



Through The Windshield

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Museum News

The Board approved the conversion from our existing fluorescent and incandescent light to LED lighting. What will this conversion cost? It will be close to \$50,000. Why are we doing this? The existing lights give off a lot of heat and UV light and they burn out and cost the organization 70% more in electricity than what the LED (diodes) will cost. LEDs last from 50,000 to 100,000 hours before they need replacement. The Board calculate that over the next 20 years the savings to the organization in electricity costs alone will be well over \$300,000. This does not include savings in manpower (changing bulbs) and in air conditioning, due to the lights giving off little heat. The Board is looking to borrow \$50,000 and pay 5% over 5 years.

We celebrated 6 Super Volunteer couples at our first 2011 Cruise-In on May 12. The winners and their photos are on page 10.

The club is still trying to obtain up to \$20,000 from the Whelan family to allow their ancestral cabin to be finished.

The Motorcycle Museum (a replica of Windsor Motorcycles from 1946, located at Howard and Ypres) is well under construction within Salon B of our car museum. The project should be completed within the next two months. Chris O'Neil from Thunder Road Harley Davidson is looking for antique motorcycles to show in the museum. If you know anyone, please contact Chris at Thunder Road, 519-966-1520.

More news on page 2.

Book Sale: Reflections on Automotive History

On April 21st, six of our volunteers drove to Guelph to bring back to our museum 3,000 hard and soft cover books donated by automotive writer Bill Vance. These beautifully produced books are 3 volume sets, entitled Reflections in Automotive History, detailing milestone vehicles and events in the

automotive industry. Originally, they were sold across North America for \$100 a set. Our sets are a fantastic deal at \$20 for hardcover and \$15 for soft-cover versions. They make a great gift for the auto enthusiast in your life, and can be purchased in our museum gift shop.

Upcoming Events

June

7th: Board meeting, 7pm

8th: General Meeting, 7:30 pm

10th & 11th: Relay for Life

12th: Festival of Cars Show

19th: Father's Day Brunch

25th & 26th: Spring Flea Mkt.

July

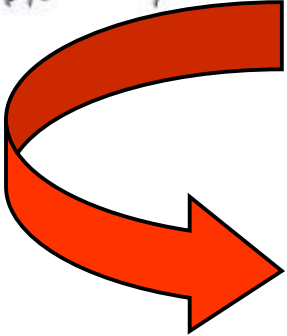
12th: Board meeting, 7 pm

13th: General meeting, 7:30 pm

17th: British Car Show

Museum News, continued from page 1

You're Invited!



"By doing what you love, you will never work a day in your life."

Our raffle car ticket sales so far this year are behind last year's numbers. We need to get out and sell tickets.

Everything is falling into place for our first Festival of Cars Show for Sunday, June 12. Of course, this outing will include our regular car show but with a twist. We are trying to separate ourselves from the many car shows held in the area. So we thought that we could pattern ourselves after the Motor Muster held each June at the Henry Ford museum in Dearborn Michigan. Our show this year will include the following:

- A historical "Pass-in-Review" in which an automotive historian will explain the history behind 20 or so vintage, classic and hot rod vehicles.
- A special draw for show car owners only will be held (8 winners of \$50 each)
- Keystone Cops will be running about in antique vehicles all day, along with Joe the Bartender (Mia Bergman) and others who will be in costume.

- Face painting, \$2 haircuts and a special \$2 food discount ticket will be provided each registered car show owner.
- Some of our village buildings will be open for public viewing.
- 50/50 draw and cash and prize awards will be given to various show car categories and runners-up as well.
- A "Vehicles for Sale Car Corral" and many automotive vendors (no charge) will be on board, as usual, to make the day more exciting.
- We will forego the usual goodie bags and dash plaques for all car show owners this year.

Our Relay for Life cancer walk will be held on Friday night, June 10, and Saturday morning, June 11. Last year we helped raise \$170,000 for cancer research.

We seem to be gaining about one new member on average, each month. Word is getting out on what a cool place our museum really is!

