



Through The Windshield

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2011

Dates to Remember

January

- 11th Board Meeting, 7pm
- 12th General Meeting, 7:30pm

March

- 8th Board Meeting, 7pm
- 9th General Meeting, 7:30pm

February

- 8th Board Meeting, 7pm
- 9th General Meeting, 7:30pm
- 12th Valentine's Day Dinner and Dance



Pot Luck Dinner Party a Perfect Night

Warm light, rich smells of a delicious holiday feast, festive music and the laughter and smiles of all who attended made our 2010 pot luck Christmas dinner a night to remember.

Approximately 90 people came out to our twinkling banquet hall to celebrate the season and dine together on December 11th. The party, open to staff, members, volunteers and "frequent flyers" (our well-known patrons), featured a wide variety of special homemade delights and the music of our

favourite singer, Claudette Pinard. The dessert table was especially irresistible to those of us who can't look past all that sweetness. As always, a gift table featured many items for the raffle, from tools sets to bottles of wine, wall hangings, floral arrangements and jewelry. Thanks to all who spent time cooking and baking and to all who came to enjoy the night with us.



A Festive Evening

Top: Our Banquet Room and guests
Bottom: Harry Bergman and Claudette Pinard



Letter From the Near Arctic



Churchill's sub-arctic location at the coast of Hudson Bay means long, cold winters that are made colder by the unobstructed arctic winds that blow over the bay. Their summers are short and cool to mild, with an average July temperature of 12°C, or 56.3°F.

Part of Churchill's economy is based on ecotourism; they offer tundra buggies as a means of searching for polar bears.

Below, a tundra buggy has found a bear, or is it the other way around?



One of our Military Muster supporters, Bill Anthony, and his wife, Grace, left to live and work in Churchill, Manitoba, located on Hudson Bay in the near Arctic. They arrived in Churchill in August and will be there until March, 2011. Bill sent an e-mail to us recently, describing life in Churchill. Here is a segment of his letter:

“Life is different up here. We only have an inch of snow on the ground but much more has fallen. The wind blowing off Hudson Bay is extremely strong and blows nearly all the snow inland. At times it is very difficult to walk into the wind. We were at the airport recently and a De Havilland Beaver airplane was at the end of the runway in preparation for takeoff. The wind was so strong that it was almost lifting the plane off the ground as it was sitting there. The plane then took off and within just 100 ft., the plane was up and in the sky.

The hospital here serves the high Arctic and the area around Churchill. The Inuit are flown in for medical and dental care and you can see them in their seal skin clothes. Some of the women will have a papoose on their back. We also have Cree

and Dene First Nations as well as Metis.

Our house is the only one that looks directly out on to Hudson Bay. We've had polar bears walk right past our windows and have a fox that pays a nightly visit to our back door. We had an arctic hare sitting in our backyard the other day.

Things are very expensive here. Diesel fuel is \$1.80 per litre and 4 litres of milk cost \$8.95. An average prime roast of beef costs \$41.00. We were speaking with some Inuits from the high Arctic Circle and they advised that 24 cans of Coke cost \$60.00

Back to the weather; the schools are closed when the temperature hits minus 50 degrees. Yesterday it was 47 degrees below zero. I don't think it matters if it's in Fahrenheit or Celsius.

Most of the vehicles up here are older and very basic. It seems the simpler they are the better they run. As one would expect, vehicles are always dirty and covered in salt and ice. Life here is not like life in southern Ontario...the differences are light years apart.”

More on Churchill, Manitoba

Churchill is nicknamed the Polar Bear Capital of the world due to the many polar bears who “hang out” in October/November by the shores of Hudson Bay, waiting for the water to freeze so they can venture out onto the ice to hunt ringed seal. Beluga whales make their appearance in the summer, as they populate the warmer Churchill River estuary to give

birth. The time for birders is in May.

Historically, many nomadic peoples inhabited this area, the Thule being among the first in 1,000 A.D. They are our present day Inuit population. The Dene people arrived about 500 years later. The Chippewyan and Cree nations can also be found in Churchill.

The WW II Jeep

When it became obvious that the US was going to become embroiled in the war against Nazi Germany, the War Department contacted 135 manufacturing companies asking them to design and present a working prototype of a 4 wheel drive reconnaissance car in early 1940. (Can you imagine the size and depth of the manufacturing sector in the US to have 135 companies be asked to do this? Today this request might have gone out to 5 or 10 companies, at best, with some being foreign owned.)

