



Through The Windshield

Official Publication of the Historic Vehicle Society of Ontario

IN THE NEWS

It seems as though our winter trend is focusing on auctions. What a better place to hold an auction than here at CTMHV. Our loyal renter has been Mr. Marwood Andrews who held two auctions in January and will be holding another one in February. Jack Morris also held an auction here on the 25th. What a unique opportunity to find some real treasures at wonderful prices. The auction business definitely means good business for us, especially for our Diner. Our Gun Show was held on January 28th and once again was filled with eager vendors including some newcomers, one of which is a knife builder. We have had some volunteers help with covering weekend hours which we greatly appreciate. Volunteers are always needed and loved here at CTMHV. Our Valentine's Dinner is set to take place on February 11th and is a great time for couples and friends. Tickets are available in the office. CTMHV has finally secured a vehicle to raffle off for the 2012. It is a 1965 Mustang, see page four for a sneak peek. We are off to a good start as we continue strolling along into 2012.



February

4th Lavin Auction

7th Board Meeting

8th General Meeting

11th Valentine's Day Dinner

18th Marwood Auction

March

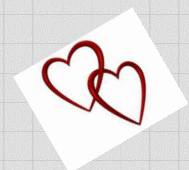
3rd Leah & Steve's Wedding

10th Marwood Auction

13th Board Meeting

14th General Meeting

31st Gun Show



RELAY FOR LIFE LEAVES CTMHV

After many years of partnering with the CTMHV, the Canadian Cancer Society Relay for Life Committee has decided that our facility is no longer a viable place to hold their annual Relay for Life Fundraiser. This comes as a disappointment, however one cannot help but question the reason behind the CCS's decision. In addition to hosting the Relay for Life at the CTMHV, another event is held in LaSalle at the Volmer Complex. Last year, the Relay for Life raised over \$170,000 at CTMHV and \$200,000 in LaSalle. For 2012, the CCS has again decided to hold their event at the Volmer Complex in LaSalle and, instead of here at the CTMHV, the 2nd location will be at the Harrow Fairgrounds. It is difficult to see what more Harrow can offer. Speculation cannot be avoided when considering that 2011 was the first year in the history of our partnership with the CCS



Continued on page 4

VOLUNTEERS ANSWER THE CALL

Last month, staff at the CTMHV put out a call for volunteer help at the Museum. In order to save some money and fill in staffing voids, we have compiled a schedule of volunteers to assist in giving Museum Tours, helping in the Gift Shop and answering phones in the office. Thank-you to those of you who responded and are now helping out. Deb Coussens, Jim McTavish, Dan McIntyre and alternate, Walter North are now helping Kim every other weekend. We still need volunteers to cover a few Sunday shifts in February and March. As well, the Board has approved a team of five volunteers to give daily guided tours of the Transportation Museum during the winter months Wednesday thru Sunday from 10:00 am with the last tour being at 1:30 pm. Currently our team consists of Ab Ives, Mickey Moulder and Harry Bergman. We will also be putting an alternate team in place as a back-up. Some days the Museum has many tours and this takes up valuable time from our Office staff. If you are interested in being on our team, please contact the office. We appreciate our volunteers, they are truly as priceless as our Museum.

CTMHV HOSTS SWOHC

On January 13th, Manager, Kim Brimner hosted the SWOHC annual meeting. It is a group of Essex County's finest Museum and Tourism managers, curators, and executors who promote not only their own establishments but also the entire South Western Ontario community as a travel destination. By connecting with this council, the CTMHV has the opportunity to link to many websites and promote all of our activities and events. Kim was assisted by Vice-Chairman, Mickey Moulder who provided participants with a guided tour of our Transportation Museum.

