.

When completed, all traces of 1926 Studebaker-era wiring will be removed throughout the 67,000-square-foot building. A safe and code-compliant electrical service and a fully operational fire suppression system comes at a cost of \$1.354 million.

This project supports the Piquette Plant's immediate electrical requirements, while allowing for future capacity and growth such as an HVAC system, a new passenger elevator, power to operate educational and exhibit spaces and more.

In December, MCE used Ground Penetrating Radar (GPR) to inspect a section of the original concrete floor prior to excavation work. The GPR was used to identify any structural elements, conduit or plumbing that might interfere with project needs. Construction managers were pleased to find no unwelcome surprises from 120 years ago.



A Community Build

The volunteers who keep the engine running at the Ford Piquette Avenue Plant Museum have an extraordinary skill set. As it turns out, they can even build a car from scratch.

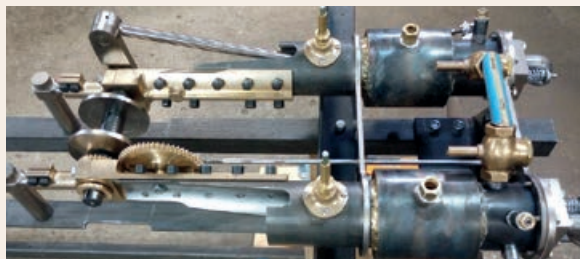
In this case, the car is a replica of Henry Ford's 1896 Quadricycle. This project has been a living exhibit at the museum since its launch in late 2020.

This vehicle is essential to the historical narrative of the Piquette Plant as it enables the public to literally walk through a three-dimensional timeline of Ford's revolution in automotive design. Museum tours begin at Ford's "Kitchen Sink" engine and the Quadricycle, and progress through rare surviving examples of all of Ford's "Letter" cars: Models A, B, C, F, K, N, R, S, SR and culminating in the T. This is the only place in the world these cars can be seen together in one room.



Left to right: Mark Carpenter, James Battanni and Mike Battanni.

Chairing this exhibit project is retired Ford engineer Mark Carpenter, a Trustee of the museum. Carpenter is no stranger to Ford vehicles as he was on the engineering team that built the legendary Ford GT. Many others are helping this exhibit come to fruition and the museum wishes to recognize the support of these generous donors for their gift of time, expertise and passion.



Like the original, this Quadricycle has no brakes.

THANK YOU TO DONORS AND VOLUNTEERS OF THE QUADRICYCLE PROJECT

Mark Carpenter of Farmington, MI:
Project Chair & Lead Engineer

Charles Andrews of Orchard Lake, MI:
donor

Roger Beecher of Romeo, MI:
bench seat, front body and floor

Mike Battani of Armada, MI:
bench seat, front body and floor

Trent Boggess of Laconia, NH:
rocker arm and donor

Jeff Carpenter of Woodbury, CT:
CAD and 3D printed parts for molds

Barry Cogan of Grosse Pointe Park, MI:
donations manager

Brian and Bob Dowell, Algonac Marine
Casting, St. Clair, MI: cast larger brass
and bronze parts at no cost

John Dukles of Brunswick, OH:
machining of the cam and followers

Early Ford Registry (EFR): technical
drawings, www.earlyfordregistry.com

EATON Detroit Springs Inc.:
fabricated springs

Vince Hellmann of Rochester, MI:
belt pulley and maple wood

Larry and Eleanor Kelsch
of Redford, MI: major donors

Larry Last of Northville, MI:
belt pulley and maple wood

Rick Lindner, Columbus, OH:
rocker arm and donor

Kyle Massey of Galloway, OH:
rocker arm support and donor

Glenn Metzler of Circleville, OH:
rocker arm and donor

Glenn Miller of Plymouth, MI:
fabrication of driveline,
engine, and chassis parts

Peter Nikolajevs of Dearborn, MI:
wheel fabrication and other components

Piquette Ts, a Model T owners club:
www.piquettetts.org

Dick Rubens of Detroit, MI: donor

Robert Skingley of Westland, MI:
driveline parts and rear
axle differential

David Szumowski of Monee, IL: flywheel
and other component machining

Scott Thams of Clarkston, MI:
major donor and nickel plating for
steering and engine parts

The Henry Ford: research access to the
original Ford quadricycle

Troy Design and Manufacturing Co. in
Plymouth, MI, for steering components

WICO Metal Products Co. of Warren,
MI: major contributor for engine and
driveline component machining by **Tony
Pyszk, Rick Gritzinger, Steve Pyszk,
Dave Schmidt and Dale Lichtenberg**

Mike Woodley of Metamora, MI:
Speed control shaft retainers,
spark plugs

David Woods of Williamston, MI:
ignition coil

SAY HELLO!

There is rarely a dull moment at the Ford Piquette Avenue Plant Museum. Visitors from across metro Detroit and the world keep it exciting for the administrative staff, a small team driven by a shared passion for history, preservation and community.

Samantha Wilkinson, Operations Manager, has a B.A. in Art History from Wayne State University and a Master's in Museum Studies from Johns Hopkins University. She has been managing daily operations at the museum since 2022. She and her crew are responsible for the visitor experience, tours and admissions, the gift shop, Memberships, maintenance, collection checks and more. Samantha says she especially enjoys "the chance to learn something new every day."