Other Museum Bits



Left: Food reviewers rave about the Belgian chocolate-covered Magnum. Yum....

Trivia: The ice cream bar was invented in 1920 by Harry Burt, of

Youngstown, Ohio, who went on to found Good Humor.

Our busy season is in full swing and we are bracing for increased tourism. The gift shop is stocked with more goodies, including ICE CREAM BARS! Our new freezer is brimming with frozen treats, so make sure to stop in for yours before Jack and MaryAnn eat them all.

We have a new toy order in, which delights our school children and we've re-

ceived stacks upon stacks of boxes of candy for Waterfest week. (It has been suggested that we should open the dentist's office during the event.)

With help from Frank and Mary Hawkes, we now carry a variety of automotive-related items, from spray paint to battery master switches, and things you've never heard of. More items arriving weekly!

When Science and Academia Fail

Will our vintage, antique and hot rod vehicles one day be subject to some sort of carbon tax? You know the momentum is moving in that direction. How do we head this off at the pass and how do we correct the inaccurate science and half-truths that have been and may still be pumped into our young, unsuspecting kids by our education system via the showing of Al Gore's movie, "An Inconvenient Truth"? The British High Court ruled in 2007 that this film contained so many scientific falsehoods that the court banned its showing in British schools under the guise of science. Did our schools discontinue showing this film? I don't know. Do you? Of course the Uber Left still ensured that Gore received the Nobel Prize for his endless misrepresentations portrayed in his movie.

In 1998, a hockey stick graph surfaced which showed that the northern hemisphere temperatures were stable for nine hundred years and then along came industrialization and voila, these northern temperatures dramatically increased in the 20th century. This graph was shown prominently in Gore's movie, used as a smoking gun in government data around the globe, by the UN in our schools and by every believer in the man-made global warming hysteria. Using this graph, the Intergovernmental Panel on Climate change (IPCC) in 2001, concluded that humans are causing global warming via their output of CO₂ (carbon dioxide) emissions. Canada and other developed nations were pressured to sign on to the Kyoto Protocol that would have all but killed manufacturing in the West while leaving China, India, Brazil, and others

unaffected.

The 1998 graph was reported to the IPCC as being irrefutable due to its robust computer algorithm programming and professional level of statistical logic proven by exhaustive testing. In spite of numerous requests, the data behind the hockey stick graph was not made available online until 2003 with much of the methodology woefully lacking in detail. In 2003, businessman Stephen McIntyre and Ross McKittrick from the University of Guelph, were unable to replicate the graph's findings. What followed were years of obfuscation by climatologist Micheal Mann, the graph's author, the US National Science Foundation, Nature Science Journal, the American Meteorological Society, and many other science foundations supported by the UN, the press, TV news, university professors, students and teacher groups, etc.

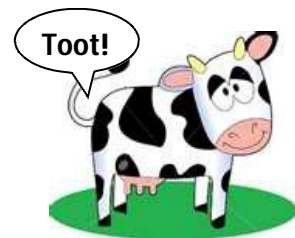
After much wrangling, McIntyre and McKittrick finally obtained Mann's information and then scientifically and factually proved that Mann had run his computer analysis specifically excluding critical data that would have made the hockey stick curve disappear. They also confirmed that his computer algorithm was designed to give an inaccurately high temperature reading for 20th century northern climates. In addition, the National Research Council (NRC) commissioned a panel led by world-renowned statistician, Edward Wedgman, who concluded the same biased results from Mann's work. The hockey stick profile was scientifically declared a pure fabrication.

(Continued on page 4)



Al Gore, receiving his Nobel Prize in 2007

Other than natural cycles and events, global warming has been blamed on:



Teaching the Controversy

Some school districts are in favour of teaching multiple perspectives on climate change. A parent in Los Alamitos, California stated, "There is consensus in the (scientific) field that we have global warming happening. It is getting warmer and it is related to what we are doing to the planet. That is not in dispute in the scientific community. It is in dispute in the political community. This is a science class. Teach science."