Only two companies responded since the prototypes had to be delivered in just 49 days. They were the American Bantam Car Company and Willys-Overland. Willys asked for more time but were refused. The bankrupt American Bantam Car company had no engineering staff left on the payroll and brought in Karl Probst, a talented freelance designer from Detroit (ironically, he was of German descent). After turning down an initial request from Bantam, Probst accepted the job after being asked again by the Army, and initially working without salary, went to work on July 17, 1940.

Probst laid out complete prototype plans in just 2 days, and on day 3, estimated the total cost of the vehicle. On July 22, just 5 days after beginning work on the prototype, Bantam's bid was submitted complete with blueprints. Much of the vehicle had to be assembled from existing off-the-shelf parts and the custom 4 wheel drive train components were supplied by Spicer. The hand-built prototype was completed in Butler, Pennsylvania, and driven to Camp Holabird, Maryland for

testing by the Army on Sept. 21, 1940. The vehicle met the Army's criteria, but the engine did not meet the Army's torque requirement.

The Army felt that the Bantam Company was too small to supply all the vehicles it needed so it gave the Bantam design to Willys and Ford who were encouraged to make their own changes and modifications. The resulting Ford "Pygmy" and Willys "Quad" prototypes looked very similar to the Bantam's "BRC" (Bantam Reconnaissance Car). Spicer supplied very similar 4 wheel drive components to all three manufacturers.

Each of the three manufacturers built 1,500 units which were extensively field tested by the army. Willys-Overland's chief engineer, Delmar "Barney" Roos made design changes to accommodate revised weight specifications (a maximum of 1,275 lbs. or 578 kilograms) including oil and water. He was thus able to use the more powerful but comparably heavy Willys "Go Devil" 4 cylinder engine and thus win the initial production contract. The Willys version of the car would become the standardized Jeep design, designated the model MB, and was built at their plant in Toledo, Ohio. The familiar pressed metal one-piece grille was actually a Ford design feature (cheaper and easier to build) and was incorporated into the final design by the army.

Since the War Department required a large number of vehicles to be manufactured in a relatively short period of time, (Continued on page 5)



American Bantam and Karl Probst came up with this Jeep prototype in Aug.-Sept. of 1940.

"As faithful as a dog, as strong as a mule, and agile as a goat."

War Correspondent
Ernie Pyle, on the Jeep.



Above: the Willys "Quad" and beneath it, the Ford "Pygmy"



Our busiest months for field trips to Heritage Village are October, May and June.

From the Education Desk

Just a few short words this month. I have been reviewing our school program attendees from 2009 to 2010, and have found that we have hosted four schools fewer in 2010 than we did the previous year. Discouraging, but I am investigating possible reasons, such as the cost of busing, the effect of the economy, and the relevance of our program versus that of places like the John R. Park Homestead. There were 30 schools that did not return in 2010, but we picked up 25 schools that were absent in '09. We have found that advertising

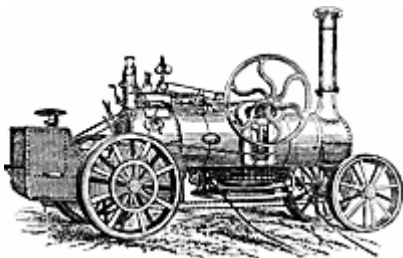
helps, but personal invitations to the village via phone call, have drawn in the most bookings. I hope that I can entice all schools to return to us with the enhanced and newer activities that I introduced in 2010.

I look forward to a bright and fun-filled season in 2011. Bookings for spring 2011 are coming in slowly, but they steadily increase as the temperature increases. Please mention our pioneer programs to all you know in our school systems!

Government Involvement in the Early Stages of the Automobile

A traction engine uses steam power to haul heavy loads on a surface that is not a rail.

Summarized below are a few examples of where the government elites thought they knew best and made every attempt to protect the public against themselves and against a rapidly changing world. Of course their so-called solutions did nothing but complicate peoples' lives and further lengthen the already long list of government rules and regulations. In the end, what the lawmakers did was much worse than if they simply would have done nothing and allowed technology to move forward in a free and open fashion.



John Fowler's steam engine, circa 1860.