WELCOME NEW MEMBERS

The Antique Automobile Club was founded in Windsor in 1954 by a handful of men with an interest in preserving old cars. The name of the club was eventually changed to the Historic Vehicle Society of Ontario. From that foundation, The Canadian Transportation Museum & Heritage Village was built. That handful of visionaries is responsible for the wonderful organization that we are all a part of today. The general purpose of the society is to "acquire, preserve, restore, and exhibit historic vehicles, old and classic, area artifacts, and to interest others as much as possible in this purpose." Owning an antique or classic vehicle is not a prerequisite for membership acceptance. Members are considered amateurs with a genuine common interest. Before membership acceptance, applicants are required to attend three HVSO meetings. Upon acceptance, annual membership dues are payable on the first of January every year. Members are encouraged to donate 20 volunteer hours per year during our events, meetings, education program and/or in the Museum. General Membership Meetings are held on the second Wednesday of each month. Our 2012 Membership Roster includes the names of 127 members. New members for 2012 are Jonathon Eagen, Al Kiernan and Ken Pickthall. Welcome to the CTMHV! We know you're gonna love being a part of our "Club". Membership has its advantages. Just ask some of the guys who have been here since the 50's. Nick Romanick, Jim Moir, Ed Stilson, Andrew Truan and Bill Thoman have all been around since then. Nick having been a member the longest, since 1954 and Bill having just slipped in that decade in 1959. So, if the calculations, are correct, Jonathon, Al and Ken might just be keeping the CTMHV home fires burning in 2070, fifty eight years from now. We are happy to have you all!



On February 15th 1965, Canada's new red & white Maple Leaf flag was inaugurated in a ceremony at Parliament Hill



NEW YEARS EVE PARTY

December 31st was the night of our annual New Years Eve Party. Prior to the big event our team of dedicated staff and volunteers were busy with the numerous preparations required to make the night a huge success. The Menu was planned, the entertainment was booked, the linens were ordered and the groceries and decorations were purchased. We need to thank Ed and his helpers, Barb, Mia, Debbie and Phyllis for the delicious meal. Bob, Doug, Mia, Lisa, Ryan, Sue and Jack all helped to set up the Hall with decorations to inspire the party of the year. Tables were covered with gold, ivory and adorned with plenty of party favours. The Cash Bar was tended by Mia and Harry and Chuck Reynolds was the DJ for the evening. Ryan, Tyler, Myranda and Vanessa kept up with the dishes and cleaning. Thank-you to Paul and Kathy for working the coat room and to Sue and Jack for collecting money and running the raffle table. Thank-you to anyone else I might have missed who helped to make the night a success. There were one hundred and seventeen tickets sold, which is a little lower than we would have liked. However, we can certainly say the night was a worthwhile event.



"I don't understand why Cupid was chosen to represent Valentine's Day. When I think about romance, the last thing on my mind is a short, chubby toddler coming at me with a weapon." *Author unknown*

OUR MISSION

To preserve the past for present and future generations by collecting, restoring, maintaining and displaying modes of transportation and early ways of living in Canada South.

OUR VALUES

1. Customer always comes first.
2. Quality permeates all that we do
3. Growth and financial success is a top priority

OUR GUIDING PRINCIPLES

1. Trust and respect one another
2. Generate results not activity
3. Learn from success and failure
4. Have a sense of urgency
5. Open, honest and candid dialogue is a way of life



An Interesting Story– Part One



“Many years ago, Al Capone virtually owned Chicago. Capone wasn’t famous for anything heroic. He was notorious for enmeshing the windy city in everything from bootlegged booze and prostitution to murder.

Capone had a lawyer nicknamed “Easy Eddie”. He was Capone’s lawyer for a good reason. Eddie was very good! In fact, Eddie’s skill at legal maneuvering kept Big Al out of jail for a long time. To show his appreciation, Capone paid him very well. Not only was the money big, but Eddie got special dividends, as well. For instance, he and his family occupied a fenced-in mansion with live-in help and all of the conveniences of the day. The estate was so large that it filled an entire Chicago City block.

Eddie lived the high life of the Chicago mob and gave little consideration to the atrocity that went on around him.

Eddie did have one soft spot, however. He had a son that he loved dearly. Eddie saw to it that his young son had clothes, cars and a good education. Nothing was withheld. Price was no object. And, despite his involvement with organized crime, Eddie even tried to teach him right from wrong. Eddie wanted his son to be a better man than he was.

Yet, with all his wealth and influence, there were two things he couldn’t give his son; he couldn’t pass on a good name or a good example.

One day, Easy Eddie reached a difficult decision. Easy Eddie wanted to rectify wrongs he had done.