Science and Academia, continued

And then there were the publications of several e-mails from the prestigious East Anglia University's climate Research Unit in England in 2009, which contained numerous references to statistical cheating, data manipulations and rigged temperature gathering used by researchers to support the global warming theory. The jig was up. The house of cards global warming charade quietly began to collapse. In an effort at damage control however, the global warming term was dropped by its zealots and re-branded under a new banner called climate change, as if nothing had happened.

But are we still teaching the scientifically discredited global warming or man-made climate change in our schools? We still see articles and documentaries referencing these issues. And our electricity rates continue to exponentially increase driven by taxpayer-subsidized wind turbines and solar panels, and our incandescent light bulbs are being outlawed in favour of costly mercury filled CFL lights. And let's not forget those so-called "smart metres"

and the increased costs to us consumers for using electricity during the daytime. Today, we often hear carbon trading being advocated by the political Left and academia while Gore himself continues to profit via his carbon trading brokerage house in the UK.

It appears that backers of the scandalous man-made global warming movement are determined, at any cost, to socially re-engineer our behaviours to fit their pre-ordained beliefs. Academic curricula and expensive government programs have been created and implemented based on these false and inaccurate climate claims, and we continue to teach this subject in our schools and experience it in or governing policies. And of course, our collector car hobby may one day be very negatively impacted by all of this. We already have to deal with 10% ethanol gasoline which is totally unfriendly to our engines. Why?

Mickey Moulder

Our Courtyard

On May 24th, Harry Bergman and Mickey Moulder met with Ricardo Rosati of Rosati Group and asked the company to create a "bare bones" design to roof our central courtyard. (Currently, our courtyard houses a couple of vintage vehicles, a picnic table and one robin's nest.)

The specs, as they stand now, are to keep the brick floor and exterior brick walls as they are, but to possibly add two pillars

for roof support. We will add no heat or cooling. Taking a page from the greenhouse industry, we may use an aluminum-type support system that has glass in the centre to open and close and to let out heat or take in fresh air and light. Purging rainwater from the roof would tie into our existing system.

We hope to have some plans to look at by early June.

History of the Detroit Automobile Company

The Detroit Automobile Company (DAC) was an early American automobile manufacturer founded on August 5, 1899, in Detroit, Michigan. It was the first venture of its kind in Detroit. Automobile mechanic Henry Ford attracted the financial backing of three investors: Detroit Mayor William Maybury, William Murray and Senator Thomas Palmer. As with many early car ventures, the company floundered and was dissolved in January, 1901. Twenty vehicles were built and \$86,000 (4 million in 2011 dollars) of investment was lost. Henry Ford advertised the cost of owning a horse versus owning an automobile as follows (Gasoline was 20 cents a gallon and the cars got about 30-40 miles per gallon.):

Automobile Ownership

· Automobile original cost	\$1,000
· Cost of operating, 1/4 cents per mile, 25 miles per day	\$144 per year
· New tires	\$100
· Repairs	\$50
· Painting vehicle	\$30
· Total cost	\$1,294

Horse and Buggy Ownership

· Cost of keeping a horse per year	\$500
· Shoeing horse	\$30
· Harness repairs per year	\$10
· Painting vehicle	\$30
· Boarding horse	Not known
· Total cost	\$870

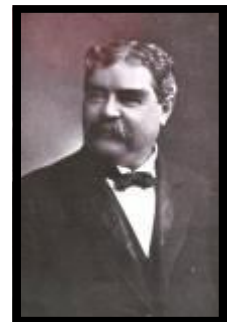
The DAC was reorganized into the Henry Ford Co. on Nov. 20, 1901, after Ford gained further backing from investors because of his raving successes. It later became the Cadillac Co. in 1902, under stewardship of Henry Leland, who came in to pick up the pieces of the Henry Ford Co. after Henry was fired for spending far too much time working on race cars and not passenger cars. Henry was then invited to start a new company by investors who gave him 25% of the venture and placed him in charge of manufacturing and design. This new company took Henry's name, the Ford Motor Company, in 1903. The rest, as they say, is history.



The first Ford Motor Co. logo.

"A business absolutely devoted to service will have only one worry about profits. They will be embarrassingly large."