In the 1860's, the concern was that the widespread use of "traction engines" such as road locomotives and agricultural engines would endanger the safety of the public. It was believed that engines and their trailers might cause fatal accidents, scare horses, block narrow lanes, and disturb the locals by operating at

night. The financial burdens of maintaining the roads were already shifting from the collection of user tolls onto local rate payers and these new types of vehicles, possibly up to 9' wide and weighing up to 14 tons would allegedly be capable of damaging the highways while they were being propelled at high speeds of up to 10mph. However there is evidence that the steam carriages' better brakes, which did not lock and drag, wide tires and the absence of steel shod horses' hooves actually caused less damage to the roads than horse-drawn carriages.

Associated Legislation

The Locomotives on Highways Act of 1861:

- limited the weight of vehicles to 121 tons
- imposed a speed limit of 10mph

Jeep History

(continued from page 3) Willys-Overland granted the U.S. government a non-exclusive license to allow another company to manufacture vehicles using Willys specifications. The Army chose Ford as the second supplier, but building Jeeps to the Willys design. Willys supplied Ford with a complete set of plans and specifications, while American Bantam, the creator of the first Jeep, spent the rest of the war building heavy duty trailers for the Army.

Final production version Jeeps built by Willys were the Model MB while those built by Ford were the Model GPW (G=Government, P= 80" wheelbase, W= Willys engine design). There were subtle differences between the two. The versions built by Ford had every component, including bolt heads stamped with the letter "F." Willys also followed the Ford, pattern by stamping its name into some body parts but discontinued this practice in 1942. The price of the Jeep trended upward as the war continued from \$684.74 with Willys and \$782.59 per unit from Ford. Willys-Overland and Ford both under the direction of Charles E. Sorensen (vice president of Ford during WWII), produced about 640,000 Jeeps between them, which was about 18% of all wheeled military vehicles built in the U.S during the war. Jeeps were used by

every part of the U.S. military and an average of 145 units were supplied to every infantry regiment. As part of the war effort about 30% of all Jeeps produced were supplied to every infantry regiment. As part of the war effort about 30% of all Jeeps produced were supplied to Great Britain and to the Soviet Red Army during WWII. They had a life expectancy of approximately 90 days when used by forward combat fighting units which was not unlike all equipment so used during WWII.

The utilitarian good looks of the original Jeep have been hailed by industrial designers and museum curators alike. The Museum of Modern Art described the Jeep as a masterpiece of functional design and has periodically exhibited the Jeep as part of its collection. Famous war correspondent Ernie Pyle, reported that Jeeps, along with the Coleman G.I. Pocket Stove, were the two most important pieces of non-combat equipment ever designed for war. Jeeps became even more famous following the war, as they became available on the surplus market. Some ads claimed to offer Jeeps still in the factory crates. This legend persisted for decades, even though the Jeeps were delivered from the factory in crates in the first place.

Flaky Facts

The shape that a snow crystal will take depends on the temperature at which it was formed. When the temperature is around 25° to 32° F, thin, six-sided plates are formed. At 21° to 25° F, long needle-shapes are formed. At 14° to 21° F, hol-

low columns are formed. At 10° to 14° F six pointed stars take shape, and at 3° to 10° F, dendrites are formed. The colder it is outside, the smaller the flakes will be. The fluffiest snow falls at about 15° F.



Although the Jeep was not the first 4-wheel-drive vehicle, it has influenced every one of its kind since its inception.



This fern-like portion of a snowflake represents a dendrite form. Dendrites are like branches of a tree.

Government Involvement

(Continued from page 5)

The Locomotive Act of 1865 (The Red Flag Law):

- set speed limits of 4mph in the country and 2mph in towns
- stipulated that a self-propelled vehicle must be accompanied by a crew of three (a driver, a stoker and a man with a red flag walking 60 yds ahead of each vehicle). The man with the red flag or lantern enforced a walking pace and warned horse riders and horse-drawn traffic of the approach of a self-propelled machine.

Highways and Locomotives (Amendment) Act of 1878

- The red flag requirement was removed.
- The distance ahead for the still required pedestrian crew member was reduced to 20 yards.
- Vehicles were required to stop at the sight of a horse.
- Vehicles were prohibited from emitting smoke or steam to prevent horses being alarmed.

Under pressure from motor car enthusiasts, the government introduced the Locomotives on Highways Act of 1896, which became commonly known as the Emancipation Act, which defined a new class of motor vehicles termed “light locomotives.” These were vehicles of 3 tons of unladen weight which were exempt from the 3 crew member rule and were subject to the higher 14 mph speed limit. (This is still only 4.5 times slower than the speed limits imposed on our main highways today.) In celebration of the Emancipation Act, the first London to Brighton run took place in 1896.