He decided he would go to the authorities and tell the truth about Al “Scarface” Capone, clean up his tarnished name, and offer his son some semblance of integrity. To do this, he would have to testify against the Mob, and he knew that the cost would be great. So, he testified.

Within the year, Easy Eddie’s life ended in a blaze of gunfire on a lonely Chicago Street. But in his eyes, he had given his son the greatest gift he had to offer, at the greatest price he could ever pay. Police removed from his pockets a rosary, a crucifix, a religious medallion and a poem clipped from a magazine. The poem read:

“The clock of life is wound but once, and no man has the power to tell just when the hands will stop, at later or early hour. Now is the only time you own. Live, love, toil with a will. Place no faith in time. For the clock may soon be still.”

(author unknown, Part Two continued on page 7)

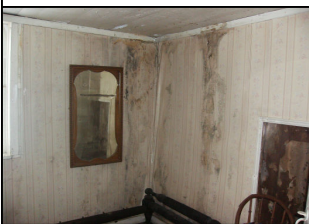
WHAT THIS CABIN NEEDS IS A LABOUR OF LOVE



Broken railing on the Porch



The fireplace in the front room



Water damage running down the wall

In 1847 Colonel Thomas Talbot granted John W. Scratch 100 acres of land on the Marsh Road near Cottam. It is not known if Scratch built the cabin we now call the “Ross Cabin” or if the next buyer was the builder. Scratch kept the land for only two years before selling it to William Marriot who then sold the property to Peter S. Mallot in 1864. Peter divided the property in half selling one lot to his son James and donating the other half to the Anglican Church. James lived in this cabin all his life. Upon his death in 1930, he left half of the land to Melville Ross and the other 25 acre homestead to his grandson, Neville Ross. Neville’s mother lived there until 1975 and his son stayed until 1980. After 1980, the cabin was emptied, the frame addition was removed, and the siding was taken off to reveal the original logs. The structure that remained was moved to Heritage Village in 1986 and placed on a base made of stones from the original foundation. A newspaper clipping from 1986 shows shoes that were found under the log cabin after it was raised for transportation. Some of the shoes had seven layers of soles which were all worn to shreds. People of that time had very little and definitely got the most use possible out of what they did have. Remember there was no weekly garbage collection back then. It was not uncommon to put useless items under the house. In an interview with Neville Ross in 1988, Randy Groundwater learned that an old muzzle-loader shotgun stood in the corner of the stairway when Neville was a child. The gun was loaded at all times. Neville and his mother were both born in the cabin. The house would have received plumbing and electricity after the Second World War, probably around 1950. Neville shared that his mother was very much interested in heritage. One day after his mother had passed while Neville was working on the cabin, he recalled “a carload of my mother’s cousins that live in Riverside in Windsor, stopped in. I haven’t seen them in years and years. They said, “You’re not going to tear that house down are you?” And I guess that’s how it come about. It was something I hoped I could do. At least I owed her that much.” The Ross Cabin forms part of a rural working farm display sitting across from the Saltzer Barn and the MacKenzie Milk Shed.

Having worked here over a year, I had never seen the Ross Cabin until recently. I came across information in the Education Program files that told a different story of the Ross Cabin than what I was seeing with my own eyes. The cabin was used for school groups who did square dancing and had tea time in front of the fireplace. What a wonderful building. The story before my eyes shows a building in great need of repair. It would be wonderful to have it back as Neville Ross’ mother would have liked it to be remembered.