Henry Ford



Former Detroit mayor William Maybury served from 1897-1904

WWII British Commonwealth Air Training Plan



Aircraft of the BCAPT

Airspeed Oxford

Avro Anson

Beechcraft 18 Expeditor

Cessna Crane

De Havilland Tiger Moth

Fairchild Cornell

Fleet Fawn

North American Harvard

North American Yale

Westland Lysander

Boeing Stearman

Fairey Battle

Fleet Finch

Fleet Fort

Noorduyn Norseman

The British Commonwealth Air Training Plan (BCAPT) was a massive, joint military air crew training program created by the United Kingdom, Canada, Australia and New Zealand during the Second World War. It remains the single largest aviation training program in history and was responsible for training nearly half the pilots, navigators, bomb aimers, air gunners, wireless operators and flight engineers who served with the Royal Air Force (RAF), Royal Australian Air Force (RAAF), Royal Canadian Air Force (RCAF), and Royal New Zealand Air Force (RNZAF) during WWII.

Under a parallel agreement, the South Africans trained 33,347 aircrew for the South African Air Force and other Allied air forces. This number was exceeded only by Canada, which trained 130,000 air personnel including about 50,000 pilots.

Southern Rhodesia at the time was a British Crown Colony (like Newfoundland), rather than a Dominion and was not involved in the negotiation or the signing of the BCAPT. The Southern Rhodesian Air Force was subsumed by the RAF in 1940. However, Rhodesia provided significant air training facilities and contributed personnel to the British units.

In addition, students from many other nations attended BCATP schools, including: Argentina, Belgium, Ceylon, Czechoslovakia, Denmark, Finland, Fiji, France, Greece, the Netherlands, Norway, Poland and the United States.

Background

The United Kingdom was considered an

unsuitable location for air training due to the possibility of enemy attack, the strain caused by wartime traffic at airfields and the unpredictable climate, so the plan called for the facilities in the Dominions to train British and each others' aircrews.

On December 17, 1939, the British, Canadian, Australian and New Zealand governments signed the British Commonwealth Air Training Plan (BCATP) which called for the training of nearly 50,000 aircrews each year, for as long as necessary; 22,000 aircrews from Great Britain, 13,000 from Canada, 11,000 from Australia and 3,300 from New Zealand. The air crews received elementary training in various Commonwealth countries before traveling to Canada for advanced courses. Training costs were to be divided among the four nations.

In Australia, by 1945, more than 37,500 Australian aircrew had completed training of which 27,500 graduated from schools inside of Australia.

In New Zealand, 2,910 pilots were trained to elementary standards and sent to Canada to continue their training. More than 2,700 wireless operator/air gunners, 1,800 navigators, and 500 bombardiers passed through the New Zealand before being sent to Canada. During its 5 year existence of air training in S. Africa, the nation turned out 33,347 aircrew including 12,200 used by the S. African Air Force.

In Rhodesia (now called Zimbabwe, which cannot even feed itself today), over 7,600 pilots and 2,300 navigators were trained during the war. (Continued on page 8)



Bird-Watching at Heritage Village

The month of May has been ridiculously soggy in the village, but on one gloriously sunny day mid-month, I took a golf cart out to clean up and close the village buildings following a grade 3 field trip. I spotted what I am sure were two goldfinches, playfully flying low over the open field behind the museum. Novice bird-watcher that I am, I thought I had come upon a small wonder, when I noticed that there were not just two goldfinches in the field, but literally dozens!

According to Wikipedia, this is the season

for the American Goldfinch to be seen migrating and feeding, and they love open fields. The males are especially colourful right now, as they show off for the ladies of the species. (They sure had this lady's jaw on the floor!) According to what I read, they are very social birds and can be found in large groups in feeding areas.

Consider a family bird-watching day at Heritage Village. Bring friends, bring cameras, bring binoculars, and let us know what species you find! MaryAnn



The gorgeous male American Goldfinch displays vibrant yellow plumage during mating season. It's beak is conical for extracting seeds and its feet are especially agile for gripping the stem of a seedhead.