The relaxation of usage restrictions eased the way for the development of the British motor industry. Many historians believe that the onerous rules imposed upon the early automobiles were placed there to hinder the growth and development of the auto industry in favour of maintaining and protecting the interests of the railroad industry from which many members of parliament were financially supported. Sound familiar today?

What is a High Boy Hot Rod?



1932 Ford Roadster Highboy Hot Rod



1932 Low Boy

Well, it is essentially a 1932 Ford V8 that is not chopped down and channeled to straddle over the frame, as is the case with a classic Low Boy Hot Rod. This design lowered the centre of gravity and reduced wind resistance. A High Boy design is when the stock body is mounted on top of the frame and results in the car sitting higher but makes for a more comfortable ride.

Of the 66% of North Americans who read in the bathroom, the preferred reading material is Reader's Digest. (Second choice: our newsletter.)

Breakfast With Santa and Car Raffle

Our long buffet table was filled with all sorts of delicious breakfast items, from fluffy scrambled eggs and pancakes, to crisp bacon and lots of coffee. Our annual Breakfast with Santa was once again well attended by wee ones who brought their parents out to dine and meet the man in red. This year's Santa, Ted Brown, did a fantastic job of portraying the beloved Santa Claus and gently lifting those who were willing, up onto his knees to whisper their Christmas wishes into his ear. As expected, some children were a bit tentative about stepping up to Santa, but to my knowledge, only one child cried to be rescued from his knee.

Many thanks to all who worked so hard to make this event happen: Maribeth and her kitchen staff, Kim and her office staff, and all volunteers.

Raffle winners for this year: Abigail Littkemann, of Christ the King School in Windsor, won the education program bicycle, and Gaetano Boschin, of Windsor, won the '66 Pontiac Parisienne. Mr. Boschin wishes to sell the car to anyone interested...the asking price is \$10,000. Any inquiries can be directed to his son, Frank: 519-967-1986 or 519-817-7022.

Congratulations to the winners!



Dan MacIntyre's sweet granddaughter, Lilly, waves for the paparazzi.



Harry draws the winning car raffle ticket. No Claude, it's not yours.

Hans Christian Andersen, Tom Cruise, Cher, Albert Einstein, Whoopi Goldberg, Lee Harvey Oswald and Gen. George S. Patton.

What do these famous people have in common?

(Answer Below)

NYE Party a Sellout

As of this writing, our New Year's Eve party has not occurred, but all tickets have been sold. In fact, people are calling daily asking for tickets and we have had to turn them down! We are confident that this year's party will be as fun as last year's.

From all the staff at CTMHV, we wish all members and volunteers a very happy and healthy new year.



The condition of dyslexia, where one commonly lacks proficiency in reading and writing.

Winter Health Tips

Stay Hydrated. We love our hot coffee, but water and herbal tea provide more hydration than caffeinated drinks.

Eat immunity-boosting foods. Garlic, chicken soup and foods rich in vitamin C boost immunity and fend off colds and flu.

Exercise. It can be fun if you join our ballroom lessons here at the museum. Call Dance Adventures at 519-324-1798 to join!

Avoid depression. Get some light therapy to avoid seasonal affective disorder. Sit by windows in your home or go for a walk on a sunny day.

Reduce food intake. Replace starchy foods with fibrous snacks.

Be gentle with your skin. Use gentler soaps sparingly in the bath or shower, then pat your skin dry and finish with a good quality moisturizer. If your skin feels tight 5 minutes after moisturizing, you need a better product with more emollients.



Winter Helpful Hints

With winter now in full swing, you may want to consider some of these tips for making icy conditions easier when it comes to your car:

- Keep your headlights clear with car wax! Just wipe ordinary car wax on your headlights. It contains special water repellants that will prevent that messy mixture from accumulating on your lights—lasts 6 weeks.
- Squeak-proof your wipers with rubbing alcohol. Wipe the wipers with a cloth saturated with rubbing alcohol or ammonia. This one trick can make badly streaking & squeaking wipers change to near perfect silence and clarity.
- Ice-proof your windows with vinegar. Frost on it's way? Just fill a spray bottle with three parts vinegar to one part water and spritz it on all your windows at night. In the morning, they'll be clear of icy mess. Vinegar contains acetic acid, which raises the melting point of water, preventing water from freezing.
- Prevent car doors from freezing with cooking spray. Spritz cooking oil on the rubber seals around car doors and rub it in with a paper towel. The cooking spray prevents water from freezing on the rubber.
- Fog-proof your windshield with shaving cream. Spray some shaving cream on the inside of your windshield and wipe it off with paper towels. Shaving cream has many of the same ingredients found in commercial defoggers.
- De-ice your lock in seconds with hand sanitizer. Just put some hand sanitizer gel on the key and the lock and the problem is solved.