Alaina Brock, Senior Museum Assistant, also joined the museum in 2022. Alaina recently earned her B.A. in History from Wayne State University and plans to pursue a master's degree. One of Alaina's favorite vintage cars is the 1959 Peugeot.

Claudia Rivera Plaza, Museum Assistant, is the newest addition to the staff. She graduated from Cranbrook Art Academy with an M.F.A. in painting this past spring. Her favorite automotive history fact is that Margaret Wilcox invented the first car heater in 1893.

Next time you visit, call or email the office, please be sure to say hello to these dedicated professionals!



Claudia Rivera Plaza, Samantha Wilkinson and Alaina Brock.



Museum Trustee Steve Shotwell presents Bill Stewart with a Volunteer Service Award in 2018.

A Tribute to William Stewart 1937-2024

The volunteers who enjoy goodwill and fellowship while making significant repairs to the 120-year-old Ford Piquette Avenue Plant are mourning the loss of a longtime member of the "Window Team," William McMurray Stewart.

Bill was a beloved member of this unique group. After earning his master's in physics from the University of Pittsburgh, he went on to work at the NASA Lewis Research Center in Cleveland. Thus, he was fondly known as the resident "rocket scientist" of the team. Bill retired following a distinguished career at Ford Motor Company where he specialized in suspensions, including several patents.

To pay tribute to Bill's many contributions, the museum has adopted the 1927 Ford Model T Runabout located on the third floor, Bay C, in his name. Visitors will see legacy reflected on the exhibit sign.

New Merchandise

The Jerry and Dorene Hammes Museum Store has new logo wear including dress shirts, shop coats, coveralls and vests. These limited-edition items are custom-made onsite. Contact info@fordpiquetteplant.org to place an order.



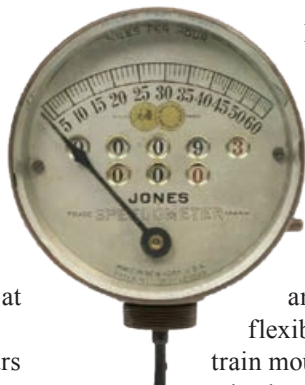
NEED FOR SPEED

The first speeding ticket issued to a motorized vehicle famously occurred in England in 1896. Following a five-mile chase by a police constable on a bicycle, the driver was charged with breaking the law for operating a “locomotive without a horse” at the reckless speed of 8 mph.

Measuring the speed early cars traveled is a subject visitors can now explore at the Ford Piquette Avenue Plant, thanks to Russ Furstnow of Flagstaff, Arizona, one of the world’s foremost experts on early speedometers. In 2024, he and his wife Kathy gifted the museum with a display of meticulously restored speedometers that would have been seen on the earliest automobiles.

Furstnow returns these instruments to their original condition and authored a book on the subject, *The Antique Automobile Speedometer*, which details early pioneers of these gauges by manufacturer, year and components.

Ford Motor Company offered speedometers in its Model K and Model T cars. Owners of other letter cars could have speedometers installed by the speedometer supplier or the Ford dealer. With the Model T in 1908, buyers could choose from three different speedometer companies: Jones, Stewart & Clark and National. These were sold as optional factory accessories priced between \$20 and \$30.



By 1910, Ford included Stewart & Clark’s Model 24 speedometer as standard equipment on all its vehicles. This dashboard instrument registered a speed of 0-50 mph and was connected by a flexible cable to a small gear train mounted on the right front wheel. The new speedometer exhibit is located on the second floor of the museum adjacent to the Dealership exhibit.



Bronco Sweepstakes

Enter to win a 2025 Bronco Heritage Edition by making a donation to the Ford Piquette Avenue Plant Museum in support of the Preserving the Legend capital campaign. Every dollar of your donation will be matched to help the museum earn \$500,000 in challenge grant funding from the National Endowment for the Humanities.

This fundraiser will support crucial preservation and accessibility work including the installation of a new passenger elevator and additional restrooms on all floors.

This SUV has all the modern conveniences, performance, and off-road capability. With removable roof panels and doors for open air adventure, this amazing vehicle will take you to work all week and anywhere you want to go on the weekend!

Scan to Enter



Scan the QR code or visit www.fordpiquetteplant.org/donate to enter to win! Thank you for your support.

A Ford Mocktail

Clara Ford’s “Citron Recipe” was published in *The Detroit News* on Oct. 16, 1949. Any citrus fruit can be substituted.

Pare your citron. Cut into 1 ½” slices and then 1 ½” strips, leaving the full length of the fruit. Remove seeds. Weigh. To each pound of fruit add an equal amount of white sugar. Make a syrup of the sugar using one pint of water to 10 lbs of sugar. Simmer gently. Then put the fruit in the syrup and boil for one hour or until tender. Strain the mixture to create a simple yet flavorful syrup or use the fruit pieces in desserts.

For a modern twist, chill the syrup and serve over ice with seltzer water for a refreshing mocktail. For anyone new to this nubby fruit, citrons are one of the original citrus fruits, while lemons are a hybrid of citrons and sour or bitter oranges.