The Swans are Back!

We are proud to let you know that in early May our pond has been graced with two new swans for all to enjoy. Named Alex and Rosie, they are happily swimming, sunning and eating plenty in their watery summer home at CTMHV. Like all our previous swan tenants, they are more than happy to gobble up vegetable peels and any wilted lettuce that our kitchen staff send their way.

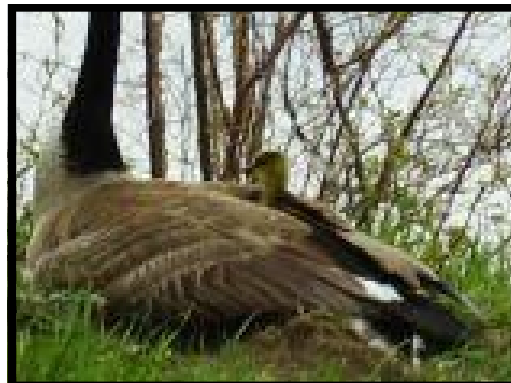
Tourists are delighted to watch the swans from the patio or dining room, and many venture closer to take a few photos.

Two geese recently nested here, but just long enough to produce seven fuzzy goslings. Kim managed to get a few shots of them before they made a home elsewhere, but we are hoping they'll come back soon for a visit.



Our new swans will be gliding on our pond during the warmer months of 2011. Make sure to see them during your next visit!

Mama let Kim get close enough to snap this photo of a gosling nestled into the feathers of its mother's back.



A male swan is a cob, a female is a pen, and a baby is a cygnet. Swans are considered to be the most beautiful of the aquatic birds, and have long been considered 'ornamental birds' in zoos, ponds and botanical gardens. A swan's beak is so sensitive, that it is considered an underwater feeler.

Oxymorons are contradictory phrases. These might give you a chuckle:

- *Government organization*
- *Alone together*
- *Personal computer*
- *Silent scream*
- *Living dead*
- *Same difference*
- *Taped live*
- *Plastic glasses*
- *Tight slacks*
- *Peace force*
- *Pretty ugly*
- *Head butt*
- *Virtual reality*
- *Dodge Ram*



Air Training

(Continued from page 6) In the U.S., prior to Pearl Harbor, 16,000 RAF air-crew were trained in the USA. After Pearl Harbor, 1,759 American members of the RCAF transferred to the armed forces of the United States, another 2,000 transferred later on, and about 5,000 completed their service with the RCAF.

Canada was chosen as the primary location for the BCATP due to ample supplies of fuel, wide open spaces suitable for flight and navigation training, industrial facilities for the production of trainer aircraft, parts and supplies, the lack of any threat from Luftwaffe and Japanese fighter aircraft and its relative proximity to both Europe and the Pacific. At its height, the BCATP included 231 training sites across Canada, more than 10,000 aircraft and 100,000 military administrative personnel. Infrastructure development in Canada included erecting 8,300 buildings of which 700 were hangars. Fuel storage totaling more than 26 million gallons was installed along with 300 miles of water mains and a similar length of sewer mains were laid, involving 2 million cubic yards of excavation. A total of 100 sewage treatment and disposal plants and 120 water pumping stations were com-

pleted; more than 2,000 miles of main power lines and 535 miles of underground electrical cable placed, servicing a total connected electrical power load of over 80,700 horse power. IN late 1944, the Air Ministry announced the winding up of the program since the Commonwealth air forces had long had a surplus of air crews. At the conclusion of the war, over 167,000 students, including over 50,000 pilots, trained in Canada under the BCATP from May, 1940 until March, 1945, including primary flight training in Windsor. While the majority of those who successfully completed the program went on to serve in the RAF, over half (72,835) of the 131,553 graduates were Canadians.

And as for our navy, from 1944 through to the end of the war, Canada was in command of all European bound convoys from New York to the U.K including all D Day personnel, equipment and other supporting goods including food and raw material to keep the U.K. in business and the war effort at full throttle.

Canada surely did punch way above its weight during the Second World War.