RELAY FOR LIFE CONT'D



in which we requested and received any compensation for our own overhead costs associated with the Relay for Life Fundraiser. We asked for a meager \$2000.00. The event raised over \$170,000. By coincidence, the CBC recently ran a story in their Marketplace series about the Canadian Cancer Society which focused on a researcher from McMaster University who, despite being a former recipient of thousands of research dollars, is now criticizing the CCS with the hope that this “largest fundraiser of cancer research in Canada will shift its priorities back to finding new treatment and a cure”. The Marketplace report found that the greatest portion of donor dollars goes to fundraising as opposed to research. There has been an increase from “26% of all money raised in 2000 to 42.7% in 2011” in the allocation to expenses incurred in the process of fundraising, those expenses being overhead and administration costs. The CCS website proclaims that the money raised goes into funding “the most promising research in Canada”, providing “reliable information in print, online, and over the telephone”, offering patient transportation programs and support at clinics and lodges, and the advocating of public policies to help prevent cancer, in that order. At time of publication, the Relay for Life website had not yet removed the CTMHV as the venue for their next event, however there was no listed date unlike the event to be held on June 15, 2012 at the Volmer Complex in LaSalle. The Harrow fairgrounds were not listed anywhere as a venue. While cruising around the website, job postings for positions at the CCS for full-time Coordinator and Managers starting salaries ranged from \$40,000 to over \$60,000. Perhaps some wouldn't think this as high, but let's not forget, the CCS is a non-profit organization just like the CTMHV. The CCS has over 170,000 volunteers and according to their website, 1200 paid staff throughout Canada. Under the media section on their website, the CCS claims to have raised 200 million dollars in their “last fiscal year” with 49.5 million going to research projects. Their financial report is available online. The Relay for Life Revenue for 2011 is reported as \$54,263.00. Two in five Canadians will develop cancer in their lifetime. Good Luck to the Relay for Life Committee in their new location.



SNEAK PEEK

Here it is, our 2012 Raffle Car!

Ooo!



Ohhh

Ahh!

Wow!

LOOKING FOR:

Dean Wilkinson is looking for a set of 1961 Plymouth Fury taillights (chromed or painted). If you know where he can find some, please call the office for his contact information.



VALENTINE'S DAY DINNER PARTY

Why waste money on roses? A scrumptious roast beef dinner awaits you and your special someone. Be that your spouse, your partner, your sister, your father, or your best friend. Bring whoever you would like. Valentines are meant for sharing. On February 11th the CTMHV will be holding our annual Valentine's Day Dinner Party. Tickets are \$25.00 per person. Claudette Pinaud will delight us with her sweet musical sounds. What a great night out for February. This is the perfect remedy for Cabin Fever. Cash Bar opens at 5:00 pm and dinner will be ready at 6:30pm.



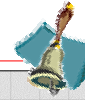
February Birthdays:

- 3rd: Norman Rockwell 1894
- 3rd: Charles Lindbergh 1902
- 6th: Babe Ruth 1895
- 7th: Charles Dickens 1812
- 11th: Thomas Edison 1847
- 12th: Abraham Lincoln 1809
- 12th: Charles Darwin 1809
- 15th: Galileo Galilee 1564
- 15th: Nicolaus Copernicus 1473
- 22nd: George Washington 1732



2012 Events

- Monthly Estate Auctions: Call for Dates
- January 28: Gun Show
- February 11: Valentine's Dinner Party
- March 31: Militaria Gun Show
- May 13: Mother's Day Buffet
- May 18-20: Rock Rodeo
- June 10: Spring Festival of Cars Show
- June 17: Father's Day Buffet
- June 23 & 24: Spring Flea Market
- July 15: British Car Show
- August 25 & 26: Military Muster Show
- September 2: Fall Festival of Cars Show
- September 22 & 23: Fall Flea Market
- October 13: Fall Colour Tour
- October 27: Village Murder Mystery
- November 17: Gun Show
- December 16: Breakfast with Santa & Car Raffle Draw



From the Education Desk



The other day, an idea occurred that I thought I might share, and imagine my delight when I realized I was sitting right in front of a keyboard. So, here goes. I was thinking how wonderful it would be if we had a facility that could offer school children a unique experience in time travel unlike anything they would ever experience again in their life. If we could take them back to the 1800s or early 1900s to a working farm, complete with a cabin, a milking shed and a big old barn. There could be square dancing, bread baking, and stories by a warm fire. Outside there could be a cow, and maybe some chickens. Some horses could take them all for a good old fashioned hay ride, or a sleigh ride in the winter. They could play children's games and sing songs. Maybe a nice trip into town to be greeted by the General Store owner, or the friendly Barber or Blacksmith tending to their trades. Interpreters dressed in costume strolling down the lanes chattering about with idle gossip. Maybe Laura Secord or Laura Ingalls could be out and about, or perhaps Mr. MacDonald (that would be John A., not Ronald), or John & Charlotte Clark, George Waggot or even old Jack Miner. I can see a printing press and a saw mill, a Town Hall where the politicians could debate, and old cars, there'd have to be old cars, and buggies, and motorcycles and airplanes. Imagine the possibilities.