Doing it Dad's Way

A man in Scotland calls his son in London the day before Christmas Eve and says, "I hate to ruin your day, but I have to tell you that your mother and I are divorcing; forty-five years of misery is enough."

"Dad, what are you talking about?" the son screams.

"We can't stand the sight of each other any longer." the father says. "We're sick of each other and I'm sick of talking about this, so you call your sister in Leeds and tell her."

Frantically, the son calls his sister, who

explodes on the phone, "Like hell they're getting divorced," she shouts, "I'll take care of this."

She calls Scotland immediately and screams at her father, "You are NOT getting divorced. Don't do a single thing until I get there. I'm calling my brother back and we'll both be there tomorrow. Until then, don't do a thing, DO YOU HEAR ME?" and hangs up.

The old man hangs up his phone and turns to his wife saying, "Done! They're coming for Christmas...and they're paying their own way."

Just for Fun

Dan McIntyre, one of our long-time members sent these quotes from the lovable Red Skelton by my desk and even though wives are the butt of these jokes, I couldn't help but laugh. Here's what the comedian has to say:

Two times a week we go to a nice restaurant, have a little beverage, good food and companionship. She goes on Tuesdays, I go on Fridays.

We also sleep in separate beds. Hers is in California, and mine is in Texas.

I take my wife everywhere, but she keeps finding her way back.

I asked my wife where she wanted to go for our anniversary. "Somewhere I haven't been in a long time!" she said. So I suggested the kitchen.

We always hold hands, If I let go, she shops.

She has an electric blender, electric toaster and electric bread maker. She said,

"There are too many gadgets and no place to sit down!" So I bought her an electric chair.

My wife told me the car wasn't running well because there was water in the carburetor. I asked where the car was. She told me, "In the lake."

She got a mud pack and looked great for two days. Then the mud fell off.

She ran after the garbage truck yelling, "Am I too late for the garbage?" The driver said, "No, jump in!"

Remember: Marriage is the number one cause of divorce.

I married Miss Right. I just didn't know her first name was "Always."

I haven't spoken to my wife in 18 months. I don't like to interrupt her.

The last fight was my fault though. My wife asked, "What's on the TV?" I said, "Dust."



Red Skelton
1913 - 1997

Did You Know?

Red Skelton has two stars on the Hollywood Walk of Fame; one for radio and the other for television.

Newfies Know how to Get 'er Done!

"Hello, is this the police?"

"Yes, what can I do for you?"

"I'm calling to report 'bout my neighbour, Gary Riche...He's hidin' marijuana inside his firewood! Don't quite know how he gets it inside them logs, but he's hidin' it in there..."

"Thank you very much for the call sir."

The next day, twelve St. John's police officers descend on Gary's house. They search the shed where the firewood is

kept. Using axes, they bust open every piece of wood, but find no marijuana. They sneer at Gary and leave.

Shortly, the phone rings at Gary's house.

"Hey, Gary! This here's Floyd...did the police come?"

"Yeah!"

"Did they chop your firewood?"

"Yep"

"Happy Birthday, buddy!"

Did You Know?

People use Ottawa's Rideau Canal as a huge skating rink in the winter. Many even skate to work!

**Canadian Transportation
Museum and Heritage Village**

6155 Arner Townline
Kingsville, ON, N9Y 2E5

Phone: 519-776-6909
Fax: 519-776-8321
Email: education@ctmhv.com

WE'RE ON THE WEB! WWW.CTMHV.COM

To contribute an article of interest,
send to MaryAnn Perry at:
education@ctmhv.com



“Through the Windshield” is published in Essex County by and for the members of the Historic Vehicle Society of Ontario and the Canadian Transportation Museum and Heritage Village. Its purposes are to present business topics and varied items of interest, and to promote a spirit of cooperation amongst our members and families, as we strive to preserve our past in the present for the future. Any mistakes or errors in this newsletter are not necessarily the fault of the editor.



2010/11 HVSO Board of Directors

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