Not on the Bestseller List

These real books may or may not be on your nightstand:

Frog Raising for Pleasure and Profit, Dr. Albert Broel (1950)

Grow Your Own Hair, Ron MacLaren (1947)

Harnessing the Earthworm, Thomas J. Barrett (1949)

Swine Judging for Beginners, Joel Sommonds Coffey (1915)

The Art of Faking Exhibition Poultry, George Riley Scott (1934)

The Cardiologist & The Mechanic

A motorcycle mechanic was removing a cylinder head from the motor of a Harley-Davidson when he spotted a well-known cardiologist in his shop.

The cardiologist was there waiting for the service manager to come and take a look at his bike when the mechanic shouted across the garage, "Hey, Doc! Want to take a look at this?"

The cardiologist, a bit surprised, walked over to where the mechanic was working on the motorcycle.



The mechanic straightened up, wiped his hands on a rag and asked, "So Doc, look at this engine. I open its heart, take the valves out, repair any damage, and then put them back in, and when I finish, it works just like new. So how come I make \$40,00 a year and you make \$1,700,000 when you and I are doing basically the same work?"

The cardiologist paused, leaned over, and then whispered to the mechanic... "Try doing it with the engine running."

Who Said It?

Can you guess the identity of the person responsible for the following quotes? (Answer at bottom of this page.)

"My success has allowed me to strike out with a higher class of women."

"It's a gorgeous gold pocket watch. I'm proud of it. My grandfather, on his deathbed, sold me this watch."

"My parents stayed together for forty years, but that was out of spite."

High Tech in History

After having dug to a depth of 10 feet last year, British scientists found traces of copper wire dating back 200 years and came to the conclusion that their ancestors already had a telephone network more than 150 years ago.

Not to be outdone by the Brits, in the weeks that followed, an American archaeologist dug to a depth of 20 feet and shortly after, a story published in the New York Times stated: "American archaeologists, finding traces of 250-year-old cop-

per wire, have concluded that their ancestors already had an advanced high-tech communications network 100 years earlier than the British."

One week later, the Irish Department of Agriculture reported the following: "After digging as deep as 30 feet near Ballyhaunis, Co Mayo, Mick O'Connor, a self-taught archaeologist, reported that he found absolutely nothing! Mick has therefore concluded that 250 years ago, Ireland had already gone wireless."

Supposedly taken from real court transcripts:

Q: Tell us your full name

A: Mine?

Q: Yes, sir

A: 555-2723

Q: Mr. Daniels, do you have any problems hearing me?

A: Not really

Q: Where do you live?

A: Pardon?



Q: To the charge of driving while intoxicated, how do you plead?

A: Drunk.

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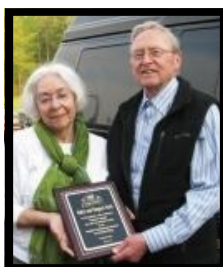
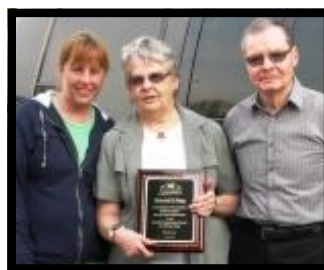
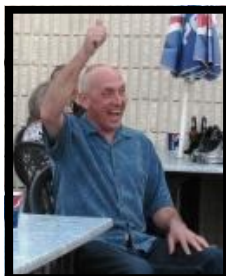
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"Through the Windshield" is published in Essex County by and for the members of the Historic Vehicle Society of Ontario and the Canadian Transportation Museum and Heritage Village. Its purposes are to present business topics and varied items of interest, 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.



Super Volunteer Award Winners, 2011



The recipients of this year's Super Volunteer Awards are, clockwise from top left: Ted and (camera-shy) Mary Ann Summerfield, Mickey and Janet Moulder, Al and Audrey Hazael, Glenn and Pat Young (Kim got in for the photo op.), Walter and Margaret North, and Ed and Phyllis Jeffries. **What a pleasure it is to work with our wonderful volunteers. Thank you!**