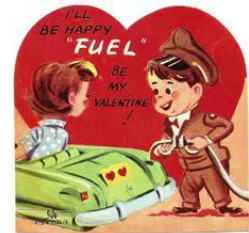
CTMHV BULLETIN BOARD

- We would like to thank Dan Bruner for stepping up to the plate as he relieves Glen Young as the Flea Market Leader. We wish you the best in your new role and we will all be here to help. Thank-you Dan!
- All rentals will now be required to utilize our Cash Bar for events in which alcohol will be consumed. There will no longer be a corkage fee option.
- Management has taken steps toward the hiring of a second short order cook to help Barb in the Diner. Even during these colder months, the Diner continues to do a brisk and often busy business.
- CTMHV has received a \$29,000 Ontario Maintenance Grant
- We continue to explore ways to increase our advertising portals through various sources including email distribution of upcoming events.
- The LED lighting has been completed, money is still owed, but we are still awaiting a government grant from the contractor.
- Our 2012 Raffle Car has been found! It is a 1965 Mustang. Details to follow.
- The Education Program is looking for volunteers and notices have been posted on the Essex District Retired Teacher's of Ontario newsletter as well as on the Essex County Volunteer recruitment website.
- Members from The Windsor Woodcarving Museum were out exploring the possibility of moving to CTMHV. Changes in their existing facility have prompted the organization to consider all of their options which may include a move in their future.
- Effective January 2, 2012 we will not be taking admission for tours unless we have a guide available to take visitors through the Museum. No guide, no tour.



Everyone is Invited!

On March 3rd, 2012
Steve Phillips will be marrying his sweetheart, Leah Fenton here at the CTMHV. Everyone is invited to celebrate their night.
 Cash Bar Opens 7:00 pm
 Church Ceremony 8:00 pm
 Diner open 7:00-9:00 pm
 Entertainment by live band, **Lonesome Lefty & The Crying Shames & Speakeasy Trio** continues after the ceremony



GLEN YOUNG'S 1954 PLYMOUTH CONVERTIBLE IS A STAR



Glen Young appeared in the January 16th edition of Old Autos with his 1954 Plymouth convertible. This rare beauty is one of only 6,900 ever made. Writer Bill "Sherlock" Sherk tells the story of Glen's restoration superbly, including every last detail of the process. Originally yellow when Glen acquired the vehicle, it has now been transformed a classy Santa Rosa Coral finish. The article provides many pictures showcasing the restoration. It sure looks like all of that time and patience has paid off. For the whole story, stop in the diner for a bite or a coffee and check out our copy of Old Autos, or if you know where to find one, check out page 24 for the whole story.

"Gravitation is not responsible for people falling in love" -Albert Einstein
"If love is blind, why is lingerie so popular?" -Author unknown





The 1927 as it sits in the Museum

1927 ESSEX SUPER SIX



Cathy has been married for the last 15 years to her second husband. She has three sons and two grandchildren, with a third on the way

There's a two-tone green automobile sitting in Salon A about four cars down on the left hand side quietly awaiting some much deserved recognition. It's kind of like when a child has a favourite toy that gets set up on a shelf and is almost forgotten about. Seen but not heard. But don't let the quiet disposition fool you. This 1927 two-door Essex Super Six owned by Life Member Bob Paterson was a star in its day. With a Super Six Flat Head 40 horse engine, the Hudson Motor Company produced this vehicle from 1918 until 1932. Considered the lowest priced coach at the time, it became very successful in the industry. This car has rear wheel brakes and is complete with front and rear bumpers which became standard around 1925. Our statistics tell us that the \$735.00 vehicle was built in Detroit Michigan. Many people believe that the Essex was built in Canada. However, this is a misconception. "Although Hudson's Essex and Terraplanes were assembled by the Canada Top and Body Company of Tilbury Ontario, this did not begin until 1932." According to the same source, there were over 210,000 of these vehicles produced. While exploring, I came across a story written by Bob Paterson describing his acquisition of the vehicle. The following has been taken from that source:

"One day when I was working up in Hamilton, Ontario, for Big V Drug Stores I was sitting having a coffee break when one of the girls asked if anyone wanted to buy an old car. My (mind) said that I should get a hobby so I said what kind of car was it? She said it was a 1927 Essex (my mind said what is an Essex?). So I said how much did she want for it. She said \$200. So I reach in my pocket and gave her \$200 sight unseen. What did I get for my money a 1927 Essex Hot Rod, big Hemmi motor, fire wall gone, chassis gone, wheels not there, what I got was an Essex body."

The story continues that it was actually in 1972 when Bob purchased the vehicle which he had to transport home on a Big V stake truck. He had to build a \$2000.00 garage to house his \$200.00 car. His newly licensed daughter opted out of driving the old Essex to school upon first sight of it.

"My first job was to find who made this car and where I might get some information. I was told that there was a car club in Windsor who might help me in my new project. It was called HVSO and had meetings on the second Wednesday of the month. They were held in an old barn behind the unemployment building. The president was Harry Bergman, and after going there it was official that they knew it was built by the Hudson Motor Company in Detroit, Michigan."

"After a few years traveling and building Drug Stores I came to find all the parts in a barn at Atwood, Ontario. Taking them home and working in my free time (which was very little) in the basement and garage, things started to go together, had the motor rebuilt, everything sand blasted, parts all over.

When I was building a store in Kingsville I saw an old car sitting in a gas station that turned out to be a 1927 Essex, the same car I was putting together at home. I had to have this car to help me get mine together and to tell everyone that I had two cars the same. After driving the 27 Essex and digging prices I bought my second old car."

There is a picture frame sitting in front of the Essex which shows four pictures taken on Bob's daughter's wedding day. The most impressive picture is of the beautiful blushing bride, all adorned in white, her left hand holding her bouquet and the bottom of her dress and her new spouse standing behind her. Her right arm is bent at the elbow with her hand out as she stands beside the Essex at the side of the road, with her thumb pointed up hoping to hitch a ride to her reception. The 1927 Essex, its nose faced away from camera, appears embarrassed that it had in fact, run out of gas. Memories are made everyday, but it isn't everyday a memory like that is made. Come out and see the old Essex, take a trip down memory lane and get a good look at the "hitch-hiker" bride.

A VISIT TO MR KURZUK'S FARM

On Thursday, January 19th, members Walter North, Ab Ives and Mickey Moulder showed up for a tour of Morris Kurzuk's huge collection of antique tractors, wagons, cars and trucks. Mr. Kurzuk's farm is located in Amherstburg,

Windsor Star photo of Mr. Kurzuk



1920 Waterloo steam tractor

only fifteen minutes from the CTMHV. His collection includes over seventy tractors from steam to gasoline to diesel dating from the 1920's up to the 1960's. Our members had a wonderful time with Mr. Kurzuk who is definitely "a great guy". His grandparents emigrated from the Ukraine in the late 1800's, settling in Saskatchewan as farmers. Mr. Kurzuk may be 76 years old, but don't let that fool you. The 6ft 4 inch man built like a giant sure has a love for mechanical devices and is forever doing something. He never seems to stop seven days a week.

"I tell you...farmer's are outstanding people" said Mickey after his tour. Mr. Kurzuk's son now runs the successful sheet metal engineering business founded by his father. Mr. Kurzuk has graciously agreed to bring a few of his unique tractors to our Spring and Fall Festival of Cars Shows to be included in our Pass-in-Review. If anyone is interested, another tour could most likely be arranged sometime in the future.

Submissions by our Members

ASTRONOMY REPORT 35

Jan 11, 2012

W. North

In the winter months as we circle around the Sun, the Northern Hemisphere faces away from the center of our Milky Way where there are fewer stars hence, the ones we do see look brighter as we look into the abyss of dark space.

January and February 2012 will be an excellent time for planets as we will see by naked eye, all of the planets of our Sun at some point. This includes Mercury the closest to the Sun, Venus, Mars, Jupiter and Saturn, the farthest from the Sun, which are the naked eye planets. Neptune, Uranus and Pluto are too far away to image with the naked eye. Pluto, while it is large enough to form a sphere, because there are others in the area even larger has been demoted to an asteroid.

Right now, about 30 minutes after sun down, in the south west, the brightest of all the planets is **Venus**. It is so bright that it cannot be mistaken for a star. Over many weeks it makes its way higher in the sky as it also travels east.

Jupiter, the next brightest planet has been high in the south for some time now and is brighter than any star as it slowly makes its way west to ultimately join **Venus**, later in the winter.

Much later in the night, **Mars** rises in the south east. Mars is a weak red color but gets bigger in diameter as Earth and Mars get closer together.

Then finally after midnight, the ringed **Saturn** rises in the south east with a yellowish hue to distinguish it from the stars. To be certain requires at least a 30 power telescope to see the rings.

Venus, Jupiter and Saturn slowly approach each other this winter.

The only trouble is, that it is cold outside and there are very few really clear skies in winter, so if it is clear outside at night, make sure that you get out to witness some of this.



Traditions

The mischievous, winged child whose arrows signify desire and emotions of love is more commonly known as Cupid. Cupid has become a universal symbol of Valentine's Day all around the world. In Ancient Greece, Cupid was better known as "Eros", the son of Aphrodite who was the Goddess of love and beauty. To the Romans, he was Cupid and his mother was Venus. There is a story about Cupid's own "valentine", Psyche, a mortal of whose beauty Venus was jealous. Venus asked Cupid to make Psyche fall in love with a monster. Instead, Cupid fell in love with Psyche but he could not let Venus know what he had done. After trickery by Psyche's sisters and attempted persecution by Cupid's mother, the two were eventually allowed to marry and Psyche, who had nothing but true love for Cupid was made a Goddess.



An Interesting Story-Part Two



.....continued from page 3

"World War II produced many heroes. One such man was Lieutenant Commander Butch O'Hare. He was a fighter pilot assigned to the aircraft carrier Lexington in the South Pacific. One day his entire squadron was sent on a mission. After he was airborne, he looked at his fuel gauge and realized that someone had forgotten to top off his fuel tank. He would not have enough fuel to complete his mission and get back to his ship. His flight leader told him to return to the carrier. Reluctantly, he dropped out of formation and headed back to the fleet. As he was returning to the mother ship, he saw something that turned his blood cold; a squadron of Japanese aircraft was speeding its way toward the American fleet. The American fighters were gone on a sortie, and the fleet was all but defenseless. He couldn't reach his squadron and bring them back in time to save the fleet. Nor could he warn the fleet of the approaching danger. There was only one thing to do. He must somehow divert them from the fleet. Laying aside all thoughts of personal safety, he dove into the formation of Japanese planes. Wing-mounted 50 caliber's blazed as he charged in, attacking one surprised enemy plane and then another. Butch wove in and out of the now broken formation and fired at as many planes as possible until all his ammunition was finally spent. Undaunted, he continued the assault. He dove at the planes, trying to clip a wing or tail in hopes of damaging as many enemy planes as possible, rendering them unfit to fly. Finally, the exasperated Japanese squadron took off in another direction. Deeply relieved, Butch O'Hare and his tattered fighter limped back to the carrier. Upon arrival, he reported in and related the event surrounding his return. The film from the gun-camera mounted on his plane told the tale. It showed the extent of Butch's daring attempt to protect his fleet. He had, in fact, destroyed five enemy aircraft. This took place on **February 20, 1942**, and for that action Butch became the Navy's first Ace of WWII, and the first Naval Aviator to win the Medal of Honor. A year later Butch was killed in aerial combat at the age of 29. His home town would not allow the memory of this WWII hero to fade, and today, O'Hare airport in Chicago is named in tribute to the courage of this great man. So, the next time you find yourself at O'Hare International give some thought to visiting Butch's memorial displaying his statue and his Medal of Honor. It's located between Terminals 1 and 2.

SO, WHAT DO THESE TWO STORIES HAVE TO DO WITH EACH OTHER?

Butch O'Hare was "Easy Eddie's" Son."

Author unknown

"Many are the stars I see, but in my eye no star like thee"-English saying used in posy rings

**"DO THE MATH
COUNT YOUR BLESSINGS"**

From Banwell Community Church Sign on Banwell Road, Windsor

